

# Rail & Transit



DECEMBER 1993



Newsletter of the Upper Canada Railway Society



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## ON THE CALENDAR

**Friday, January 21** - *New location!* UCRS Toronto meeting, 7:30 p.m., at the Metro Toronto Archives auditorium, Spadina Road at MacPherson, just north of Dupont subway station. This month's programme is a night of commercial videotapes, co-ordinated by Rick Eastman.

**Friday, January 28** - 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.

**Friday, February 18** - UCRS Toronto meeting. Gordon Shaw will present a programme on the *RMS Segwun* and north-eastern U.S. tourist railways.

**Friday, February 25** - 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

The CPR station at McAdam, New Brunswick, on the threatened Canadian Atlantic Railway.

-Photo by Art Clowes,  
August 12, 1986



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## Newsletter

### NEW TORONTO MEETING LOCATION

The location of the regular monthly Toronto UCRS meetings has been changed. Beginning on January 21, we will meet in the auditorium of the Metropolitan Toronto Archives, on Spadina Road just north (and within sight of) the busy CP North Toronto Subdivision and only a short walk north from Dupont subway station.

The advantages of the new meeting location, apart from the railway across the street, are that it is smaller than our previous room at the Toronto Board of Education, comes equipped with slide projectors and a projection television for video presentations, and has parking available.

If you aren't a regular participant in the meetings, please drop by to see the new space at an upcoming meeting.

We would like to thank the Toronto Board of Education for their hospitality over the past several years, and also our member John Thompson, who has retired as convenor for the Toronto meetings.

### THEY WENT THAT-A-WAY

Well, we warned you. If you didn't see a CP six-axle MLW in early December, you won't see one at all. Only two big MLWs are still running on CP, M636 4711 (with a Caterpillar engine) and RSD17 8921 (which probably won't die unless it has a spike driven through its heart at dawn). The others were gradually withdrawn from service through the month, with the last half-dozen finishing on December 20, 21, and 22. CP's president, Rob Ritchie, took part in an official shutdown ceremony for 4706 on December 23 at Saint-Luc yard in Montréal.

On Page 9 of this issue, we present a chart showing the travels of the last five "Blub-Blubs" through December, and two photos on the rear cover mark the end of an era we may all have taken for granted.

### BELATED PHOTO CAPTION

The photo on Page 17 of the October *Rail and Transit* of Québec North Shore and Labrador 4-6-0 1112 at the Smiths Falls Railway Museum was by Alan D. Westland.

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# THE MERIDIAN AND THE ATLANTIQUE

BY STEVE DANKO

DATELINE: NORTH YORK, ONTARIO

Many business people get paid to travel, but how many get paid to travel overnight on VIA? As a "closet" railfan this is a treat almost beyond comprehension!

Some have said that "getting there is half the fun," however, could the other "half" be "figuring out by what means may be used to get there — and booking same?"

OCTOBER 26, '93

Call from Fredericton, New Brunswick, unit, requesting training. Essentially a "Missouri" ("show me") situation. November 23 and 24 are the preferred dates. THE BOSS says "better follow up — this is a quality of service issue."

OCTOBER 27

Calling Air Canada (the other airline is out of the picture — no non-stop service available — so much for competition). Air fare is approximately \$840.00 return, including taxes. The company will pay, no problem, but how can a lowly employee demonstrate financial responsibility in recessionary and cost cutting times? (Addendum: similar return air travel in October '92 and January '93 cost \$661.00 and \$762.00.)

In addition to the cost, the other down side to air travel is the time of the flights. Only two daily non-stop flights: 08:45 and 18:57 departures with 11:28 and 21:40 arrivals, respectively. No way for a meeting to start in the morning with the 08:45 flight out of Toronto and the 18:57 flight dictates a late afternoon (hassle) drive along the 401 to the airport (for a Scarborough resident) which translates into a 16:00 departure from home. Worse yet, a 21:40 arrival is really a 23:00 (or later) hotel check-in time, for a next-day meeting start time of 08:30. Did this last time — couldn't even find the rental car in the Fredericton airport parking lot (Avis has only four spaces assigned) at 22:15 on a Sunday . . . without mentioning the 23:30 hotel check-in time. Relaxation this is not. In addition,

☛ The Sheraton Hotel in Fredericton quotes \$79.00 per night plus taxes (11 percent PST and 7 percent GST), for a total nightly cost of \$93.22. No, that's not correct — New Brunswick calculates their PST on the total inclusive of GST — yikes! — for an effective "ST" rate of 18.77 percent. Holy shmoly: nightly cost is \$93.83.

So, what is the alternative?

☛ The City of Fredericton's "Street Index Map Transit Guide" states that Toronto is 1373 kilometres or 858 miles, a 14.5 hour drive . . . hmmm.

☛ Another alternative: call VIA. After wading through the IVR (that's Interactive Voice Response) telephone system, finally get a real person. VIA leaves Guildwood daily for Montréal at 12:18 but the connecting train departs Montréal at 18:45 on Monday, Thursday, and Saturday arriving Fredericton at 08:30 on Tuesday, Friday, and Sunday . . . by bus

(huh?) from Fredericton Junction (where?) But this is just perfect — I have to be at downtown Fredericton by 08:30 Tuesday.

To leave Fredericton to go to Toronto, the VIA traveller has an equal number of choices: Monday, Thursday, and Saturday, and I wish to leave downtown Fredericton by 17:00 Wednesday for Toronto. VIA phone agent is sympathetic, but suggests that a Thursday departure is more appropriate. For all this variety in days of the week we all thank Brian Mulroney (who?) and his Conservatives. So, go by train (and bus) and fly back — simple enough.

So, how much will VIA cost, Guildwood to Fredericton, depart Monday, arrive Tuesday? VIA agent says \$260.00 with a "room for one" called a roomette. (*Sign of the times: WordPerfect spell check doesn't recognise "roomette" as a valid word of the American language.*) I ask: is that with the 40-percent off-season discount? VIA says: no discount available to Fredericton. I say: oh, what is the fare to Fredericton Junction? Pause. VIA agent says: \$166.00. I say: what? VIA agent says: this isn't right — please wait while I talk to my supervisor. I am placed on hold for more than three minutes (after which time I lose count); finally VIA agent says: sorry for keeping you waiting, but the computer gives a different fare for each inquiry for Guildwood to Fredericton. After much more computer and supervisor manipulation, VIA agent apologises (*WordPerfect, being a good American language checker, accepts the "s" instead of a "z" in "apologises."*) profusely and quotes \$180.83 including taxes (fare of \$169.00 plus GST of \$11.83) departing November 22, on Train V060 with accommodation (seat) JF23 (VIA 1 service) Guildwood to Montréal and on Train V012 with accommodation Roomette 6 Car 1221 Montréal to Fredericton Junction and bus Fredericton Junction to the Lord Beaverbrook Hotel, Fredericton, arriving 08:30 November 23. I say: fine, shall I give you my Visa number to pay for this? VIA agent says: sorry, we do not book by phone, however will give you confirmation number XA3544NJ. Please present the confirmation number when picking up your ticket at any VIA agency, but for sure prior to November 14 otherwise your 40 percent discount is null and void. Thank you.

A quick call to the Exec line at Air Canada places me on Flight 645, Class J (Executive Class) departing Fredericton 08:50 for Toronto November 25, '93. Pay by Visa, yes. Ticket in the mail, yes. Air fare one way \$383.00 plus departure tax \$36.81 plus GST on that total of \$29.39 for total fare of \$449.20. Thank you.

IF AIR BOTH WAYS	MY CHOICE
\$449.20 x 2 = \$898.40	TRAIN ONE WAY = \$180.83
PLUS ADDITIONAL HOTEL NIGHT = \$93.83	AIR ONE WAY = \$449.20 (ADDITIONAL HOTEL NOT REQUIRED)
TOTAL COST: \$992.23	TOTAL COST: \$630.03

So I can now say to THE BOSS that I have saved the company \$362.20 (and I have not gone anywhere yet)! And all I have to do is leave the house at 11:45 on November 22 (to get to Guildwood for Train V060 at 12:18) versus 16:00 if I used Air Canada. Just think: I now have beer and food money of \$362.20 to spend on Train 12! (THE BOSS says I will do no such thing – ah, but he doesn't know: I am travelling on business . . . *first class!* . . . and saving the company money!)

#### NOVEMBER 12

Stop by the Guildwood station to pick up the tickets. Upon examination, I am on Train 60 for November 22.

#### NOVEMBER 22

A beautiful cool sunny day with a refreshing breeze. A quick taxi ride to Guildwood (\$10.00) finds me at the station by 11:30 for the 12:18. Why am I here so early? Damn airlines, that's why; air carriers have all travellers trained to be at the point of departure between 45 and 90 minutes prior to departure.

Ah, but that's okay today, at least I can enjoy the sunshine. Next I find myself putting on my sunglasses . . . ah . . . dreaming of summertime. Eastbound GO train arrives and departs at 11:35. Twelve o'clock: walk up to the Track 2 (eastbound) platform. At 12:03, Track 2 has a high green for eastbound traffic. Nice to see that the CN YQ Rail Traffic Controller is allowing Train 60 a comfortable headway. At 12:06, the eastbound high green for Track 2 has been cancelled, and all eastbound signals are like a ripe tomato patch . . . red.

At Guildwood, GO has installed new passenger kiosks at the platform levels – nice heated glass structures with large doors with huge pushbuttons to operate the doors to accommodate passengers on wheelchairs, a nice touch, except the only means for wheelchair passengers to get to the platforms is by the stairs!

12:12

24 passengers waiting for Train 60.

12:14

Westbound GO on Track 1. Eastbound Track 2 now has a high green signal. Losing count of waiting passengers . . . must be about 40 and today is Monday!

12:18

VIA 60 pulls in: 6440-3310-3331-3318-3334-3461 (VIA 1)-8623. Lots of commotion on the platform . . . passengers scramble to find only two doors opening. The trainman (*Here is another word foreign to WordPerfect; ever wonder why WordPerfect recognises airman as a valid American word?*) opening the door on 3318 in a loud voice warns a man who is obviously assisting his elderly mother that if he gets on the train he is going to Oshawa. The threat is sufficient and the man bids goodbye to his mother, who is now struggling up the stairs with the suitcase. To avoid the

crowd at 3318's door I wander along the platform with some of the others to the open door at 3461 to find this is the VIA 1 coach. I am the last to board after four other passengers; two behind me scramble back to 3318 when they realise 3461 is for VIA 1 passengers. (VIA could certainly use some sort of system for sorting out passengers at intermediate stations. I wonder how many middle-aged and elderly have suffered heart attacks while scrambling to the coach doors.)

Baggage car 8623 is a former Union Pacific car, with stainless-steel panelling instead of fluting on the car side. (*Source: Canadian Trackside Guide, 1993.*)

Find my way into LRC VIA 1 coach 3461; attendant asks me, in a French (actually Québécois – but I can't tell the difference) accent what my seat number is. I have no idea – I whip out my ticket and he tells me I am in No. 23. Get to No. 23 and I am relieved that both seats (23 and 24) are vacant. Stuff my suitcase in the overhead, airline-like storage bin along with my raincoat . . . no room to hang my coat in the coat rack between Seats 32 and 36. Seat 23 is by the window and is facing forward. Now I realise that on the refurbished LRC coaches the seats are reversible – previously, one half of the passenger seats faced rearward. Now, only the seats against the end walls and centre dividers (coat racks) are non-reversible – neat. Seat 23 is on the south side; the sunshine is bright, the windows are huge, there is no shine shade or blind to pull down. I leave my sunglasses on and enjoy the warmth . . . too warm, I take off my suit jacket, and notice others have already done so . . . in fact most of the travellers appear to be business people. At least they are dressed in business attire.

11:23

Attendant asks for my ticket and announces that luncheon is a choice of cold salmon plate, turkey dinner, or beef pot pie – I ask for the turkey. He asks if I would like a drink – I ask for ginger ale . . . too early for beer (it is Monday, after all).

Now I notice that we have been moving along at quite a clip . . . very quiet and

Wait! wait! – that's not right . . . Train 60 is the early bird to Montréal – like at 07:30 – where's the timetable? where's the timetable? – oh – I see – after years and years, VIA has changed the train numbers on the Montréal-Toronto route. Trains are now numbered in the 50- and 60-series. Hmmm . . . does this mean more frequent service sometime in the future?

Ah . . . travel . . . is 90 percent anticipation . . . 10 percent recollection . . .

Seven hundred seventy-three miles by VIA CN/CP (one thousand two hundred forty-three kilometres) on November 22 and 23, '93 . . .

extremely smooth ride indeed . . . why can't GO trains be this good? . . . passing all eastbound vehicular traffic on the adjacent King's Highway 401.

12:27

The attendant delivers the complimentary ginger ale and roasted almonds, the latter in a small cellophane package, along with a napkin. I struggle to open the almond package, and only a couple of almonds fly to the floor . . . whew! The remaining almonds are tasty indeed.

12:34

Approaching Whitby very slowly . . . lots of bell and whistle . . . pass over the new bridge . . . pick up speed . . .

12:39

Oshawa station stop. Four minutes behind schedule. Now I realise that this train is almost full – only six empty VIA 1 seats out of 54 in Car 3461.

Out of Oshawa, the attendant asks if I wish the cold salmon plate, turkey dinner, or beef pot pie for luncheon . . . I request (again) the turkey. The attendant delivers a preheated wiping cloth . . . just like the airlines. Four minutes later the meal tray arrives. Looks very airline-style, but with real linen and real silverware. Salad and salad dressing, butter and a pecan tart. Attendant offers bread or rolls from a separate tray, and I select a roll. Choice of white or red wine is offered, and I select a glass of white wine. Finish the salad and roll. Some time passes. I'm still hungry, so I devour the pecan tart.

13:08

Approaching Port Hope . . . slow on the curve past the station . . . slow across the Ganaraska River bridge. Main luncheon course arrives, and it's beef pot pie. It's good. But it is odd considering my selection was for the turkey dinner. More wine offered and accepted.

What a way to travel! Linen! Wine! Real silverware! Hot food! (Even if it is not turkey dinner)

13:14

Cobourg station stop. Five minutes behind schedule. Several passengers entrain, including two for VIA 1.



I count 31 work service cars at the CP Cobourg siding east of the station. These are obviously occupied, but there's no sign of any track work in progress.

VIA 60 is really on the move now.

We slow noticeably for Brighton and take the crossover to the north track. (I did not notice the earlier crossover to the north track for the Oshawa station stop, nor the crossover to the south track for the Cobourg station stop.)

Approaching Belleville, we take the crossover to the south track.

Other than the westbound VIA trains, no other rail traffic, either CN or CP.

13:49

Belleville station stop. Four minutes behind schedule. Several passengers detrain, in only their shirt sleeves – no luggage either – and promptly light up cigarettes . . . as VIA is all non-smoking in the corridor services.

One person boards VIA 1. Only three empty.

Back up to speed . . . first time noticing that the banking system on LRC 3461 is working . . . or is it the wine that is working?

14:29

Kingston. Lots of activity on the platform – real passengers as well as the same smokers. Station is on the north side, Train 60 is on the south, but passengers use an underpass.

15:09

Crossover to the north track. Brockville station stop. The November sun is starting to fade . . . I take off my sunglasses. First sign of any mainline freight train activity: three units switch the south side yard: one 9400, one 9500, and 3547 in the lead. Also two 4100s (one is 4139) idle.

Just east of the station, I observe my first "LRC 100" sign. Pat, can VIA 6440 really do 100 m.p.h.? (No, 90. –PS)

Crossover to the south track. Really pick up speed. Many level crossings, lots of whistling.

16:01

Cornwall station stop. Several passengers, but more smokers.

16:04

Slow for the Cornwall diamond, first "main line" freight.

A long CP freight (at least, it appears long) powered by a single road switcher; long hood forward, waits to go north at the diamond as we pass.

16:49

Dorval station stop. Lots of activity. It's very dark outside. Service stations advertise gas at 55.9 cents per litre (versus 48.9 in Scarborough). It seems to take forever to roll through lower Montréal, somewhat of a less-than-desirable area, then after much wheel-pounding and rocking over diamonds, switches, and other trackage obstacles, finally . . .

17:13

Central Station/Gare Centrale, Montréal. Two minutes prior to stopping, all lights in the coach are extinguished; only emergency floor lights remain lit. After stopping at the platform two minutes pass before the lights come back on. On to the platform. Gare Centrale's platform area is grimy, grey, depressing, dirty, and smells of diesel exhaust. Toronto's Union Station platforms, by comparison, are cheerful and clean. Up the escalator to the "great hall" of Gare Centrale . . . it has been 17 years since I was here last. The "great hall" is a great disappointment – it is drab, dull, grey, and dirty, and people everywhere are smoking – cigarette butts litter the floor. I notice that boarding for VIA No. 12 is posted on the departure board for "18:15 heures" at "Porte 13." It's only 17:20 now. I make my way to the telephones and place my call home.

17:25

Find my way to a clear seating area, right by Portes 6 and 7, which after I sit down, I realise are for the commuter trains. Everyone is wearing winter coats and boots and is smoking. Winter in the business section of Montréal must be very drab.

17:50

Announcement on the public address

system, first in French then anglais. Would all sleeping car passengers for Train 12 please check in now at Porte 14. I wander over to Porte 14 . . . a crowd of travellers, young and old, but no business people gather and check in with the two VIA attendants.

18:05

A quick count at Porte 14 shows about 45 passengers waiting to board the sleeping cars for Train 12. On the other side, at Porte 13, about 65 coach passengers are lined up.

18:06

Two wheelchair sleeping car passengers are allowed down the escalator to board.

18:07

All sleeping car passengers are allowed to board through Porte 14.

18:08

I am among the last to descend to the high-level platform of Voie 13. My car, Car 1221, is right beside the exit from the escalator. The stainless steel exterior of Train 12, the *Atlantique* (after all I am in Québec) shimmers in the platform lights. The whole train is quite a contrast to everything else in Gare Centrale – very refreshing. Even the VIA employees are smiling!

The *Atlantique's* equipment, at first glance all ex-CPR Budd-built (just imagine: a luxury streamliner in 1993!), has all been rebuilt with HEP electrics: all electrical power including heat is provided by the locomotives . . . just like the LRCs. The rebuild meant complete refurbishing of all the interiors, so all the cars smell new, and all the materials appear new or restored, including the drapes surrounding the entrances to each of the eight roomettes in Car 21, the *Château Iberville*. I place my suitcase and briefcase on the floor of Roomette 6 and slide same under the seat. It suddenly occurs to me that it is time to go. No problem: just raise the second seat cushion in a roomette, and presto! a mini toilette bowl!

Now in railfan (*here's another word that WordPerfect doesn't recognise*) mode, time to investigate the consist, from posterior to anterior:

VIA TRAIN VO12, THE *ATLANTIQUE*, AT GARE CENTRALE, MONTRÉAL, NOVEMBER 22, 1993, AT 18H15:

1224	BANFF PARK-8703	SLEEPING CAR-DOME-LOUNGE, WITH THREE BEDROOMS, ONE DRAWING ROOM, TWO LOUNGES, AND 24-SEAT DOME. LOWER LOUNGE MURAL BY MICHELINE BEAUCHEMIN. (NOTE: BANFF PARK IS THE CENTRE ATTRACTION IN THE CPR'S RENOWNED PHOTOGRAPH BY NICHOLAS MORANT IN 1955 OF <i>THE CANADIAN</i> AT THE STONEY CREEK BRIDGE AND CURVE.)
1223	CHÂTEAU BIENVILLE-8202	FULL SLEEPING CAR WITH SHOWER, THREE SECTIONS (UPPER AND LOWER BERTHS), THREE BEDROOMS, ONE DRAWING ROOM, AND EIGHT ROOMETTES. THE ONLY NAMED CAR IDENTIFIABLE FROM THE INTERIOR OF TRAIN 12 – MORE ON THIS LATER.
1222	CHÂTEAU LATOUR-8212	CONFIGURATION SAME AS 8202.
1221	CHÂTEAU IBERVILLE-8209	CONFIGURATION SAME AS 8202.
1220	CHÂTEAU JOLLIET-8210	CONFIGURATION SAME AS 8202.
	ACADIAN-8401	FULL-SERVICE 48-CHAIR DINING ROOM.
	SKYLINE 8501	SNACK BAR, LOUNGE, BEVERAGE, AND DOME.
1211	COACH 8141	COACH WITH 62 SEATS. THE ONLY NON-EX-CPR CAR IN THE CONSIST, ORIGINALLY BUILT FOR C&O AS No. 1702 BY BUDD. (SOURCE: <i>CANADIAN TRACKSIDE GUIDE</i> , 1991.)
1210	COACH 8112	COACH WITH 62 SEATS.
	BAGGAGE CAR 8606	
	F4OPH-2 6431	
	F4OPH-2 6438	

Looking across the platforms at 18h15 in Gare Centrale . . . ahhh . . . VIA even has pocket streamliners now. At least the *Chaleur* looks like a pocket streamliner compared to the *Atlantique* on Voie 13!

VIA No. 16, the *Chaleur*, is on Voie 16, scheduled to depart Gare Centrale at 19h00, November 22, 1993:

F4OPH-2 6439 — BAGGAGE CAR 8602 — COACH 8101 — SKYLINE 8503 — CHÂTEAU DENONVILLE-8206 — CHÂTEAU VIGER-8229

The ex-CPR *Château* series sleeping cars, as originally named by the CPR in 1954, are all named after famous or noteworthy deceased Canadians, being politicians, artisans, or business people. (Likewise, and noticeably absent from Train V012 consist, are the ex-CPR *Manor* sleeping cars that are currently assigned to the VIA *Canadian*, originally named by the CPR in 1954 after famous or noteworthy deceased English Canadians).

While the rebuilding of all this equipment is simply excellent, what has happened is that each car has lost its uniqueness. Each car's interior decor is essentially the same pastel grey-and-blue combination. Also, each car has lost its interior name. For example, while riding CPR's *The Canadian*, exploring the sleeping car consist was a lesson in Canadian history. Each sleeping car, as explained, was named, and the name of each car appeared in five locations on each car:

- ➡ on a metal plate on the exterior of each end door to the interior of the car,
- ➡ on a metal plate affixed to the exterior centre sides below the windows (where VIA has left the names), and
- ➡ on an historical plate affixed to the interior wall adjacent to Bedroom A.

The latter also contained an explanation regarding the achievements and historical significance to Canada of the person for whom the CPR named the sleeping car . . .

. . . hence one reason that led the CPR to name the train *The Canadian*!

But alas . . . all this seems to be lost on the people of VIA. The only place that the car names now appear are on the exterior sides of each car . . .

. . . so much for tradition and Canadian historical significance . . .

. . . nonetheless, even though each VIA sleeping car, dining room car, and *Park* car is only identifiable by the riding passengers by the car number, the achievement of the satisfactory rebuilding of this equipment should be recognised and celebrated. (Readers should also see the December 1993 issue of *Trains* magazine.)

NOVEMBER 22

18:45

The *Atlantique*, VIA Train 12, is on the move.

Somehow, people become more friendly and more likely to talk with strangers when they board a full-service overnight train. This is more pronounced in eastern Canada where Maritimers seem to be, by their nature, a friendlier people than we in the big cities.

Time to investigate Car 8703 (*Banff Park*). Walking back from Roomette 6 in Car 8209 (*Château Iberville*), I walk through 8212 (*Château Latour*) and enter 8202, and before exiting 8202, on the interior side of 8202's rear door is an original name plate, as the CPR intended, announcing the car name: *Château Bienville*. I reverse direction, walking forward through *Château Bienville* and on the interior of the forward door is another name plate: *Château Bienville*. Further investigation through the evening reveals that *Château Bienville*-8202 is the only car on Train 12 today that can be identified by name from inside. Could any of the readers shed any more information on why some cars have the name plates on the doors? . . . though I would suspect that railfan souvenir-seekers may have had something to do with this (these type of people are simple weak-minded vandals). On to Car 8703 (*Banff Park*). The lower lounge mural, entitled "Le Fleuve Enchanté" by Micheline Beauchemin is interesting, but somehow lacks the character and continuity of the original mural commissioned by the CPR in 1954 and entitled "Bow Valley, Banff National Park" by Charles Fraser Comfort. (Reference: The July 1993 issue of *Rail and Transit*, page 14).

I take the last available seat in the lower lounge, order a Moosehead light, and this evening's feature is "Secret of My Success" starring Michael J. Fox. Everyone is quite

friendly and a good time was had by all — just like in the Labatt Bleue commercials!

Rolling out of Montréal is very slow; the track is fairly rough and noisy (the volume for "Secret of My Success" is turned up several times) until after Saint-Lambert. Once off the CN subdivision de Montréal and onto the Pont Victoria and the CN subdivision de Saint-Hyacinthe then onto the station stop at Saint-Lambert, No. 12 is finally on welded rail. First call for dinner in the dining car. Interestingly, the ride of the 1954-vintage Budd-built is reasonably good, but not as good as the LRCs nor as quiet. Although the speed limit is 90 m.p.h., the *Atlantique* is allowed 32 minutes for the 30 miles from Saint Lambert to Saint Hyacinthe. LRCs, such as Train 27, are allowed 25 minutes.

At Sainte-Rosalie, the *Atlantique* diverges to the CN subdivision de Sherbrooke. No. 12 is now on jointed rail, and the noise level increases with a corresponding deterioration in ride quality.

19:52

Acton Vale station stop. Make my way forward to Dining car 8401 (*Acadia*). Business is brisk, although the two glass-partitioned tables at each end of the car are out of service, I have to wait a few minutes for an opening at one of the other eight tables. Once I am seated, I meet my neighbours. The middle-aged lady across from me is on her way to Saint John to visit her mother. Her husband has recently been "packaged" (retired early) by CP Rail. The retired chap sitting beside me is on his fourth visit by train to the Maritimes in eight months. He "rediscovered" train travel last spring and loves it, especially with the seniors discount of 50 percent off regular fares. The dinner menu is very

reasonably priced. Choice of prime rib roast beef, chicken, two fish dishes, plus others. I select the prime rib and ask for horseradish on the side.

20:21

Richmond station stop. Dinner arrives. Looks appetizing and is very good: a thick slice of prime rib, medium done, with a baked potato and sour cream, mixed fresh vegetables, a slice of tomato, lettuce, and the horseradish is the way it should be with prime rib — hot.

After the Richmond station stop, No. 12 stops at what seems to be the middle of nowhere. The sleeping car conductor, sitting across from us, interrupts his dinner to advise that the delay will be only a few minutes; No. 12 has a meet with a freight train. Sure enough, we roll forward as No. 12 takes the siding to pass the CN freight.

Conversation with my two dinner companions is very good. Discussion varies from politics to rail travel to travel in general to employment issues to children.

The ride is very bad after Richmond. The jointed rail is very obvious. My tea is sloshing wildly, and it is almost impossible to write.

21:05

Sherbrooke station stop. Station is very CN looking. In fact it is the CN station. Lots of passenger activity on the platform . . . No. 12 departs, travels about four minutes, then stops. We start to back up, onto the CP line (in fact, the correct term is the Canadian Atlantic Railway line — a subsidiary of CP Rail). Once on our way again, on the CAR Sherbrooke Sub., the ride does not improve much. CP is still using jointed rail in this area. In fact, given the recent NTA (National Transportation Agency) abandonment permission, the best this CP line will be is jointed rail if any rail at all!

The head waiter asks us nicely if we could move on to the Skyline lounge as the crew is waiting for their dinner. We bid each other good evening. The lady turns to walk forward to her coach seat while the retired chap and I head to the sleeping cars. On the way, walking back through the dining car, I stop to speak with a young couple whom I left behind in *Banff Park* watching the "Secret of My Success" . . . the remainder of the movie was quite good, but they confirmed we had seen, together, the best part. I bid good evening and make my way to *Banff Park*.

21:50

Without exception, one of the best places to view the train and the world in general is at night from the dome of the *Park* car. The view is spectacular, especially since all the dome glass is new, being replaced during the rebuild, as the all-silver streamliner twists and turns through Québec's eastern townships through the spruce forests, hamlets, villages, around hills and valleys, and across streams.

The *Atlantique's* progress is steady, No. 12 cruises along at about 45 m.p.h. The ride quality is quite good. At times, No. 12 is riding on welded rail and in other locations is on jointed rail. Conversation, in the darkness, between the five of us in the dome varies from politics to the economy to conditions in Maritime Canada.

Discussion turns to what will happen at the Maine border when No. 12 crosses into the U.S.A. I learn that, at the border, essentially *nothing happens* from a through-passenger perspective. Revolver-toting U.S. customs agents will board No. 12, apply seals to the exterior doors, and will ride the one coach serving the U.S.-bound passengers, doing their customs thing only on those passengers ticketed to a U.S. destination. Canadian agents will board at Vanceboro, Maine, to process any passengers who have entrained from a U.S. station and will remove all seals upon arrival at McAdam, New Brunswick. Interesting, all this customs stuff . . . international intrigue . . . Canada's own version of the Orient Express!

22:35

I've been in the *Banff Park*-8703 dome for 45 minutes and have yet to see any block signals. The CAR's Sherbrooke Sub. must be "dark" territory or train order only.

I bid goodnight to my fellow travellers and I'm off to 8209 Roomette 6. Once there, unlatch the bed and slide it out . . . already made up with two very big plush pillows. Lights out, and I raise the blind to view the passing countryside of La Belle Province's eastern townships.

The ride sure is a lot rougher than CN's Kingston Sub.; it's been a long time since I have dozed off to *clickety, clack . . . clickety, clack . . .*

NOVEMBER 23

01:42

Whoa! Where am I? Why are we stopped? What time is it?

Welcome to the U. S. of A. - apple pie, all-American college football, home of the Chevrolet, etc., etc. I hear the low rumble of turbocharged diesels . . . a meet with a westbound CAR freight . . . with a FRED on the last boxcar. No. 12 starts to move . . .

. . . Then I realise - beauty, eh? - I am riding the Canadian Atlantic Railway's *Moosehead Subdivision*. Far out . . . and yes, John, put on your toque: there really is a station called *Moosehead*, it is at Mile 43.4 on the CAR's *Moosehead Subdivision*.

01:52

No. 12 stops again . . . I hear the sound of diesels again . . . beauty . . . another meet! It's No. 11, the westbound *Atlantique* . . . No. 12 starts to move again.

02:28

VIA No. 12 is slowing to a stop . . . we pass the tail end of an eastbound CAR freight, complete with a FRED. No. 12 stops, and welcome to Brownville Jct., Maine. Some passenger activity on the platform. The *Atlantique* is on the move again, and we're on the CAR's *Mattawamkeag Subdivision*. (The station *Mattawamkeag* is at Mile 62.0 and is the junction with the Maine Central Railroad, now the Guilford.) That eastbound CAR freight has CP SD40-2s 5599-5844-5617 on the point. CP SD40 5410 is in the yard. The track is still jointed rail and still pretty rough.

Geez . . . I have seen more freight traffic on the CAR than I saw all day on the CN Kingston Sub. . . just *who* does the CPR think they're kidding? Line not making money - ha! - it is just what CP wants us to believe!

05:36

All is quiet. No. 12 is stopped. Where are we? What time is it? Oh . . . still some time before Fredericton Jct. This place must be McAdam, New Brunswick, . . . there's some employee activity on the platform . . . *McAdam! YIKES!* The next stop is Fredericton Jct.! It's 06:36 Atlantic Standard Time! It's getting light outside!

I jump out of bed, roll the bed into storage, and No. 12 is rolling east again, onto the CAR's McAdam Sub. I get dressed, go down the hall to the dining car - for coffee, food, something - but 8401 is dark.

It's 06:50, and the lone waiter relaxes with a smoke, waiting until the dining car opens at seven. But the Skyline is open . . . it's daylight outside . . . I walk up to 8501 . . . the coffee is hot, albeit in a styrofoam cup, and the muffins are cold.

The lady going to Saint John walks in, gets a coffee and sits down across from me. Has the track always been this rough? She confirms that it has, for years! Conversation carries on about family, what the future will bring, etc. I look at my watch, it's 07:16. Fredericton Jct. in five minutes. I have to say goodbye.

I arrive back in *Château Iberville*-8209 Roomette 6, and my suitcase and briefcase are already in the vestibule for detrainning. No. 12 is still moving. I sit down for one minute and presto! we're there!

07:21

The *Atlantic/Atlantique* (New Brunswick/Nouveau-Brunswick is the only officially-bilingual province) rolls to a stop at Fredericton Jct. Quite a few passengers detrainning . . . I count at least 29 on the platform in front of the station (the train is on a curve, so it's hard to get a good passenger count). No. 12 stays at the station for about four minutes. I'm loading my suitcase with the others onto the VIA bus for Fredericton. No. 12's engineer gives two blasts from 6438's whistle and starts No. 12 rolling; the retired chap I had dinner with last evening waves from the dining room car as the *Atlantique/Atlantic* pulls out. The world's second-best luxury streamliner swings around the curve, with the blue and yellow drumhead on *Banff Park's* boat tail, and disappears into the distance . . . how much longer will this all last?

07:35

Fifteen passengers on the bus . . . no stop required at New Maryland, nor for the university . . . a straight run to the Lord Beaverbrook.

08:10

Twenty minutes early, the bus pulls up to the Lord Beaverbrook. I grab my suitcase and as I walk away along Queen Street, as a fitting end to the rail trip, a long loud grade crossing whistle sounds from across the Saint John River valley . . . then another one . . . the CAR local is leaving town for Nackawic.

The VIA *Atlantic/Atlantique* and the VIA *Ocean/Océan* have got to be two of the best-kept travel secrets in North America . . . no, make that in the world.

And as far as that 08:45 appointment just down Queen Street . . . well, I am a half-hour early, and the VIA *Atlantique* was a much more interesting hotel than the Sheraton. ■

GUILDWOOD • OSHAWA • COBOURG • BELLEVILLE • KINGSTON • BROCKVILLE • CORNWALL • DORVAL  
MONTRÉAL • SAINT-LAMBERT • SAINT-HYACINTHE • ACTON VALE • RICHMOND • SHERBROOKE  
MÉGANTIC • JACKMAN • GREENVILLE • BROWNVILLE JCT. • MATTAWAMKEAG • DANFORTH  
VANCEBORO • MCADAM • FREDERICTON JCT. • FREDERICTON • 1243 KM • 18 HOURS 42 MINUTES

# TORONTO TRANSIT EQUIPMENT NOTES

## NEW TTC SUBWAY WORK CAR IN SERVICE

The TTC's latest work car was recently put into service. RT-41, the 35th active work car on the subway system, is a tie tamper, designed to lift, align, and tamp tie-and-ballast track. The car does the same job as the larger, more-familiar main line railway versions.

The tamper was built by Plasser America of Chesapeake, West Virginia, for a cost of about \$1-million. It was delivered to Greenwood Yard on April 21, 1993, and, after tests, was put into service on October 4. The car has an overall length of 52 feet, a width of 9'-10¼", and has its two trucks on 32'-6" centres. RT-41 weighs over 45 tonnes, more than any other work car apart from the two locomotives, RT-12 and RT-18. It has a maximum speed of 55 km/h, and has the same braking performance as a revenue subway car. The car and tamping machinery is powered by a Deutz V12 engine, giving 262 horsepower. There are two air-conditioned cabs on the tamper, one four-seater for driving and operating the machinery, and a smaller cab at the other end for driving only.

With its four tamping heads and two rail clamps, the car can tamp 15 ties each minute. This efficiency is the key to RT-41; it is the first highly-automated track maintenance machine bought by the TTC, and its purchase was authorised because it is expected to save at least \$487 000 in its first year alone. The TTC has 67 km of tie-and-ballast track, and spends about \$1.1-million a year in maintenance. The tamper, in addition to doing more work faster than the previous manual track gang, will result in even greater savings in future years because its precise work will result in better track conditions, and less wear-and-tear on the track and equipment.

—Ray Corley

## EDMONTON COACHES LEAVE TTC PROPERTY

An interesting chapter in TTC surface vehicle history ended in the first week of December, when all but one of the 40 1982 Brown-Boveri trolley coaches leased from the Edmonton Transit System left TTC property. With the decline in the condition of the TTC's own early-1970s (rebuilt from late-1940s Can-Car trolleys) Western Flyer trolleys, the TTC searched the market for newer, economical coaches. In batches of two, twenty-eight, and ten, from 1989 to 1991, the Edmontons arrived in Toronto, and were a familiar fixture on TTC trolley coach routes, with their overall white paint scheme, and GM "New Look" body style.

After the first elimination of trolley coach operation in January 1992, as an economy move, both the TTC-owned and Edmonton trolley coaches were parked. The TTC couldn't break the lease with Edmonton, however, so the 40 white TCs were returned to service in September 1992, on routes 4—Annette and 6—Bay. This was done with \$385 000 of special funding from the Province of Ontario, but when that money ran out, and with the lease ending in July 1993, the TTC again parked the trolley coaches and replaced them with surplus diesel buses.

The 4—Annette route was phased out a few vehicles per day, between July 9 and 11, 1993. The last TC on this route ran in to Lansdowne Garage early in the morning of July 12. The 6—Bay route was similarly phased out, from

July 12 to 16. The last electric buses in service were 9151 and 9185, making up along with New Flyer diesel 6495 the evening service of July 16. The final trolley coach trip was with 9151, leaving Jarvis and Queens Quay at 00:40, arriving at Dupont Street at 01:10, and on into Lansdowne Garage at 01:29 on Saturday, July 17, 1993.

In early December, 39 of the coaches were towed by a private firm from storage at the TTC's Hillcrest complex to a CP Rail yard on North Queen Street, in Etobicoke, a few kilometres west of Kipling GO Station. They will be returned by train to Edmonton, the same way they arrived in Toronto. One coach, number 155, will remain behind in case it is sent to Hamilton, where the Hamilton Street Railway is still considering whether it will lease or purchase the Edmonton fleet.

—Ray Corley with additional information from the Hamilton Spectator via Doug Page

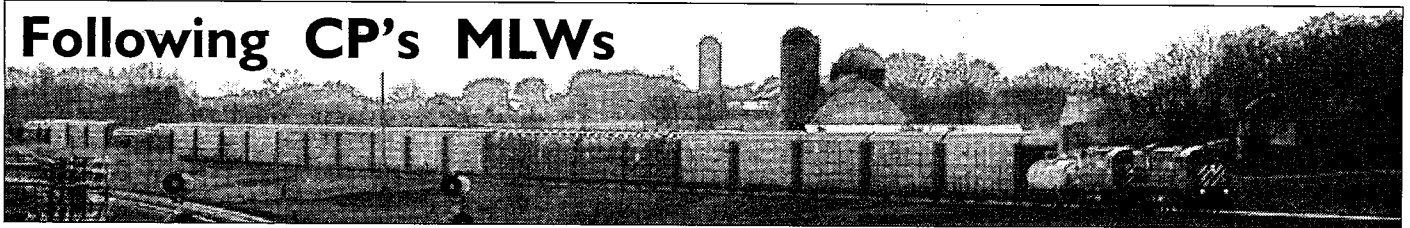
## ROSTER INFORMATION — LEASED ETS GM/BBC HRI50G TROLLEY COACHES

Coach	Arrived at TTC	Departed from TTC
149	May 3, 1991	December 6, 1993
150	May 10, 1991	December 2, 1993
151	May 10, 1991	December 2, 1993
152	May 3, 1991	December 2, 1993
153	May 10, 1991	December 1, 1993
154	May 3, 1991	December 1, 1993
155	May 3, 1991	At TTC for possible use in Hamilton
156	May 3, 1991	December 2, 1993
157	May 10, 1991	December 3, 1993
159	May 3, 1991	December 1, 1993
163	June 28, 1990	December 2, 1993
164	July 2, 1990	December 1, 1993
165	June 26, 1990	December 3, 1993
166	July 3, 1990	December 3, 1993
167	July 4, 1990	December 2, 1993
168	June 25, 1990	December 3, 1993
169	July 2, 1990	December 2, 1993
170	June 22, 1990	December 6, 1993
171	June 28, 1990	December 1, 1993
172	June 26, 1990	December 1, 1993
174	June 20, 1990	December 2, 1993
176	June 27, 1990	December 6, 1993
177	June 20, 1990	December 1, 1993
178	June 22, 1990	December 1, 1993
180	June 27, 1990	December 1, 1993
181	June 29, 1990	December 3, 1993
182	June 20, 1990	December 1, 1993
183	July 4, 1990	December 1, 1993
184	July 4, 1990	December 3, 1993
185	June 27, 1990	December 1, 1993
186	July 4, 1990	December 3, 1993
187	June 26, 1990	December 3, 1993
188	June 29, 1990	December 3, 1993
189	June 27, 1990	December 2, 1993
190	June 26, 1990	December 2, 1993
191	June 25, 1990	December 1, 1993
192	December 12, 1989	December 3, 1993
196	June 20, 1990	December 2, 1993
197	December 12, 1989	December 2, 1993
199	July 3, 1990	December 1, 1993

Vehicle numbers shown are Edmonton Transit System numbers. When in service in Toronto, a "9" was added to the ETS number. • Arrival dates are when the coaches were offloaded from CP Rail flatcars at TTC Hillcrest shops. • Departure dates are when the coaches were towed from Hillcrest to the CP Rail yard in Etobicoke.



# Following CP's MLWs



	M630 4563	M630 4573	M636 4706	M636 4708	M636 4734
December 1		Toronto Yard 926-01	Saint-Luc	North Bay 481-01	Chicago Bensenville 503-29
December 2	Toronto Yard	Chapleau 481-02		Winnipeg	Detroit 502-01
December 3	Windsor 921-02	Thunder Bay 481-02		Thunder Bay 482-01	Saint-Luc
December 4	Toronto Yard 926-03 Saint-Luc	Thunder Bay 484-03	Farnham 1-284-04	Chapleau 482-01 North Bay 482-01	North Bay 481-04 Chapleau 481-04
December 5	Toronto Yard 509-05	Chapleau 484-03 North Bay 484-03	Brownville Jct. 1-284-04	Saint-Luc 482-01	Winnipeg
December 6 December 7	Toronto Yard	Windsor 925-06		Toronto Obico 929-06	North Bay 482-04
December 8	Toronto Yard 505-08 Detroit 505-08	Toronto Yard Local Toronto Yard 935-08	Saint-Luc 291-07 Saint-Luc 907-08	Hochelaga 928-07 Hochelaga 929-08	Toronto Yard Hochelaga 919-08
December 9	Clearing Yard 2-504-09	Chapleau 935-08	Toronto Yard 935-09	Toronto Obico 929-08	London 501-09
December 10	London 2-504-10	White River Schreiber 936-10	Chapleau 935-09	Hochelaga 928-09 Hochelaga 929-10	Chicago Bensenville 501-09
December 11	Toronto Yard 918-11	Chapleau 936-10	White River 935-09	Toronto Yard	
December 12	Brownville Jct. 284-12	Chapleau 491-11	Winnipeg	Detroit 506-12	Toronto Yard 500-11
December 13	Brownville Jct. 291-13	Schreiber 936-13	Thunder Bay 482-11	Toronto Yard 2-918-13	Saint-Luc 556-13 Rouses Point 556-13
December 14	Saint-Luc	Chapleau 936-13	North Bay 482-11	Saint-Luc	Binghamton 556-13
December 15		North Bay 936-13	Saint-Luc Toronto Yard	Toronto Yard	Binghamton 557-14 Buffalo 557-14
December 16	Saint-Luc 903-16 Toronto Yard	Hochelaga Transfer	Toronto Yard 403-16 Chapleau 403-16	Toronto Yard 935-16	Toronto Yard Transfer London 923-16
December 17	Toronto Yard 403-17 Chapleau 403-17	Hochelaga Transfer Saint-Luc	Winnipeg	Chapleau 935-16	Toronto Yard
December 18	Winnipeg	Hochelaga Transfer	Thunder Bay 482-16	Schreiber 935-16	London 507-17 Detroit 508-18
December 19	Thunder Bay 482-17	Hochelaga Transfer	North Bay 482-16	Schreiber 936-19	Montréal Transfer
December 20	North Bay 482-17	Hochelaga Transfer Saint-Luc	Saint-Luc	Chapleau 934-20	Saint-Luc
December 21	Saint-Luc 482-17		Hochelaga Transfer	North Bay 936-19	
December 22				Saint-Luc	
December 23			Shutdown ceremony		

## Notes:

- The units included in this table were the last five to run, ending on December 23. There were, of course, other units in use during December.
- This table shows many of the points to which these units ran and trains on which they were used. They may have made trips other than those shown here.
- Train numbers are shown in italics, with the day the train left its origin (e.g., 2-504-09 is "Second 504 of the 9th," which left Chicago on December 9).
- December 6 and 7 have been combined, as we have limited information for those days. These units likely made other trips on those two days.

# UCRS Excursion to ride the South Simcoe and RMS Segwun

*By Rick Eastman*

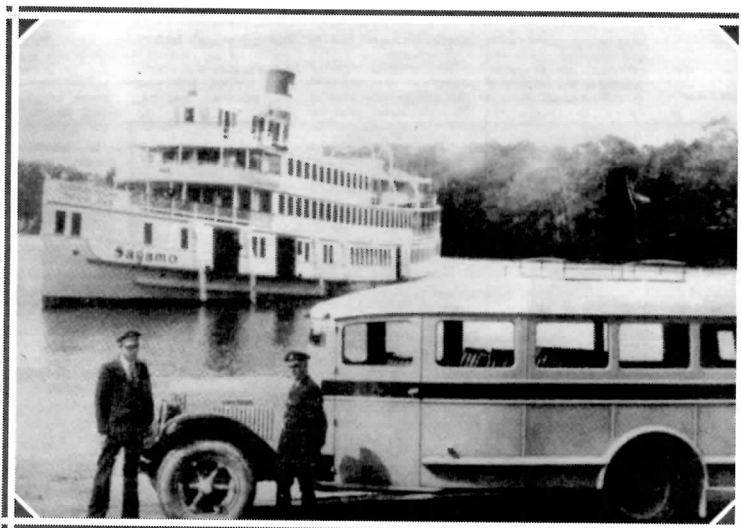
Sunday, July 4, dawned sunny and warm, the day of the first UCRS trip of the year, a visit to the South Simcoe Railway and a ride on the RMS Segwun. I headed for Union Station in Toronto with the rental van, and at the Union we loaded aboard and headed for Tottenham and the South Simcoe.

The South Simcoe touts itself as Ontario's first heritage railway. It's a tourist line operating over trackage that has a history dating to 1873 when the Hamilton and North Western Railway began to spike down rail from Port Dover to Collingwood and Barrie. The first passenger train from Barrie operated in October 1877. Collingwood was reached in December 1878. Control passed to the Northern Railway, then the Grand Trunk, and eventually to the CNR. (The line was also used for two days in February 1966 by a U.S. tobacco company, filming a television advertisement with CNR 4-8-4 6218.)

The line fell into disuse and in 1985 the Tottenham Chamber of Commerce approached the Ontario Rail Association to have them operate a tourist line out of Tottenham. The ORA agreed, and 4.5 miles of the CNR Beeton Subdivision was obtained. The first train operated on June 20, 1992, using an ex-CPR CLC-built centre cab diesel. Later, ex-CPR 4-4-0 136 was added to the working fleet.

*An excursion to ride a steamship from Gravenhurst earlier this century. This trip was to ride the Sagamo.*

*Photo from the collection of Art Clowes*



Upon arrival in Tottenham, signs directed us to the South Simcoe station. We unloaded from the van and the walked around the grounds observing and photographing the varied pieces of preserved rolling stock at the site, including ex-CPR D-10 4-6-0 1057 undergoing restoration. Also outside the station was our train and its power. South Simcoe 136 is an American-type (4-4-0) built by Rogers Locomotive Works at Paterson, New Jersey, in 1883 as CPR No. 140. After several more renumberings, in August 1913 the engine became the 136.

No. 136 was to have a charmed life. While most of her type were gone by 1930, No. 136 and two sisters lasted until 1960, operating over a New Brunswick branch line forbidden to more modern steam power and diesels because of their weight. When finally retired, 136 was bought by a private citizen and under Ontario Rail supervision had a rebirth in the excursion business.

As our train was parked behind another consist with the diesel for power, concerns were raised about which train would be used for the day's trips. These were put to rest in a conversation with Frank Bunker, 136's engineer, who informed us that 136 would be running today. As train time approached, both consists backed to the station switch, and 136 pulled up in front of the awaiting passengers, giving an impromptu run-past and photo opportunity.

We were invited aboard by the train crew and soon were on our way. The South Simcoe currently does not have a run-around track or wye to turn the 136, hence the engine stays on the "head end" at all times and reverses out of the station for the 4.5-mile run. A member of the crew narrates the trip and describes points of interest along the run, such as sheep in the field of one of the farms along the line who stood too close and are now black because of soot from the engine, and Beeton Creek, home to several large snapping turtles. On our ride was a youngster who was celebrating his birthday and all were invited to join in and sing *Happy Birthday* to him.

As the outbound trip is downhill, No. 136 is not very vocal. However, on the return trip, 136 talks it up as the grade is sufficient to cause the locomotive to work. All too soon, we returned to Tottenham station and detrained, having enjoyed a pleasant 45-minute ride behind a 110-year-old steam locomotive. I noted that we had had a full load of passengers on our trip and another full load was waiting to board. As we had got an early

start from Toronto, everybody went from the train to the snack caboose, then the gift shop.

As 11:00 approached, we reboarded the van and drove a short distance outside of Tottenham and set up to photograph the 136 and her train returning from her second trip of the day. After the train was duly recorded on film, we reboarded and set course for Gravenhurst, having fully enjoyed our morning on the South Simcoe.

The drive north was enjoyable. The traffic was light and so was the talk on board our van. The weather, however, turned rainy. This caused me to think, "Can we ever have a club outing to the *Segwun* without rain?" This thought was short-lived, as we arrived at Gravenhurst in sunshine.

The *Segwun* was out on a morning cruise, and this gave us time to explore the gift shop and for me to take care of business at the ticket window. In due course, the whistle of the *Segwun* was heard, and we all gathered on the nearby pleasure craft docking area and photographed the *Segwun* as she docked.

After all had boarded, we reversed from the dock for our cruise. All were welcomed aboard over the P.A. system by Gord Shaw, a moving force within the group who operate the *Segwun*, and also the secretary of the UCRS. Mention was made of this being the *Segwun*'s 100th year on the water. Dr. Shaw also mentioned our presence on board the ship. Thanks, Gord.

The *Segwun* was built in Glasgow, Scotland, in 1887; the hull was completed in two sections and shipped to Canada. The superstructure was added to the reassembled hull in Gravenhurst and the ship was christened the *Nipissing II*, the original *Nipissing* having burned in 1886. The vessel at this time looked substantially different from her appearance today, the *Nipissing II* being a side-wheeler with an open second deck. The *Nipissing II* operated until 1919, when engine failure altered her appearance forever. Twin marine steam engines were installed and the *Nipissing II* became a twin-screw boat. Also, the familiar closed-in side was added.

The *Segwun*, an Ojibwa word for springtime, entered service in 1925, and ran on the lakes out of Gravenhurst until 1958. The ship remained tied to the wharf in Gravenhurst until a restoration project commenced in 1969 and she re-entered service as an excursion ship in 1981.

Our cruise was billed as "Millionaires Row," and the brochure was correct. We sailed by islands owned by individuals and corporations, all with "cottages" that would rival any mansion in Toronto's Rosedale area. As they were described to us, I thought all of these places have boathouses larger than my modest Scarborough strawberry box.

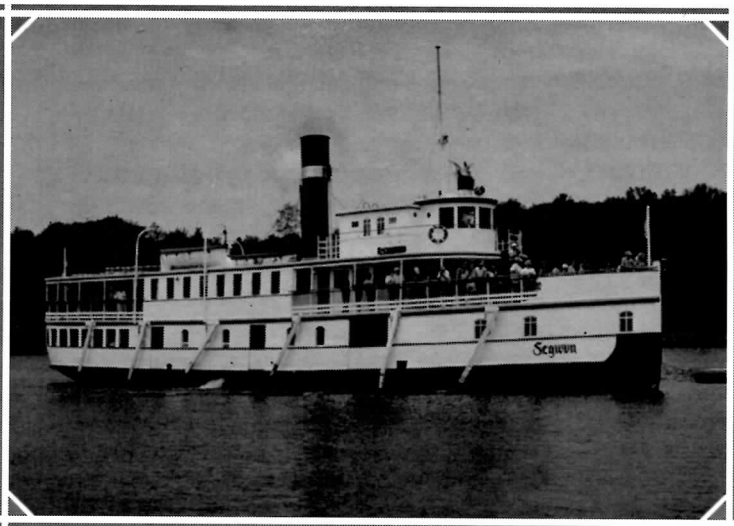
As the sun was shining brightly and warmly, space on the open decks was at a premium. I managed to find a chair near Dr. Shaw and spent an enjoyable period of time talking about the *Segwun*. Until, that is, a friendly voice on the P.A. advised that libations in the bar were



now available, and I was invited to try a bottle of the *Segwun*'s Own Ale. Dr. Shaw mentioned that one of his more difficult tasks as a member of the board of the *Segwun* was the day spent determining the proper taste of ale to bear the *Segwun* name. My conclusion? Their efforts were worth it.

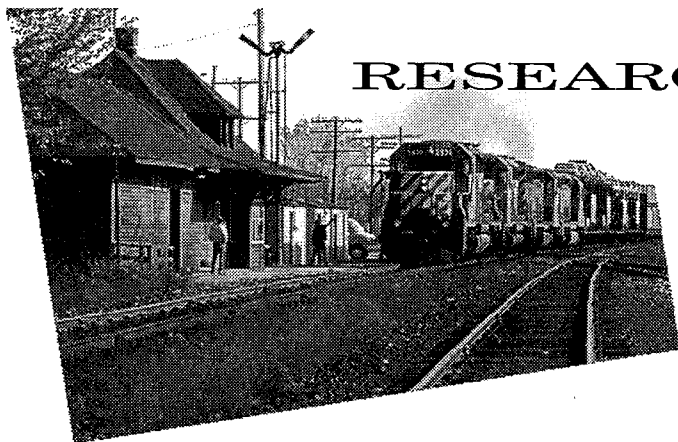
The afternoon passed quickly, and almost before we realised the time, we were invited to the dining area of the *Segwun*, located on the main deck at the stern. Once seated, we were treated to a delightful roast beef dinner. As we lingered over coffee, Gravenhurst came into view and we began preparations to dock. As we disembarked, I noted that another group of passengers was waiting to board, also for a cruise with dinner.

We made our way back to the van and joined the great conveyor belt south of cottagers returning to Toronto after the weekend. Traffic was moving well enough and before long we were at the Union Station, saying our goodbyes, and all expressed to me that they had enjoyed the day immensely. ■



*South Simcoe 4-4-0 136 (top) and the RMS Segwun (above) on July 4, 1993*

*Photos by Rick Eastman*



## RESEARCH AND REVIEWS

Just A. Ferronut's

### Railway Archaeology

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How time flashes by! Here it is, already time to think of the end of another year. This month, I am going to be like the news announcers, broadcasting from "on location." Being my lazy self, I didn't get the column finished before it was time to wander east for the holiday season.

#### Wandering east

Having finally wrapped up things around the office, I headed east bright and early on December 15. The first train I spotted was at 10:30, a westbound CN *Laser* a few miles west of Montmagny, Québec (about Mile 92 on the Montmagny Subdivision), with GP40-2s 9618, 9614, and 9617, heading for Joffre.

For my express runs through eastern Québec, I usually stick to Autoroute 20 from Montréal to Saint-André, the junction between CN's Pelletier and Montmagny Subdivisions. This autoroute follows the CN line (originally the GTR, and later the ICR), generally with the railway visible for probably 40 percent of its approximately 400-kilometre length. Also, it's great, since you can park the car in cruise and relax a bit. At 11:20 near Saint-Philippe, I spotted a second westbound *Laser* led by a 6000-series SD40 with one other unit assisting.

By 12:00, I was on Highway 289 at Pelletier Station, Québec. This railway location, about 30 kilometres south of the St. Lawrence River, is the high point on the range of hills along the south shore of the river. Pelletier is the south end of CN's 20-mile Pelletier cut-off that was constructed in the mid-1970's to connect Pelletier on the National Transcontinental (the Monk Subdivision) with Saint-André on the old ICR "North Shore" route. This cut-off permitted the abandonment of the NTR from Pelletier to a few miles east of Joffre. Coming into Pelletier as I arrived was a well-powered CN westbound container train with 3543, 3513, 2323, 3573, and 3558 — three M420s and an M636.

While CN's Pelletier Subdivision has some great locations for railway photography, my desire to get to the Perth-Andover, New Brunswick, library, with the loss of an hour as one slides into the Atlantic time zone, led me to forgo that pleasure this trip. For anyone thinking of a trip to the Maritime Provinces, Québec Route 289 and New Brunswick Highway 120 are worth including in your routing. Rail traffic is reasonable, presently averaging 16

trains a day, and with the curves and grades over the hills and along the lakes between the St. John and St. Lawrence rivers, the line is quite paceable. The line's curvy nature also provides locations for good photos almost any time of the day. The extra altitude can also lead to freaky weather conditions. Last Easter, Pat Scrimgeour and I were in the area and the ground was basically bare, but I was back a couple of weeks later and there was a four-inch blanket of snow at Pelletier. This trip, while there was a little snow along the St. Lawrence, from Pelletier to Baker Lake there had been rain, and the bare trees were covered with ice, and when back-lit on the hillsides it looked like heavy frost shining in the sun.

I arrived at Edmundston at 13:15 hours (Montréal time), just as the crew was getting aboard CN SD40-2 5280. This unit, followed by M636 2338 was heading an eastbound container train along the Napadogan Subdivision towards Moncton with Halifax as its probable destination. I followed my usual route through Edmundston, noting that apparently CP Rail is still using part of their old station. I stopped for a fast coffee, and it was Green River before I caught up with our eastbound again. I paced him for a few miles, then it was off to Perth-Andover and the library.

In passing McCain's plant in Grand Falls, while I didn't get my spy equipment out to check the details, there was a CP engine and a number of railway cars sitting at the plant. The other interesting item to note as one drives along the St. John River is the status of CP's old lines. It appears that along most of the lines that were knocked out of service following the 1987 flooding that washed out a couple of their major bridges, many of the highway crossings have several inches of asphalt over the rails, but the crossing signs and flashing lights are still in place. However, on their trackage that was abandoned following the failure of appeals to the NTA, a year or so ago, all crossing signs have been removed, flashing lights removed or aimed skyward, but most of these locations still have their rails and crossing planks exposed.

#### Old Home Day

Woodstock, New Brunswick, is one of the fortunate communities to have had early newspapers that were saved and microfilmed. This, plus the fact that the earlier Woodstock newspaper people reported railway happenings from far and wide, makes this library a high-priority stop on my eastern trips. I arrived at the library about five minutes after its morning opening, and there was Mark Honey, busy with his research on the community of Richmond, New Brunswick. Mark is an American whom I have met numerous times at the library, and, since Richmond was the original rail-head of the New Brunswick and Canada Railway, we have had many exchanges concerning details of the railway.

Between chatter, I was busy scouring newspapers. One of the first stories I found supplied me with a date I had been looking for relating to a bridge collapse on the Harvey branch of the Salisbury and Harvey Railway. I had been told of the bridge collapse, which apparently ended the operation of this branch in southeastern New Brunswick.

The second story was a somewhat timely one with the pending possible abandonment of CP's "Short Line" through



Maine. The article reported a serious accident near Moosehead Station, Maine. The accident, on Sunday, July 1, 1894, occurred as the train bound for Saint John was crossing a timber trestle some 240 feet long over the western outlet of Moosehead Lake. The engine and tender toppled off the trestle, followed by the postal car, a baggage car, and a second-class passenger car. The incident, in which four people were killed, was caused by "human fiends" piling three timber sleepers across the tracks at the end of the bridge.

Later in the day as we worked on, a couple of ladies doing some genealogy research joined us, as did another gentleman. Families and history of the area became the topic, and soon I realised that the gentleman who had joined us was a cousin of mine, several times removed, who I had wanted to meet to discuss railways. So, Hubert Bryant, a local historian, who has spent many years living near the CPR's old New Brunswick Railway line north of Woodstock, was able to answer questions about the CPR lines between Woodstock and Hartland.

One of my major puzzles was the location of a huge timber and stone bridge pier, because it didn't fit either of the two routes that I was aware of; Dave Hanson had sent me a photograph of this pier from Hubert's collection several years ago. The answer, as Hubert pointed out, is simple: there were three different routes between the two towns, not two as I had previously thought - so back for some more research!

This was a lively day, with even some of the library staff joining some of our discussions, but as always, such get-togethers are too short.

#### Early rules

While we are thinking about early railroading, I found this excerpt from the 1864 *Grand Trunk Railway Book of Rules and Regulations* interesting. The following is part of Rule 15 for Track Repairers, as contained in the section for Maintenance of Way and Structures. This rule starts with all the technical niceties that the ballast should not be more than two inches above the ties, and how the track is to be kept clear of ballast, gravel, and snow, etc., for the clear passage of trains. The interesting part was:

... All labourers dwelling in shanties along the line are strictly forbidden to keep cows or pigs within the fences. Occupants of crossing watch-houses must be particular in obscuring their windows at night, as the light might be taken for a signal . . . .

This 1864 rule book was defined as general regulations applicable to all servants of the GTR, and, in addition to instructions concerning train operation, had sections for each category of crewman, as well as for station personnel and rail plant maintenance people. One section even gives instructions as to how to repair telegraph lines. Every foreman was expected to have a copy of the rules in his possession at all times or face a penalty of a fine of \$1.00 or dismissal.

#### Model railway display in North Bay

On a recent trip to North Bay, Ontario, I stayed at the Pinewood Park Inn at the Lakeshore exit from Highway 11 at the south end of the city. The North Bay Model Railway club has a substantial display at this motel. They have a 25- or 30-foot-long operating model railway as well as a surrounding display. One cabinet has a number of railway lanterns, and other artifacts. Behind the display are shelves of model equipment, the full gamut of cars and engines. If you are in the area, it is worth dropping in for a look.

## Books

### A CANADIAN RAILWAY POSTAL HISTORY ANTHOLOGY

EDITED BY W. G. ROBINSON

Published by the Canadian Railway Post Office Study Group of the British North America Philatelic Society. Available from the editor, W. G. Robinson, 5830 Cartier Street, Vancouver, B.C. V6M 3A7. Price, \$30.00 postpaid; softbound, 235 pages.

The RPO study group of BNAPS has prepared a special 100th anniversary issue of their newsletter as a bound compilation. The book is a collection that includes new articles, reprints of articles previously printed in other publications, and excerpts from some almanacs and railway timetables. There is an introductory article based on a talk given by Thomas Hillman of the National Archives of Canada on RPO cars and service in Canada, with very interesting appendices. The Canadian responses to a questionnaire on conditions of travelling post office staff in various countries outline the work of railway mail clerks in 1951. An article on U.S. RPOs (from *Trains* in 1971) and on the Newfoundland Railway (from *Decks Awash*) are useful general references. Then come 80 pages of very specialised information on RPO postmarks. The reprinted reports and timetables include railway excerpts from an 1877 yearbook, and the following public timetables: 1905 CPR Kootenay Section, 1917 Canadian Government Railways, 1938 Québec Central, and 1949 PGE. A ten-page addendum reproduces a variety of post office RPO-related forms. This is a very specialised publication, but a few UCRS members may be interested.

—Gray Scrimgeour

### NARROW GAUGE RAILWAY SCENES

BY ADOLF HUNGRY WOLF

Published by Canadian Caboose Press, Box 844, Skookumchuck, B.C. V0B 2E0. Price, \$24.95; 224 pages.

This book is an interesting look at narrow gauge lines in North and Central America. The railways are arranged by location: Colorado, eastern U.S., Canada, California, and Central America. Colorado receives the most attention, with half of this book allotted to the lines there, while Canada gets a scant 16 pages. By no means is this an in-depth look at any one railway, but it shows a little about a large variety of lines. The book is packed with photos, some stories, and tidbits of information, but like previous *Canadian Railway Scenes* books, leaves something to be desired as far as photographic printing quality goes.

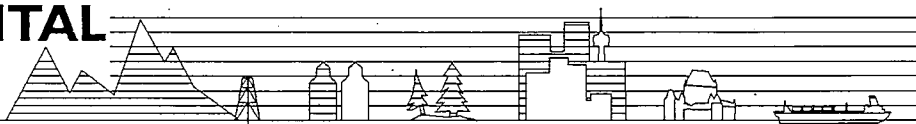
—Rob Scrimgeour

### THE RAILFAN PHOTOGRAPHER

Published quarterly by Ted Ellis and Gregory Monroe. *The Railfan Photographer*, P.O. Box 787, Higley, Arizona, U.S.A. 85236-0787; toll-free telephone number: 1-800-758-6406. Subscription rates to Canada, \$33.50 for six issues; \$65.00 for 12 issues (U.S. funds).

As the name implies, this magazine is for any railfans who use a camera. Articles are written on how to get the most from your equipment, how to use lenses, and where to go for good railfanning. Every issue has a photo contest, a gallery of readers' photos, information on how some pictures were taken, and tips on all aspects of photography. The photo reproduction is very good, and there are many, many photos. Every issue seems to have at least one Canadian photo, as Ted Ellis worked for the Algoma Central for eleven years. This is a great magazine for anyone wanting ideas and ways to improve their pictures. Currently, *TRP* offer five free back issues with any new subscriptions. Mine arrived one week after calling the toll-free number.

—Rob Scrimgeour



## THE RAPIDO



### EASTERN CANADA

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### CP RAIL SYSTEM

#### CAR TAKEOVER UPDATE

CP has now denied that any agreement between CP and Guilford has been signed for the transfer of the CAR track east of Mattawamkeag, Maine (see November *Rail and Transit*). CP did sign an agreement to consider Guilford's offer, but CP also has offers from other companies bidding on the line.

Guilford vice-president Colin Pease said that as far as he was concerned, he had an agreement in principle to purchase the line. Pease said the deal was being called a "conceptual agreement" because there are still a lot of loose ends surrounding the line's abandonment. He said Guilford is already making plans and looking for customers for the new railway.

CP says that they have narrowed-down the choices out of more than 20 groups interested in acquiring some or all of the line between Sherbrooke, Québec, and Saint John, New Brunswick, and expect to decide in the beginning of the new year which proposal they will pursue. A spokesman from CP cautioned that people should not get their hopes up that the line will be sold, as it is still too early to tell if any of the proposals are feasible for CP. CP will not identify any of the interested companies, but in addition to Guilford, RailTex has publicly expressed their interest in some or all of the line.

CP can abandon the line effective January 1, 1995.

—Canadian Press via Art Clowes

#### LAST TRAIN FROM NACKAWIC

The last CAR train operated from Nackawic, on the Gibson Subdivision and Southampton Spur, in New Brunswick, on November 29, arriving at Saint John Yard at 19:30 EST (CP time), on November 29. The train consisted of RS23s 8042 and 8036, eight cars, and van 434924. CP 8036 has not been used again since it arrived from Nackawic.

#### OTTAWA VALLEY LINE APPROVED

The National Transportation Agency has approved CP's and CN's application to com-

bine their operations through the Ottawa Valley. The approval allows the companies to share one line between De Beaujeu, Québec, and Yellek, Ontario, west of North Bay.

The NTA has also authorised CP Rail to abandon the operation of its Chalk River and North Bay subdivisions between Smiths Falls and Mattawa, excluding the segment between Pembroke and Camspur, and authorised CN to abandon approximately two miles of track in North Bay. The abandonment is effective July 1, 1994.

#### GRAIN TRAINS

Grain trains are once again rolling through Toronto on CP. Since the occasional train in September, there have been two loaded and one empty train through Toronto so far. All trains have been operated as Train 302 eastbound (Winnipeg to Québec City) and Train 301 westbound. The first train was ordered east from Toronto at 04:00 on December 18, with the second following two days later.

#### REMOTE CONTROL HUMP

Hardware installation continues for the implementation of remote control hump operation at Toronto Yard. A pole line was installed this past summer parallel to the hump leads at the west end of the yard. The pole line supports a cable that is used as an antenna to communicate between the locomotives, belt-pack controls, and hump computer. The unions were notified earlier this year that remote operation might begin by November 30, but it has not. CP purchased the Belt Locomotive Control System (LCS), developed by the Railroad Technologies Division of CANAC.

#### SHORTS

CP has officially applied to the NTA for approval to sell the Dominion Atlantic Railway to the Windsor and Hantsport Railway Company. The new operators of the line apparently have a new contract with the Co-op in New Minas to ship 1000 carloads a year. • The Windsor Station concourse in Montréal is now only open for limited hours, with the relocation of the end of track further west. The concourse is now only open Monday to Friday from 06:30 to 19:00. • CSXT Train R205, which is CP run-through Train 505, derailed three of its 32 cars at Grand Junction, Michigan, on December 23. • The CTC system went down on the afternoon of December 12 along the CP North Toronto Subdivision. Trains were delayed by up to three hours, as movements had to stop to line switches and permission had to be given verbally to pass signals. • One of the Toronto Yard pull-down assignments derailed some

cars when it sideswiped a loaded piggyback car on December 11. The mobile crane was used to clean up the mess.

—Glenn Courtney, Tom Box, Al Tuner, and GW

### CN NORTH AMERICA

#### NEW TIMETABLE

CN issued Great Lakes Region timetable number 50, effective November 1, 1993. Changes in the timetable other than VIA train times are as follows:

- Station name St. Thomas, on the Talbot Subdivision, has been relocated northward from Mile 15.0 to Mile 14.8.
- Station name Suspension Bridge, Mile 0.0, Grimsby Subdivision, has been renamed Bridge. (Conrail had previously changed its name for this point from CP85 — CP for "control point" — to CP Bridge.)
- Station name Lefroy, Mile 51.8, Newmarket Subdivision, has been removed, and station name Allandale has been added at Mile 62.5.
- Crossovers have been removed at Beachville and Dorchester on the Dundas Subdivision, Glencoe on the Chatham Subdivision, Brookfield and Feeder East on the Cayuga Subdivision, and Silver on the Guelph Subdivision.
- Crossovers have been added at 24th St. Detroit on the Caso Subdivision and Robbins on the Cayuga Subdivision.
- The Paynes Subdivision is 0.4 miles shorter because of the track changes at Glencoe (see the July *Rail and Transit*).
- The RTC channel on the Stamford and Humberstone subdivisions, the entire Thorold Subdivision, and the CTC-controlled portion of the Cayuga Subdivision has been changed to Channel 3, 160.935 MHz.
- The Conia Glass Spur has been added at Mile 4.0, Thorold Subdivision, running northward 0.7 miles.
- All passing sidings on the Newton Subdivision are no longer listed as such.
- The Kapuskasing Subdivision has been removed, as it has been sold to the ONR.

#### MURRAY BAY UPDATE

La Société des chemins de fer du Québec (SCFQ), which plans to take over the CN Murray Bay Subdivision, has a promising outlook for business on its line.

The Québec government has announced plans to open a casino next spring at le Manoir Richelieu, a once-grand resort hotel recently fallen on hard times. Le Manoir is located in Pointe-au-Pic, on the north shore of the St. Lawrence River about 85 miles east of Québec City. The casino operators plan to run trains from Québec City to Pointe-au-Pic, over the SCFQ.

The purchasers of the line also plan to construct an intermodal transfer yard at La Malbaie, located near the east end of the Murray Bay Subdivision.

—*Montréal Gazette via Tom Box*

**THE CN BELLEVILLE TIRE SHREDDER**  
CN has now gone into business shredding tires. A consortium, including CN, Tire Disposal of Canada, Brantford Rubber Recycling, and Acres International, began operating a tire shredder in Belleville last April.

The shredder is in a building formerly used by the CN Purchases and Materials Department, and was left vacant. The government permit for the site allows CN to operate one shredder for one shift a day, with a maximum output of 100 tons a day, or 25 000 tons annually, and only tires from the province of Ontario can be accepted at the facility. Both of these conditions are currently being appealed by the customer, Exeter Energy of Sterling, Connecticut. Sterling uses the shredded tires to produce electricity, which have an energy content 15 percent higher than coal.

There are four employees who work in the Belleville facility, producing one railcar each day of shredded tire. The tires are shipped in 65-foot wood chip gondolas to East New London, Connecticut, where they are interchanged with the Providence and Worcester for handling to Plainfield. From Plainfield, the tires are shipped by truck to Sterling.

—*CN Keeping Track*

#### WINDSOR PROPERTY SOLD

The City of Windsor will own its downtown riverfront land by early next year. CN has agreed to close the \$1.3-million deal for the waterfront property by February 15. In the meantime, the city can proceed with plans for temporary casino parking lots and a transient 500-berth marina on the site.

In exchange for the 15 hectares of riverfront property, CN is getting the money plus property on the east side of the city, adjacent to the CN Chatham Subdivision. CN took possession of the property in September, and plans to construct a new housing subdivision in the property.

—*Windsor Star*

#### DRUNK CAUSES DERAILMENT

A drunken man caused a derailment of a CN freight train in Mishawaka, Indiana. The man was the occupant in a vehicle stopped at a level crossing, waiting for an eastbound freight train to pass, around 00:30 on November 11. He left the car and approached the train to try and touch the cars. The man was then struck by a westbound freight on the adjacent track, after he stumbled while trying to get away from the eastbound.

Engineers on both trains applied the brakes in emergency, which caused six to eight cars to derail. A boxcar carrying lumber on the 115-car westbound train collided with

the lead unit of the eastbound 25-car train, GTW GP38-2 5849, ripping open the side of the cab. The conductor jumped from his seat just before impact, suffering a badly bruised leg. The diesel tank on the unit was also ruptured, spilling its fuel. The 20-year-old man who was struck by the train died in hospital a few hours after the accident.

—*South Bend Tribune via P. J. Hinton*

#### BRIDGE FIRE CLOSES TRACK

A timber overhead bridge in the east end of Port Hope caught fire on November 17, closing down the line for a number of hours. VIA passenger trains were held until the fire was extinguished.

#### FUEL SPILL

A car on a CN boarding-car train spilt a small quantity of diesel fuel and caught fire between Bells Corners and Merivale Road near Ottawa on the CN Beachburg Subdivision on September 25. The Nepean fire department received calls from people who saw the smoking car pass by. The railway was contacted and the train was met by the fire department at Federal. The fire was on the 28th car of the 49-car train. It was estimated that less than 560 litres of fuel leaked from two tanks was spilt.

—*Ottawa Citizen*

#### BURIED TANK CAR ON FIRE

A buried CN tank car containing liquid sulphur caught fire in a CN yard in Moncton on October 14. The car was buried years ago after a derailment and was recently dug up as part of a cleanup project. Truckloads of sand were used to smother the fire, as water would have created sulphuric acid. Nearby residents were warned to keep their windows closed to avoid harmful fumes. There were no injuries during the fire, which was out within four hours.

—*BI Wire via J. A. Ferronut*

#### INTERMODAL CONTRACT

KLLM Transport Services, a trucking company based in Mississippi, has signed an agreement with CN North America to move food in reefer trailers from California, Gulf Coast points, and Mexico to Canadian points.

—*AI Tuner via Fidonet*

### VIA RAIL CANADA

#### HOLIDAY OPERATIONS

VIA operated a total of six additional *Ocean* trains between Montréal and Halifax via CN, and one additional train from Moncton to Montréal, over the holidays. The trains were numbered 614 eastbound and 615 westbound, and operated as follows:

- Tuesdays, December 21 and 28, Train 614 departed Halifax at 14:00 and Train 615 departed Montréal at 19:00 (normal operating times for the *Ocean* but not a normal operating day).

- Thursday, December 23, Train 614 departed at 19:45, 45 minutes behind No. 14.

- Thursday, December 30, Train 615 was to depart Halifax at 13:00 (one hour before normal time and not a normal operating day).

- Sunday, January 2, Train 615 was to operate from Moncton at 17:43, before the regularly scheduled *Ocean*, to pick up additional passengers along the way. This Train 615 was to deadhead to Moncton, departing Montréal at 21:30 on January 1.

There were no additional trains operated in the Windsor-Québec City corridor over the holidays, but extra cars were added as required to trains. The *Canadian* ran up to a maximum of 12 cars from Toronto, and 15 cars west of Jasper over the holidays. On Christmas Day, it consisted of two F40s, a baggage car, two coaches, one Skyline car, one *Manor* car, one diner, three more *Manor* cars, and Prince Albert Park, which is longer than usual during the winter.

#### REORGANISATION AND REDUCTIONS

VIA has eliminated 147 management jobs, of which 80 were voluntary departures and 67 were laid-off, and will eliminate another 100 positions next year. The positions eliminated were non-union and were at the supervisory and executive levels.

Together with the reductions, changes were made in the internal organisation of VIA. The Customer Service and Transportation departments were combined, so that all on-train personnel, whether engineers or sleeping car attendants, are part of the same department. The Marketing department was reorganised into three sections — one for western Canada, based in Vancouver, one for the Corridor, based in Toronto, and one for northern Québec and eastern Canada, now based in Montréal but to be relocated to Halifax.

—*Montréal Gazette via Tom Box*

#### CANCELLED AND DELAYED

Due to signal problems caused by wet snow on the CN Alexandria Subdivision between Ottawa and Montréal on Tuesday, December 21, Train 36 took six hours to complete its 2 h 5 min scheduled run to Montréal. Other delays on the line caused delays to Ottawa-Toronto trains, which use equipment from Montréal-Ottawa trains. The next day, Trains 30 and 31 were cancelled and replaced with buses so that there would be equipment in place for the Toronto trains.

—*Tom Box and Earl Roberts*

#### VOYAGEUR'S VIA COMPLAINT DISMISSED

The NTA has dismissed Voyageur Colonial Ltd.'s complaint about VIA's discounted fares. The NTA said there "was no conclusive evidence that VIA Rail's off-peak fares . . . caused a drop in Voyageur passengers or revenue." Voyageur was claiming that VIA's highly discounted fares during off-peak periods were causing a 30 percent drop in Voyageur business in the Toronto-Ottawa—

Montréal corridor, and cost the taxpayers \$10-million in 1992 because it increased its required federal subsidy.

The NTA concluded by saying that there was no evidence that the discounted fares increased the need for subsidies, and suggested that Voyageur's decrease in ridership was as a result of its own high fares.

## PEDESTRIAN STRUCK

A 15-year-old boy was struck and killed by Train 600, the *Saguenay*, travelling from Jonquiére to Montréal on November 30. The accident took place on the CN Saint-Laurent Subdivision, just east of Ahuntsic station in north-end Montréal.

—Tom Box

## STCUM

### DEUX-MONTAGNES SERVICE

Schedules of trains on the Deux-Montagnes commuter line were changed on December 6 for the winter season. Two northbound afternoon rush-hour trains to Val-Royal, Trains 915 and 917, have been cancelled, six other trains have had time adjustments of five minutes made, and two northbound morning trains, Nos. 925 and 927, each now departing at 04:45 and 05:00, had running times lengthened by 15 and 45 minutes respectively. In addition, an afternoon southbound train from Val-Royal has been rescheduled 20 minutes earlier, and renumbered from 916 to 914. There have been no changes to weekend service.

Since the schedule change, a number of rush-hour trains have been powered with diesel locomotives, replacing the electrics north of Val-Royal. The diesels are being used to ensure the on-time performance of operations through the winter. Trains operate north through the tunnel with a diesel coupled behind two electrics to Portal Heights or Mont-Royal, where the two electrics are removed. The electrics run ahead of the train to the connecting track at Junction de l'Est to let the train pass, and then deadhead south to the station. No consistent pattern has developed in the use of equipment, as the electrics are not always removed on the northbound afternoon rush-hour trains, making the entire trip with two electrics and a diesel to Deux-Montagnes.

The following are some notes on operations this month:

• **Monday, December 6** — CN GP9s 7075 and 7076 were used in the morning rush hour, with the short hood facing north. CN 7075 was used on Train 925 with seven VIA coaches, and CN 7076 was used on Train 927 with four CN coaches and seven VIA coaches. These trains return south as Trains 926 and 928, respectively. Train 911 consisted of two GE boxcars and six VIA coaches. Train 945 consisted of two English Electric boxcars, one GP9, four CN coaches

and eight VIA coaches. Train 913 consisted of two GE boxcars and six VIA coaches, with no diesel locomotive.

• **Wednesday, December 8** — Train 947 consisted of GE centre-cabs 6726 and 6725, CN GP9 7076, and twelve coaches. The electrics were not removed before Jct. de l'Est, but continued on north.

• **Thursday, December 9** — Train 951 consisted of English Electric boxcars 6722 and 6716, CN GP9 7066, and six VIA coaches. The electrics were uncoupled at Portal Heights or Mont-Royal, and ran ahead of the train to Jct. de l'Est, then headed south after the train passed. *(Also beginning on that day, a problem with the electricity-supply system of a CN substation resulted in the cancellation of a number of rush-hour trains between Val Royal and Central Station: 902, 906, 911, 913, and 914, as well as deadhead trains 901, 905, and 912.)*

• **Friday, December 10** — Train 947 was hauled through the tunnel by two centre-cabs as far as Mont-Royal, where they were uncoupled from the GP9, as was done on December 8.

• **Tuesday, December 14** — Train 924, the first morning southbound train, which usually consists of three MU cars, consisted of CN SW1200RS 1298 and three VIA coaches.

—Tom Box

## GO COACHES PURCHASED

The Québec government has finally purchased 80 single-level GO coaches, on which they have held an option for well over a year. The coaches, most of which are stored at Les Cèdres, west of Montréal, were purchased for \$4.9-million before the option to purchase expired on December 21.

The cars will be used for an expanded railway commuter network in the Montréal region. It is still unknown when the expanded service will begin, as no agreement has been reached between the province and the area municipalities to pay the expected \$6-million annual operating deficit.

The first phase of the expansion will add routes to Delson (to the south) and Blainville (to the north), over CP track. Both of these routes have been scaled-back from previously-announced plans, which had them running to Saint-Jean-sur-Richelieu or Iberville to the south, and Saint-Jérôme to the north.

Later expansion will add lines to Châteauguay via CP and Conrail, Mascouche via CP and Repentigny and Saint-Bruno via CN. The Saint-Bruno service would be scaled back from previous reports which mentioned Saint-Hilaire as the terminus.

Capital costs for the expansion will be \$67-million for the Delson/Blainville phase, and \$100-million for the Châteauguay, Mascouche, Repentigny, and Saint-Bruno phase. Operating costs are estimated at \$55-million per year, with an annual \$6-million deficit.

Rebuilding of the coaches, estimated to cost \$400 000 each, will likely be performed by either Bombardier or AMF.

—Montréal Gazette and La Presse via Tom Box

## GO TRANSIT

### HOLIDAY SERVICE

GO adjusted its regular train service during the Christmas season, as follows:

• **December 23** — Increased capacity on trains during the afternoon.

• **December 24** — Extra trains from Toronto to Hamilton at 12:37 and 13:13, Burlington at 14:13 and 15:13, Whitby at 13:43 and 14:43, Milton at 13:35 and 14:45, Georgetown at 13:30 and 14:40, Richmond Hill at 13:15 and 14:50, and Stouffville at 14:20. The train to Bradford left at 14:30 instead of 17:15; the 17:25 train to Hamilton was cut back to Burlington; the 15:25 train to Erin-dale was extended to Milton; and the 16:08 train from Erindale began at Milton at 15:48. Some trains were cancelled on all of these lines later in the afternoon rush hour.

• **December 25 and 26** — Sunday service.

• **December 27** — Saturday service.

• **December 28–30** — Weekday service.

• **December 31** — Same as December 24, but with the last train to Pickering delayed from 00:13 until 00:43, and the last two trains to Oakville delayed from 22:43 until 23:13 and from 00:13 until 00:43.

• **January 1 and 2** — Sunday service.

• **January 3** — Saturday service, with additional trains from Whitby to Toronto at 07:06 and 07:25, from Toronto to Whitby at 16:54 and 17:33, from Burlington to Toronto at 06:50 and 07:30, and from Toronto to Burlington at 13:37 (express to Clarkson) and 17:19.

More Rapido news on Page 19 ▶

## THANKS . . .

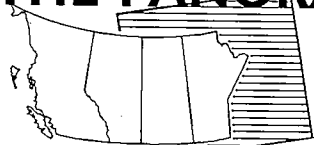
Thank you to all of the contributors who have sent news through the mail or electronic networks over the past year:

Bruce Acheson, Tom Box, Angie Brown, Gerry Burrige, Ian A. Caie, John Carter, Bruce Chapman, Dave Chary, Art Clowes, Glenn Courtney, Ted Deller, Colleen Eastman, Ted Ellis, Eric Gagnon, Chris Hall, Scott Haskill, Calvin Henry-Cotnam, P. J. Hinton, George Horner, Fred Hyde, Rick Jelfs, Marshall Kam, Jack Knowles, John Lang, Dave Leibold, Kenneth S. MacDonald, Jacques Messier, Ben Mills, Gary Murray, Wayne Nicholl, Fred Ochs, Doug Page, Earl Roberts, Sean Robitaille, Rex Rundle, Mike Salfi, Bob Sandusky, Gray Scrimgeour, Pat Scrimgeour, Troy Sherban, Dave Stalford, Dave Stowe, Dave Stremes, John Thompson, Al Tuner, and Dale Wilson.

Have a Happy New Year, and please continue to send in the news.



# THE PANORAMA



## WESTERN CANADA

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## BRITISH COLUMBIA RAILWAY

### DERAILMENT

On December 3, the lead unit of the south-bound two-car passenger train jumped the tracks after hitting boulders at Owl Creek, 16 km north of Pemberton. Of the 20 people on the train, six (including several crew members) were hospitalised with minor injuries. Other passengers were removed by high-rail trucks and then transported to North Vancouver. The line was cleared the same evening.

—Victoria Times-Colonist;

Detlef Rudolph via Sea to Sky FreeNet

## VIA RAIL CANADA

### E&N NEWS

The Supreme Court of Canada reserved judgement December 2 on an appeal relating to the future of the E&N; a decision is expected sometime in 1994. A lower court ruling prevents Ottawa from abandoning passenger service on this line. The appeal was launched by the previous government, which tried to abandon the E&N service in 1989. It was hoped that the new government would drop the appeal and invest in advertising and give money for trackwork and equipment. The B.C. government, which promised in the 1991 election to improve E&N service, will not act until the case is resolved.

Vancouver Island and CP Rail have cracked down on traffic violations at E&N crossings from late October to early December. Under the Near Miss programme, police — aided by radio-equipped CP Rail train crews — have monitored grade crossings and laid charges or issued warning tickets to 28 motorists who ignored crossing signs and signals.

—Victoria Times-Colonist

## PASSENGER PROPOSALS

### VANCOUVER COMMUTER TRAIN

Though the B.C. government has only just started discussions with CP and BN regarding a commuter train from Mission to Vancouver, a recent report says that commuter trains are expensive, have a minimal life expectancy, and are counter-productive to the needs of Vancouver-area residents.

The report questioned the suitability of commuter rail to solve transportation prob-

lems in Vancouver and its northeastern suburbs. The report estimated that the total cost to taxpayers of a one-way ride on a commuter train would be about \$15.

The report by Transport 2021, a provincial-regional agency grappling with traffic problems in the region, says a system of commuter trains in the Coquitlam area would discourage people from using the bus. Commuter trains have been proposed as a fast way to deal with traffic congestion in the northeast sector. The trains would run during the morning and afternoon rush hours and could be ready in as little as 18 months after the government gives the go-ahead.

The Transport 2021 report says the trains would encourage suburban sprawl, the major cause of traffic congestion and air pollution in the region. Commuters could continue to live long distances from their jobs while enjoying a comfortable commute. It also says a commuter train running between Mission and Vancouver would be easy to install and provide short-term traffic relief in the area. But the report also suggests government compare the cost of a fleet of so-called super-buses before it commits itself to the rail project estimated to cost about \$125-million.

Another report, by the Vancouver city engineer, said while the real cost of a single commuter train trip would be about \$15, passengers could expect to pay no more than one-third of that cost. The rest would come from taxpayers across the region through subsidies to the transit system. By comparison, the total cost of an average bus ride now is about \$3.

—Victoria Times-Colonist

### WASHINGTON PLANS PROCEEDING

Several projects are planned by the State of Washington and Burlington Northern to prepare for resumption of passenger service between Seattle and Vancouver. Most of BN's effort will be concentrated between Vancouver and Blaine, Washington (at the international border). Work will include rail and tie installation, crossing upgrades, and superelevation adjustments. The state will be funding installation of CTC from Bellingham to Blaine, and numerous track improvements in Washington.

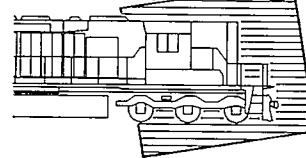
—Northwest Railfan

## OTHER NEWS

### B.C. FERRIES

The newest B.C. Ferries S-class ferry, the *Spirit of Vancouver Island*, started sea trials on December 13. Sister ship *Spirit of British Columbia* was taken out of service October 13 for maintenance and training and was due back in service on November 17. However, its return was postponed to mid-December. After the B.C. government announced that the *Queen of Burnaby* would be renamed and assigned to the Seattle run, Burnaby's council asked that Burnaby be left in the new name.

# MOTIVE POWER



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## GM LOCOMOTIVE GROUP

### NEW ORDER

Conrail has placed an order with EMD for four SD70MACs, for delivery in 1995. The units, which will be delivered around the same time as four GE AC4400-CWs, will be operated in regular service between Selkirk, New York, and Boston, and coal service in other locations.

—Al Tuner

### DELIVERIES

The first of the Burlington Northern SD70MACs was delivered by CP during the Christmas holidays from GMD in London. Train 505-23 lifted three units at London, two BN units and a Southern Pacific GP60. The motive power on the train was CP 5577 and 5733, SP 9784, and BN 9400 and 9403, which arrived in Chicago on December 27.

The BN engines are in a version of the "executive" paint scheme, cream and dark green, separated by a thin reflective red stripe. The engine number is in non-reflective BN green in the middle, while the BN herald, in reflective green, appears at the front end, and in the middle of the nose. The number boards are above the cab windows, and the nose is painted exactly as the EMD demonstrator SD70M, except, of course, in the new BN colours, with the BN logo on the front.

Other new units have arrived in Chicago on CP as follows:

- Nov 26 — SP 9770 and 9771.
- Dec 2 — SP 9772 and 9773 on Train 505-01.
- Dec 3 — SP 9775 and 9776 on Train 505-02.
- Dec 5 — SP 9777 and 9778 on Train 505-04.
- Dec 9 — SP 9774 and 9779 on Train 503-08.
- Dec 20 — SP 9780 and 9781 and NS SD70 2531 on Train 505-18.
- Dec 22 — SP 9782 and 9783 on Train 501-21.
- Dec 27 — SP 9784 on Train 505-23.

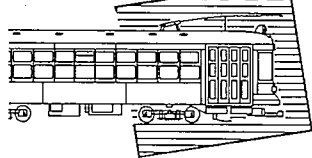
The SP units are interchanged to the Indiana Harbor Belt Railroad for interchange to SP.

CN has interchanged the following NS SD70s at St. Thomas or Talbotville:

- Nov 4 — NS 2507, 2509, and 2510.
- Nov 6 — NS 2511, 2512, and 2513.
- Nov 8 — NS 2514.
- Nov 18 — NS 2520 and 2521.
- Nov 22 — NS 2522 and 2524.
- Nov 26 — NS 2523 and 2525.
- Dec 3 — NS 2528.
- Dec 29 — NS 2529.

—GW and Dave Chary via UseNet

## IN TRANSIT



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### MONTREAL

#### SAFETY CHECK SLOWS MÉTRO SERVICE

Because a spot check revealed a welding flaw in one of its newly-refitted Métro cars, the STCUM removed from service almost half of its fleet of cars, a move that caused serious Métro slowdowns during morning and evening rush hours for a week. Rush hour headways were increased to four minutes instead of the usual 2½ minutes on Lines 1 and 2. Service was not affected during off-peak hours and on weekends.

The defect — fractures in the welding near the couplers — could have caused a serious accident if it had not been discovered in a safety test. Since there was no other way of knowing whether any of the other refitted cars, some of which have been in service for months, have the same flaw, all 336 were removed from service for testing. The flaw was discovered by STCUM quality-control technicians during a spot test on a car that had just come back from AMF, the CN subsidiary in Pointe Saint-Charles contracted to refit 336 of the STCUM's 688 cars.

The refitted cars have been arriving from AMF at a rate of about four per week over the past 10 months. The flawed car was among the last to be completed and had not yet been put into service. AMF began the \$60-million refitting job in November 1991. The MR-63 cars date back to the opening of the subway system in 1966 and were rewired, refloored, equipped with new seats and intercoms, and painted.

During routine inspections of the refurbished MR-63 cars this fall, the STCUM had noticed hairline fractures in the welding on some components, but the problem was not considered urgent. The inspection that prompted the removal from service was much more thorough because the car was elevated to allow technicians to inspect from underneath. After the discovery, each of the MR-63 cars were inspected this way, a process that required two shifts of inspectors to work 24 hours a day for the next week.

STCUM chairman Robert Perrault said that the STCUM is not contemplating legal action against AMF, nor has the transit corporation calculated the overtime costs for the inspection. AMF technicians will be involved

in repairing any flaws discovered during the inspections, he said. The flaw itself is believed to originate from work that AMF subcontracted to another company.

This is the second major problem at the STCUM in less than three months. Thousands of riders were left without regular bus service when they returned to work after the Labour Day holiday, when the STCUM suddenly cancelled 34 of its 140 bus lines and pulled 150 buses off the road after problems were found in their frames. —*Montréal Gazette*

### MURDER ON THE MÉTRO

On November 30, a 29-year-old woman was killed when she was pushed in front of a Métro train at Jean-Talon station. A man, who had earlier been denied welfare and who said he was angry and wanted to take revenge on a woman, was arrested and charged with murder. The accused did not know the victim at all. This is the first incident of this sort in the 27-year history of the Montréal Métro. —*Tom Box*

### INDUSTRY NOTES

#### ONTARIO BUS INDUSTRIES

With its financial problems solved for the moment by a line of credit from the provincial government, OBI continues to pull in the orders. Seattle's regional transit authority has ordered 360 natural gas-powered buses, with an option for 180 more, from OBI's Bus Industries of America subsidiary. Under the terms of the contract, Seattle will receive 130 buses starting in July 1995, and 230 more starting in April 1996. The buses will be the first OBI/BIA vehicles to use liquid natural gas (LNG), as opposed to the more common compressed natural gas (CNG).

#### NOVABUS

Three months after taking over the Motor Coach Industries bus plant in Saint-Eustache, Québec, the first NovaBus rolled off the production line, bound for Ottawa's OC Transpo. NovaBus now boasts a staff of 300, and is doing so well that it plans to open a second production line, which will double the plant's capacity. The new NovaBus is an improved version of the Classic model formerly built by MCI and General Motors.

#### NEW FLYER

New Flyer Industries Ltd. of Winnipeg has landed a contract worth \$80-million to supply up to 300 buses to the regional transit authority of New Orleans. The tentative deal calls for delivery of 300 buses over the next six years. The first 50 are due in September.

#### BOMBARDIER

Bombardier Inc.'s latest contract with BC Transit for 20 SkyTrain cars is worth \$47.8-million. The Millhaven, Ontario, plant where the cars are built will come back to life, after two years of relative inactivity,

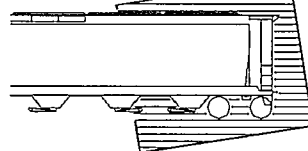
lasting since the last BC Transit order was built. BC Transit in the end opted for the Mark I cars, the same as the present fleet. Both the transit agency and the manufacturer were considering a longer, wider, Mark II car, but the development costs proved to be prohibitive. The contract also contains two options for 10 additional cars each, valued at \$41-million together. Delivery of the cars is to begin in September 1995, and will be completed in the following 12 months.

### TORONTO

#### OUTDATED ELECTRONIC SIGNS

The electronic clocks over subway platforms in Toronto may disappear in 1994. The "Metron" units were installed and maintained by the TTC's advertising contractor, Trans-Ad. The ten-year term expired at the end of the year, and Trans-Ad did not renew the contract. The Metron units became TTC property, but are obsolete and may be removed. The TTC is investigating an automatic station stop announcement system for on board subway cars, and may settle on the system recently installed in Montréal's Métro.

## ROLLING STOCK



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### NEW ORDERS

#### NATIONAL STEEL CAR

TTX Corp. has included National Steel Car, in Hamilton, in a group of manufacturers to receive orders totalling \$165-million (U.S.) for new cars. TTX has placed orders for 650 five-platform articulated spine cars, 1010 high-capacity stand-alone double-stack well cars, as well as 300 centre-beam lumber flatcars. National Steel Car received orders for 480 of the well cars and 100 of the centre-beam flatcars.

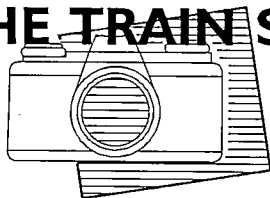
—*Progressive Railroading and AI Tuner via UseNet*

#### BOMBARDIER

Amtrak has exercised its option for 55 additional Superliner cars, for \$110-million (U.S.). The cars, which include coaches, lounge cars, full-service dining cars, deluxe sleeping cars and transition sleepers, will be manufactured in Québec and Vermont, and will be completed by 1996. Amtrak's original contract with Bombardier, signed in 1991, was for 140 Superliners.

—*Progressive Railroading and Toronto Star*

## THE TRAIN SPOTTERS



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## HAMILTON-BURLINGTON . August 27-September 25 ..... Todd Badour

August 27, 00:24 - CP Train 270 with Soo 6409-6622  
 August 28, 11:50 - CP Train 700 with 6052-Helm 6367-CP 5532  
 August 29, 18:30 - CP Train 270 with CPRS 6407-NRE 6910  
 August 30, 22:20 - CP Train 521 w. 3090-8246-3057-8226-Soo 6608-768-761-NRE 3130  
 August 31, 00:38 - CP Train 700 with 4729-4561  
 September 3, 11:30 - CN Train 382 with 5363-5046-5034-HLCX 2581 (ex-CSX 2581)  
 21:27 - CN Train 252 with 4103-4102-EML 795  
 September 4, 10:02 - CN Train 381 with 3515-2310-3505-4112-4104-4131  
 September 6, 10:35 - CN Train 410 with 5172-2031-2329-7101  
 September 10, 12:05 - CN Train 449 with 9669-6001-2110-2327-4134-4121  
 23:45 - CN Train 448 with 2110-2327-4130-7308  
 September 11, 11:35 - CN Train 449 with 9661-4116-4139-4135-7101  
 September 12, 10:50 - CN Train 410 with 9436-2337-2102-2339-2334  
 September 17, 23:16 - CP Train 558 with 3087-NRE 3130  
 September 18, 13:05 - CN Train 410 with 2108-2023  
 September 19, 10:05 - CN Train 381 with 3510-EML 772-CN 2101  
 11:45 - CN Train 449 with 2103-2023-4143  
 September 25, 22:15 - CN Train 415 with 2108-2023

## COBOURG ..... November 1-25 ..... Denis Taylor

November 1, 14:40 - CN E/B with 4119-4120, 21 cars and van 79746  
 November 6, 11:35 - CP E/B with 6002-6044 and 45 cars  
 13:08 - CP W/B with 1858-1823-1806 and 58 auto racks  
 15:37 - CN W/B with 9492-5129-2317 and 114 cars  
 November 9, 10:45 - CP W/B with 8213 and flatcars  
 November 11, 16:08 - CP W/B with 6034-3081-4206 and 93 cars  
 16:22 - CP W/B with 1865-4238-1820 and 57 cars  
 16:29 - CP E/B with 3048 and five cars (held for two westbounds)  
 November 16, 19:50 - CP W/B with 1862 and four cars  
 November 19, 13:26 - CN W/B with 5318-2320 and 107 cars  
 November 22, 16:26 - CP E/B with 8201 (*An original rebuild, usually seen west of Winnipeg.*)  
 November 25, 17:35 - CP W/B with 8221

## LEASIDE ..... September 17 ..... Gord Webster

20:32 - CP Train 507/515 with 5841-3048-8224-5507 and 71 cars  
 20:35 - CP W/B "Circle" with 1621-1614-1615, three cars, and a van  
 20:39 - CP Train 909/921 with 5504-5797 and 42 cars  
 20:59 - CP Train 504 with 5754-Soo 6601 and 43 cars  
 21:04 - CP W/B "Second Oakville" with 8232, 28 cars, and a van  
 21:11 - CP Train 558 with 3087-NRE 3130 and two cars  
 21:25 - CP Train 928 with 5525-4742-1868 and 67 cars  
 21:59 - CP E/B "Moonlight" with 1841-4207-4240-8213, 20 cars, and a van  
 21:59 - CP W/B Ford Turn with 5530-5533 and 47 cars  
 22:17 - CP Train 520 with 1847-4218-1835  
 23:04 - CP Train 934 with 1817-1804-CPRS 5476 and 24 cars  
 23:29 - CP Train 904 with 4743-4736-8211 and 52 cars

## ALDERSHOT ..... November 29 - December 14 ..... Sean Robitaille

*All of the following consists were spotted on CN Train 392. They serve to remind us that even though it gets dark early now, interesting things still run and are worth waiting for after dark.*

November 29, 18:58 - 5323-Conrail 6752-CN 5355 and 83 cars  
 November 30, 18:50 - 6000-Conrail 6755-CN 5176-5039 and 74 cars  
 December 1, 19:23 - 9614-2109-2328 and 95 cars  
 December 2, 19:05 - 6003-Conrail 6747-CN 5077 and 91 cars  
 December 3, 19:04 - 9425-2316-2335 and 106 cars  
 December 9, 19:00 - 5351-Conrail 6753-CN 5330 and 86 cars  
 December 14, 19:20 - 5335-Conrail 6752-6748 and 100 cars

## THE RAPIDO

## RAILWAY CUSTOMERS

## SYDNEY STEEL

The Chinese government's China Minmetals firm has agreed to buy the financially beleaguered Sydney Steel Corp. from the Nova Scotia government for \$22.8-million, if certain conditions are met. The buyout will occur after three years of joint operation by the two, and is contingent on the company losing no more than \$22.8-million during that time. The agreement is expected to be signed by the end of January, with joint operation beginning in April.

China Minmetals has agreed not to move the plant as long as it stays profitable, and the Nova Scotia government can buy the company back after six years if it ceases to operate. The two will each invest up to \$11.4-million in capital improvements and will each absorb up to \$11.4 million in losses over the three-year period of the agreement. Profits will be put back into the company.

Minmetals, whose main business is buying products for China's railway system, is the largest marketer of steel products in the world, and has annual sales in the order of \$6.8-billion (U.S.).  
 —Halifax Daily News

## NEWSPRINT MILL REOPENS

A former CP Forest Products newsprint mill in Trois-Rivières, Québec, will be reopening. The investment arm of the Québec Federation of Labour will spend \$26-million to reopen the mill, recalling 225 of some 1000 employees that lost their jobs when it closed. Production is expected to resume by the end of January. The property was sold for one dollar, but an undisclosed amount was paid for equipment in the plant and logs floating in the Saint-Maurice river. CPFP closed the 70-year-old mill in May 1992. Cascades Inc. later tried to buy the plant but could not reach a deal with the union on which workers would be rehired.  
 —Canadian Press

## WISCONSIN CENTRAL ORE TRAINS

When shipping stops for the winter on Lake Superior, Wisconsin Central ore trains may be running to Sault Ste. Marie with shipments for Algoma Steel. The trains would run from Marquette, Michigan, on the south shore of Lake Superior, to the Sault.  
 —Fred Hyde

## BACK COVER

Two photos of CP Rail's six-axle MLWs, which are now all out of service after a 23-to-25-year career. At the top, a view of westbound Train 923 crossing the Grand River at Galt on September 16, 1993, with M636s 4743 and 4736. At the bottom, a westbound train with M636 4730 and three more MLWs at North Bay, on May 22, 1983.

—Photos by Helmut Ostermann and John Carter

