Rail & Transit

JANUARY 1994

Newsletter of the Upper Canada Railway Society

THIS MONTH

IN RAIL AND TRANSIT

ON THE CALENDAR

Friday, February 18 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station.. Gordon Shaw will present a programme on the *RMS Segwun* and northeastern U.S. tourist railways.

Friday, February 25 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

Friday, March 18 – UCRS annual general meeting in Toronto.

Friday, March 25 – UCRS Hamilton monthly meeting.

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

COVER PHOTO

Last winter's first major snowfall in southern Ontario was still fresh when this westbound CN freight train passed through Wesleyville, Ontario, on the Kingston Subdivision.

–Photo by John Carter, December 12, 1992

Rail & Transit

NUMBER 530 – JANUARY 1994

Newsletter

NOTICE OF ANNUAL GENERAL MEETING
MARCH 18, 1994

Notice is hereby given that the annual general meeting of the Upper Canada Railway Society, Incorporated, will be held in the theatre of the Metropolitan Toronto Archives and Records Centre, 255 Spadina Road, Toronto, Ontario, on Friday, March 18, 1994, at the hour of 8:00 o'clock in the evening, Eastern Standard Time, for the purpose of receiving and considering the directors' reports and financial statements for the year ended December 31, 1993, electing directors, appointing an auditor, and for the transaction of other such business as may properly be brought before the meeting.

Dated January 21, 1994. By order of the board of directors.

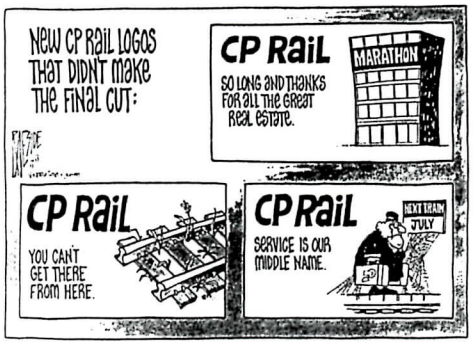
(Signed) R. G. Eastman – President
G. C. Shaw – Secretary

BILL COO

Bill Coo, author of the well-known VIA travel guides, railway researcher, and promoter of the proposal for a tourist train operation on Prince Edward County in Ontario, died on December 20 in Kingston.

AL KERR

Al Kerr, a former UCRS member and former president of the Buffalo Chapter of the National Railway Historical Society, died on January 19. Al was a trolley fan, passenger train fan, and organiser of many fan trips in southern Ontario and western New York State in the 1940s and 1950s.



–Adrian Raeside, Victoria Times-Colonist

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Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along with a printed copy.

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are $29.00 per year (12 issues) for addresses in Canada, and $32.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $19.00. Please send inquiries and changes of address to the address at the top of the page.

Completed January 25, 1994

SPEND LESS MONEY AND HAVE MORE FUN BY TAKING THE TRAIN — *NUMBER 2*

A RAIL TRIP IN FRANCE

BY JOHN HALPENNY

Some things are really different about railways in France. I had a chance to find out what they were when my job required me to attend a meeting in Toulouse in October 1992. I discovered I could reduce the regular air fare to Toulouse by two-thirds by extending my trip to seven days, and it was cheaper yet to fly to Paris and take the train onward. Finally, for less than a return train ticket to Toulouse, I could get a four-day French rail pass. I was travelling as a government employee, but my rank is far below that of cabinet minister, so I was expected to save as much money as possible. Naturally, I took the lowest-cost option.

Getting from plane to train in Paris was less painful than I had expected. The SNCF (Societé National des Chemins de Fer, or French national railways) had a small office just at the airport exit and here I had my rail pass validated and made a reservation on a direct TGV to Toulouse. Two coupons on my pass were exchanged for little magnetic-striped tickets good on the local train to Paris and the Métro, and I was even given a printed sheet, in English, explaining how to get to Montparnasse station.

The only difficulty on the trip from the airport was in getting my suitcase through the station turnstiles, and I was soon in Paris Montparnasse. This is a large, modern station built into a new office complex. There are no barriers between the station concourse and the stub tracks, and most tracks were occupied by TGV-Atlantique trains. These impressive high-speed trains are all brand new in shiny blue and grey, and beside each car door is a computer-type display panel giving the train and car number and the destination. Departures are listed on large displays in the station, but the track numbers are not given until the trains are ready to board.

When the Toulouse train was posted, I headed out along the platform. My train had two TGV sets coupled together, and Car 13 was in the second one, so it was a long hike. Inside, my reserved seat by the window was fortunately facing forward, with a table and an orange reading lamp. On the other side of the aisle, the seats were arranged in compartments separated by smoked glass partitions.

Departure was smooth and on time and soon we were speeding through the countryside. Much of the area is as flat as a prairie, with farms, villages, and even train stations with grain elevators. At first, these stations were served by a separate track which did not connect with our high-speed line, but soon we were on a more normal line with stations and sidings. Most towns had a track with a few freight cars, and almost every one had its own two- or three-axle locomotive. A few hills appeared, with old stone villages and large churches.

Three hours after leaving Paris we had our first stop at Bordeaux. Here the tracks are covered by a large round trainshed with an impressive station on one side. Nearby is a huge yard filled with TGVs and other passenger and freight equipment, including a line of bright-yellow, clerestory-roofed post office cars. We continued more slowly now, and much of the route was along a canal which was built mostly above ground with bridges to carry it over the rivers. On some parts of the line the TGV rolled along with a clickety-clack just like any train on jointed track. There was no problem when I got off at Toulouse, since my hotel was across the street from the station.

My rail pass was good for four different days of travel and I had planned to take some time to explore in the Toulouse area. My plan changed when I bought a copy of the French magazine *La Vie du Rail*, and the feature article on *le Canari* started off: "Imagine a train with cars from 1908, climbing up to 5000 feet on six-percent grades on metre-gauge track at 15 miles per hour. Furthermore, you don't need to make a dangerous expedition to the Andes or Himalayas, since this line is part of the French railway system just south of Toulouse."

This sounded great, and the only problem was that I could find no information on it in Toulouse. Timetable information consists of little folders for the various lines, and there were none for this one. I even bought what looked like an official timetable, but it was actually a book of connections between the main cities. Since the little train served no major cities, it did not appear in the book.

There was nothing to do but go and look. When I had a day free, I boarded an early train to La Tour de Carol to find out for myself. We were soon climbing up a winding valley, with glimpses of mountain peaks and old stone châteaux where there were breaks in the fog.

At one point, a fellow passenger told me we were about to enter a tunnel and we could see the exit track looping above us. Unfortunately, all that was visible above us was fog. After we passed through the tunnel, he pointed to the lower track, but again it was lost in the mist.

My companion told me he was on his way to Andorra to buy cigarettes. Andorra is a mountain village on the Spanish border, reached by a bus connection from the train. It is also an independent principality not part of the European Community, and is thus a source of bargains in cigarettes and liquor.

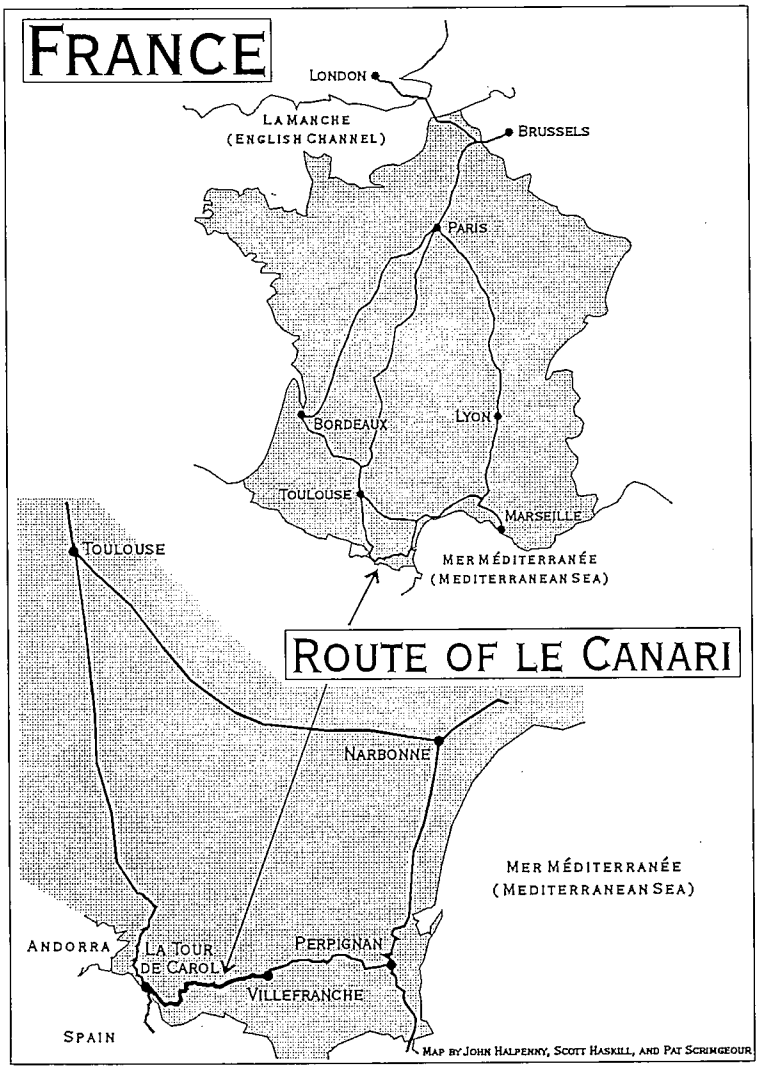
At La Tour de Carol, the station display board listed a train to Villefranche, the other end of the mountain line, leaving from Track 17 in a few minutes. Track 17 was a metre-gauge stub beside Track 1 and held two little yellow coaches and an open observation car. But this morning's trip would be covered by the bus in front of the station. In fact, all of the trips would be buses except for one late in the afternoon. I let the bus go and took a walk to explore the area and consider my options.

I found a road going in the general direction of the little railway line. It passed through an incredibly old village with stone farmhouses and high stone fences and

eventually came back to the tracks. At the crossing was a station which was also someone's house and, for the first time, there was a timetable poster from which I learned that this was a flag stop and a train would arrive in 20 minutes. Beside the rails was a third power rail mounted in a rotting wooden box and protected by signs which featured lightning bolts, skulls and crossbones, and a large red "Danger de Mort."

A little yellow train showed up right on time and I climbed on board for the four-minute trip back to La Tour de Carol.

I had a closer look at our train when we reached the station. It was made up of two similar power cars. Each one had a large cab at each end and an open platform in the centre, with wrought-iron gates and steep steps on the sides. The car frames were steel beams riveted together and supported by truss rods, and the underfloor area was completely filled with resistors. One axle had a small gearbox and a series of rods and universal joints going up to the cab, presumably to the speedometer. The cars were joined by couplers which had spring-loaded plungers mating with cast iron funnels, and the connection was completed with two air lines, two electrical cables, and a pair of large chains. On the next track were the two old coaches I had seen before, similar in style but with end platforms, and an open car which looked like a gondola with cross bench seats. According to the stencils on the sides, the motor cars weighed 30 tonnes, the coaches 16 tonnes, and the open car nine tonnes.



I decided to take the afternoon train but I had a few hours to wait. A train from Spain arrived on Track 2, which is right beside the main station track but can only be reached by going through a small customs house. I had a good lunch at the station restaurant, complete with wine (in France, a bottle of wine is actually cheaper than a bottle of water), and spent my time exploring the station and village.

There were less than a dozen people on our little train at departure time. The waitress from the station restaurant was the last passenger and then we were off. The first part of the trip was through open farmland, with most of the mountain scenery hidden behind dark clouds. At each village, we stopped and picked up a few more people. Most stations had three tracks, one very close to the station building and the other two enclosing a large asphalt platform. We usually stopped at the outermost track.

We climbed higher into the mountains. When we crossed a stream, the usual route was to descend a steep slope on one side, make a sharp right angle turn onto a stone bridge, and make an equally-sharp turn onto an equally-steep slope up the other side. At every change in grade there was a sign with a purple arrow pointing up or down and a number such as 55, which appeared to be the grade in parts per thousand (55 parts per thousand being equal to a 5.5 percent grade). There were also kilometre posts, and our speed was a steady 30 kilometres per hour no matter whether the line was going up or down.

Outside, it was raining on a barren mountainside and getting dark. Inside, it was bright and cheerful and most of the passengers seemed to be locals who knew each other. The waitress and her girl friend talked non-stop for two hours. The conductor, a young, lively fellow with a moustache so long it was curled in complete circles at the ends, had his own group of friends in another corner. On one particurlarly rough stretch of track, I heard our train referred to as a TGV – "Train à Grand Vibrations."

Suddenly, at a small mountain village, our conductor announced "Terminus," unloaded us all from the train and turned out the lights. I had visions of spending the night in the village in the rain, but we were transferred to a bus for the remainder of the trip. Apparently this part of the line had been closed for some time due to trackwork, the evidence for which was a yard full of tiny four-wheeled cars heaped with fresh ballast. We continued on a modern bus and at one point the sky cleared enough for an amazing sight. We were entering a narrow valley, the rail line was descending steeply down the other side, and from the mist which hid the valley there arose two towers. This was the railway suspension bridge which appeared in many pictures of the line.

The bus on this mountain road was no faster than the train and we arrived at Villefranche just on time. There were a lot of little yellow cars stored here as well as some standard-gauge equipment, and I found what I had been

looking for for days – a timetable folder for the line. There was a modern train ready to take us onward to Perpignan, and we left on time, but as soon as we left the station area we stopped and waited 25 minutes in the dark without any explanation.

We were still 25 minutes late at Perpignan, and I got off there because my timetable told me I had to wait an hour and a half for the last train to Narbonne and on to Toulouse. When I got off, the first sign announced the late departure of a train to Narbonne. It was the one I had just left, so I got back on and continued. At Narbonne I had less than an hour wait for a train running through from Marseille and I got back to Toulouse at 23:00.

My trip back to Paris was disappointing. The first leg was to Bordeaux on a locomotive-hauled train which was only five minutes slower than the TGV I had taken earlier, and just as smooth, although not as new and colourful. However, my reserved seat in TGV non-smoking Car 1 turned out to be in a small lounge at the very end of the train, with awkward little windows, and I could not see outside unless I stood up, bent way down, or moved to the bar car. I tried all of these but it was still not much fun. My seat was also over the wheels, and the ride was decidedly noisier and rougher than in the classic coach I had just left.

Once in Paris Montparnasse, I still had a coupon in my rail pass which could be exchanged for a day pass on the Paris Métro. The man at the counter told me it was good at any of the major terminals, except this one, and sent me off to Gare de l'Est. This turned out to be a large old-fashioned station with two dozen stub tracks, mostly for commuter trains. I got my pass and left my bags in one of the many hotels facing the station.

The Gare du Nord is just a block from Gare de l'Est, and is about the same size, but most of the commuter trains have been moved to an RER (Réseau Express Régional, or commuter train network) tunnel and station underneath the old station. Trains continue through to the other side of the city in a tunnel which looks like a subway, but is much faster since there are very few stops. There was major construction all around for the new TGV-Nord station, and a sign announced that soon trains will run to London through the Channel Tunnel in 2 hours 50 minutes. I saw one international train in the station leaving for Moscow with some rather shabby Polish and Russian sleeping cars.

Another major station is the Gare d'Austerlitz. This has a train shed so huge that a Métro line runs under the roof on a bridge over the tracks. Sadly, the trains only use a small part of the station at one end, and the rest is boarded up for storage and parking. The local trains use the RER line underneath, and run along the Seine to Musee d'Orsay, which was a major station at one time but since the trains have moved underground is now an art museum.

Yes, French railways are different, and while the variety from very old to very new is fascinating, the important feature is the sheer number of trains. Around Paris, service is every 15 minutes everywhere, and even in the mountain villages there are often several trains a day. It is well worth a visit. ■

OTTAWA PRESERVATION NOTES

Rail and Transit readers may have wondered about the status of ex-CPR G-5-a Pacific 1201, which operated on the regularly-scheduled Ottawa–Wakefield, Québec, excursion train and many special trips in the period between 1976 and 1990.

The 1201 is owned by the National Museum of Science and Technology in Ottawa. It is presently stored inside a maintenance building at the museum, and is not available for regular public viewing.

The engine was withdrawn from service in the fall of 1990 due to the need for costly repairs, including new flues. As well, during 1989 and 1990, operating crews had to "nurse" lead driver bearing problems, mostly brought about by weak springs that caused a weight imbalance. There are also several other areas of wear, especially in the motion. At the present time, the museum has no plans to overhaul 1201 for further operation.

The Wakefield service, formerly run by the museum, is now in the hands of a private concern, using Swedish equipment. Most of the main-line operation of 1201 was on trips sponsored by the Bytown Railway Society. The cost of running main-line excursions nowadays is very high, and can result in ticket prices which may be too steep to attract enough passengers to pay for a trip. Even back in 1990, before the recession had deepened and GST had arrived, ticket prices for Bytown's Ottawa–Hawkesbury trip were $60.

In addition to 1201, the passenger cars that were used on the excursions would need work if they were to be used again. Bytown is faced with the need for major work on the roof of its former Algoma Central (originally Southern Pacific) articulated coach and extensive window-frame repairs on its former CN commuter cars. The museum has carried out preventative maintenance recently to the roofs of its four coaches. All of this equipment is stored outside at the museum.

Another problem confronting potential steam trips in the Ottawa area is the steady removal by CN and CP of turning facilities – wyes and turntables – for example, at Brockville.

Just down St. Laurent Boulevard from the museum is the main garage of OC Transpo, the regional public transit system. Languishing inside a nearby building is Ottawa Transportation Commission streetcar 696 (built by the Ottawa Car Company in 1917).

This car, the last known survivor of its class, was obtained by the Canadian Railroad Historical Association in late 1958 for its planned museum at Saint-Constant (Delson), Québec, shortly before the Ottawa system folded in May 1959. The car was placed outdoors at the museum and deteriorated in the severe Québec winters.

About five years ago, a group was formed in Ottawa to repatriate the car and restore it for display at the former Britannia streetcar loop in Ottawa. This restoration has not occurred, but 696 is at least indoors, after many years of neglect. Perhaps some day the venerable car will be restored and placed on display in a protected environment.

–John D. Thompson, with information from Earl Roberts

The changing railway scene in

Southwestern Québec

By Art Clowes

Southwestern Québec is the original core of the national railway system, as the first railway to be built in Canada was in this area, and both of our transcontinental railway companies are based in Montréal. With the shift of railway traffic from manufactured goods to heavy haul and from the Atlantic to the Pacific, this area has lost its stature, and the railway network is changing.

Over the last few months, items in *Rail and Transit* have noted – in *The Rapido* – changes in the lines in southwestern Québec and – in *Railway Archaeology* – some of the history of the railways. This article will cover a little of the history of the railways in this area and the track changes over the years.

The map accompanying this article concentrates on the lines between the St. Lawrence River and the U.S. border and west of Saint-Lambert and Saint-Jean-sur-Richelieu. I have not shown all of the lines and changes in the Saint-Lambert area (a story in itself) nor on the Montréal side of the St. Lawrence. I should also point out that I have used modern spellings of place names in the article and on the map, except in the names of railway companies.

Champlain and St. Lawrence

C&StL (CN)

The first railway line in this area was, of course, the Champlain and St. Lawrence Rail-Road. This line extended in almost a straight line from Saint-Jean-sur-Richelieu to the shores of the St. Lawrence at La Prairie, and was opened in July 1836. The La Prairie end was abandoned in 1852, when a diversion via Brossard was constructed to Saint-Lambert.

Canadian National

CN

In 1960, Canadian National built a new four-mile diversion line from Brossard to Castle Gardens on the former Montreal, Chambly and Sorel Railway. This diversion permitted the abandonment of 5.41 miles of the Champlain and St. Lawrence Rail-Road in October 1960 from Brossard to Saint-Lambert.

Montreal, Chambly and Sorel

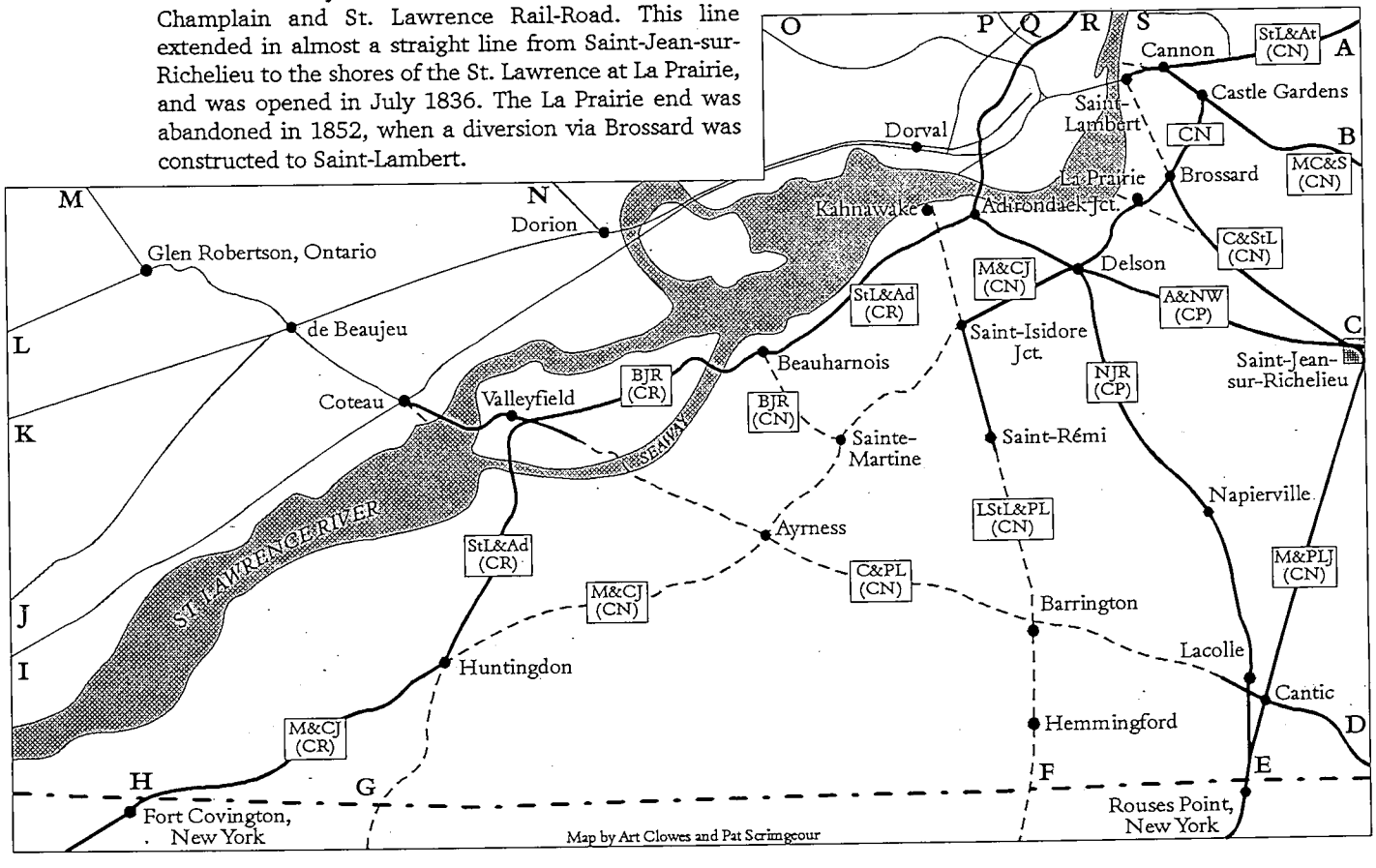
MC&S (CN)

The triangular area between Saint-Lambert, Cannon, and the St. Lawrence River (at Longueuil) has been the site of several substantial track changes as the various early railways failed and merged. The line from Cannon via Castle Gardens to Point "B" was constructed by the Montreal, Chambly and Sorel Railway, and opened in September 1873. Shortly before the first world war, the Montreal and Southern Counties leased it and commenced their interurban operation. This line is now part of CN's Granby Spur.

St. Lawrence and Atlantic

StL&At (CN)

The other line in this area is the one from Cannon to Point "A." This line was constructed as part of the St.



Lawrence and Atlantic Railway line from Longueuil, via Saint-Hyacinthe, Richmond, and Sherbrooke, to the U.S. border. This western portion was opened in December 1848 and originally swung north to the St. Lawrence River at Longueuil. Today, the line from Saint-Lambert via Cannon to "A" is part of CN's Saint-Hyacinthe Subdivision and its main line to Québec City and the Maritimes.

Montreal and Province Line Junction
M&PLJ (CN)

CN's train crews travelling over the three railways from Cannon via Castle Gardens and Brossard to Saint-Jean-sur-Richelieu turn to the Rouses Point Subdivision in their timetable. They continue to follow the Rouses Point Subdivision on their journey to Rouses Point, New York, over the alignment of The Montreal and Province Line Junction Railway to the U.S. border and the Champlain and St. Lawrence Railroad Company for the last 1.08 miles in New York State to Rouses Point. This trackage was opened in August 1851.

Lake St. Louis and Province Line
LStL&PL (CN)

Another early railway was The Lake St. Louis and Province Line Rail-Way Company, which was built from Kahnawake on the south shore of the St. Lawrence River, where it connected with ferries across the river to Lachine. This line extended southward for 29.65 miles through Saint-Isidore Jct. and Saint-Rémi to Hemmingford and the U.S. border, from where it originally extended south to Mooers Junction, New York, on the Ogdensburg and Lake Champlain Railroad. Today, all that remains of this line is about 6.5 miles between Saint-Isidore Jct. and Saint-Rémi that is operated by CN as the Saint-Rémi Spur off the Massena Subdivision. The 5.5 miles from Kahnawake to Saint-Isidore Jct. was abandoned in 1881 and the 2.86 miles from Hemmingford to the U.S. border was abandoned in 1924. Passenger service into Hemmingford was abandoned on April 27, 1957, and the line was cut back to Saint-Remi before 1975.

Modern owners and destinations as keyed on map

A	CN	to Saint-Hyacinthe and Québec City
B	CN	to Granby
C	CP	to Sherbrooke and Saint John, New Brunswick
D	CV	to St. Albans, Vermont
E	CN	to Rouses Point, New York
E	CP	to Rouses Point, New York
F	CN	to Mooers Junction, New York
G	Conrail	to Malone, New York
H	Conrail	to Massena, New York
I	CN	to Kingston and Toronto, Ontario
J	CP	to Cornwall, Ontario
K	CP	to Smiths Falls and Toronto, Ontario
L	CN	to Ottawa, Ontario
M	CN	to Hawkesbury, Ontario
N	CP	to Rigaud
O	CN	to Deux-Montagnes and Saint-Jérôme
P	CP	to Trois-Rivières and Sainte-Thérèse
Q	CN	to Joliette
R	CP	to Hochelaga (Montréal Wharf)
S	CN	to Sorel

Atlantic and North-West
A&NW (CP)

The opening of the Victoria Bridge between Pointe Saint-Charles and Saint-Lambert in December 1859 by the Grand Trunk Railway Company of Canada gave them the upper hand in controlling and monopolising much of the rail traffic south of the St. Lawrence River all the way from the Ontario border to the Atlantic seaboard. They kept this advantage for almost 27 years.

It was on August 8, 1887, that the second bridge over the St. Lawrence was opened by the Canadian Pacific on the western outskirts of Montréal. The south end of the bridge joined the Atlantic and North-West Railway, which opened about 34 miles of their line east to Farnham on this same date. Today, this bridge and the line from Adirondack Jct. via Delson and Saint-Jean-sur-Richelieu eastward to Point "C" is part of CPR's Adirondack Subdivision, as well as part of the "Short Line" to Saint John, New Brunswick.

Napierville Junction
NJR (CP)

The other CPR presence in this part of Québec is on the line that most of us still think of as the Napierville Junction Railway. The Americans, with great fanfare, opened a railway line from Albany to Rouses Point along the west shore of Lake Champlain in November 1875. With some small re-alignments, this became the Delaware and Hudson line to Rouses Point. In 1875, the only line into Montréal was the Montreal and Province Line Junction Railway (now CN's Rouses Point Subdivision), then controlled by the Grand Trunk, and so their trackage supplied the route for Delaware and Hudson trains into Montréal's Bonaventure Station.

The Napierville Junction Railway was incorporated in 1888 and it struggled for almost 20 years building a line from Delson to the U.S. border at Rouses Point. A 1906 act provided authority for the Delaware and Hudson to purchase the Napierville Junction. They completed the line in May 1907. The Napierville Junction met both the Grand Trunk and CPR lines at Delson, and trains continued to use the Grand Trunk line into Bonaventure Station until 1917, when a changeover was made to use CPR's Windsor Station. Today, the Napierville Junction Railway is part of the CP Rail System and is used as their access from Montréal to the former D&H empire that they now control.

St. Lawrence and Adirondack
StL&Ad (CR)

The other railway that remained outside of the GTR and CPR folds was the St. Lawrence and Adirondack Railway. This company was incorporated in 1888 and their line was constructed over the next few years from the U.S. border (and the connection from Malone, New York) via Huntingdon to Valleyfield and from Beauharnois to Adirondack Jct. on the Atlantic and North-West (CPR). Between Valleyfield and Beauharnois, trains used part of the Beauharnois Junction Railway (see below).

In the early 1890s, the St. Lawrence and Adirondack

entered into agreements with Canadian railways for connections and interchange of traffic. The line from Malone, New York, via Valleyfield and Adirondack Jct. was New York Central's route into Montréal, then Penn Central's, then Conrail's.

In February 1986, Conrail obtained authority to abandon 7.23 miles of the St. Lawrence and Adirondack from the border to Huntingdon. This followed an agreement with CN for running rights over CN's Massena Subdivision from Huntingdon to Fort Covington and Massena, New York. Since then, Conrail has purchased from CN this section of the Massena Subdivision and today operates its Montréal Branch from Massena via Huntingdon and Valleyfield to Adirondack Jct.

Beauharnois Junction

BJR (CN/CR)

By the time the Beauharnois Junction Railway was opened in 1889 between Valleyfield and Sainte-Martine, it was already under lease to the Grand Trunk Railway of Canada.

As described earlier, the St. Lawrence and Adirondack Railway did not construct any track from Valleyfield to Beauharnois, but chose to lease 13.3 miles of track of the Beauharnois Junction Railway from the Grand Trunk. This lease agreement was first approved in 1896 and is still in effect in 1993 between CN and Conrail.

The rest of the Beauharnois Junction Railway remained in use by CN as its Beauharnois Spur, running north from the Massena Subdivision at Sainte-Martine. As part of its application to abandon part of the Montréal and Champlain Junction (see below), CN was also authorised in 1993 to abandon this mile spur.

Montreal and Champlain Junction

M&CJ (CN/CR)

As noted on the map, two railways formed a large "X" across this part of Québec. The first of these, from Brossard via La Prairie, Delson, Saint-Isidore, Sainte-Martine, Ayrness, and Huntingdon to Fort Covington and Massena, New York, was constructed by the Montreal and Champlain Junction Railroad. The portion from Brossard to Sainte-Martine was opened in 1881 and the remainder in 1883. This line went through the ownership of Grand Trunk and into the CNR family as their Massena Subdivision.

CN received permission in September 1993 to abandon operation over the 33.6 miles of the M&CJ from Huntingdon east to Saint-Isidore Jct. effective November 6, 1993. This leaves CN operations over the Massena Subdivision from Brossard to Saint-Isidore Jct. as well as south on the Saint-Rémi Spur. Service on this remaining portion is by road-switcher service out of La Prairie. As noted above, Conrail obtained running rights and then purchased this line west of Huntingdon.

Coteau and Province Line

C&PL (CN)

The last remaining section of track south of the St. Lawrence was constructed under the charter of the Coteau and Province Line Railway and Bridge Company. In 1879, before this line was opened, it and the Montreal and City of Ottawa Junction Railway Company had been amalgamated into the Canada Atlantic Railway. J. R. Booth's Canada Atlantic Railway stretched from Georgian Bay in Ontario to Lake Champlain in New York. The Coteau and Province Line Railway and Bridge Company was constructed from the American border near Point "D," via Cantic, Barrington, Ayrness, and Valleyfield to Coteau. The 43.5 miles from Cantic to Clarke's Island on the western outskirts of Valleyfield was opened in July 1884. At the east end of this line, the short section from Cantic to the U.S. border had been opened in 1888.

Rail traffic was exchanged with the north shore and its companion railway the Montreal and City of Ottawa Junction Railway Company at Coteau Landing by car ferry until the bridge over the main channel of the St. Lawrence River was completed and opened in 1890. This bridge was downstream from Coteau Landing and a new railway line was constructed from the bridge to Coteau and the original line from Coteau to Coteau Landing abandoned in 1890. Since the line from Coteau to Ottawa had been completed in the early 1880s, the completion of the bridge over the St. Lawrence provided a direct link from Ontario to New York and Vermont.

Control of the Canada Atlantic was acquired by the Grand Trunk Railway in August 1904 and it was formally amalgamated into the GTR in July 1914.

Canadian National operated this line as its Valleyfield Subdivision. In May 1986, CN obtained permission to abandon 14.1 miles of the Valleyfield Subdivision from the west end of Barrington to just east of Ayrness. In December 1987, permission was obtained to abandon 10.31 miles from the west end of Barrington east to a point west of the Napierville Junction Railway at Lacolle. Today the remaining 2.1-mile spur west of Cantic is designated as CN's Lacolle Spur and is served off the Rouses Point Subdivision. The portion of the Coteau and Province Line Railway and Bridge Company east of Cantic is operated these days as part of Central Vermont's Swanton Subdivision.

Permission was also granted to CN in December 1987 to abandon an additional nine miles of its Valleyfield Subdivision from a point about a mile west of Ayrness to a point about five miles east of Valleyfield.

The present abandonment order for the Massena Subdivision (see above, under Montreal and Champlain Juction) also permits the abandonment of the remaining 1.1 miles of CN's Valleyfield Subdivision at Ayrness that had survived the earlier abandonments.

New Track in 1992

The final piece of the puzzle was the construction in 1992 (operation authorised in December 1992) of a new connecting track between CN's Valleyfield Subdivision and Conrail's Montréal Branch at Cécile (the crossing of the Coteau and Province Line Railway and Bridge Company with the St. Lawrence and Adirondack Railway) on the outskirts of Valleyfield. This new connection in the north-west quadrant of the junction permits trains to operate over CN's Valleyfield Subdivision and move smoothly onto Conrail's Montréal Branch westward towards Huntingdon and Massena. ■

Winter 1994 Speed Update

By Richard Carroll

VIA Rail Canada

• In the eastern corridor, the best-time threshold has been lowered slightly in the November 1 timetable for two city-pairs: Ottawa–Kingston, 1 h 44 min (from 1 h 45 min); Montréal–Belleville 2 h 48 min (Sunday only, from 2 h 52 min). Both previous lows were in effect before November 1.

• It's good to see the best run on the Windsor–Toronto route back down to under four hours, at 3 h 59 min. The best previous time operated by VIA on this run was 3 h 55 min, but this has not been advertised since 1988.

• Big improvements in trip times have been achieved in the northern Québec services, with best runs on both routes giving the lowest times yet. Between Jonquière and Montréal, the 8 h 30 min time is better than the old best time of 8 h 32 min set in 1978. (Trains operated through to Chicoutimi until May 1988.) Between Senneterre and Montréal, the trip of 12 hours flat undercuts substantially the previous best of 12 h 55 min (also in 1978). Finally, although the 6 h 10 min times between Senneterre and Cochrane are unchanged, it should be noted that the shortest trip time yet on this segment is 4 h 25 min, established in 1977.

• Between Victoria and Courtenay, the reshuffled timecard officially reduces the best time by five minutes, to 4 h 25 min. For the record, the time that still sets the standard for this route is 3 h 50 min, from 1955.

• An historical note: December 12 marked the 25th anniversary of the first advertised 3 h 59 min runs on the Toronto–Montréal route, using United Aircraft Turbo trains. The service didn't even last a month – the trains were withdrawn because of frequent breakdowns – but it did mark the start of the high-speed era on this run. It's worth noting that, with the exception of London–Toronto (1 h 59 min now vs. 1 h 56 min then), all current city-pair times in the corridor match or are faster than those of that timetable.

Ontario Northland

• Since June 27, a completely revised and much more efficient network of bus connections has been in operation at the north end of the *Northlander* route. As a result, the best time for the combined train-bus journey on the Toronto–Timmins run has dropped significantly, from 10 h 35 min to 9 h 55 min. Trains operated through to and from Timmins until May 1989, and the quickest run for the all-train mode was 10 h 05 min (1978). Before speed limits on provincial highways were lowered in February 1976, express buses between the two cities were routinely scheduled in well under nine hours.

BC Rail

• A slightly accelerated southbound schedule has brought the best time on the Prince George–North Vancouver route down by ten minutes, to 13 h 20 min. The target here is 13 hours even, carded from 1981 to 1984, and again from 1987 to 1989.

Amtrak

• Completion of more track rehabilitation on the Delaware and Hudson has clipped another 15 minutes off the New York–Montréal daytime run, to 9 h 25 min. The best times ever are, in the Amtrak era, 8 h 20 min (1979), and pre-Amtrak, 8 h 50 min (1963).

• Amtrak tested the German ICE (Inter-City Express) trainset at speeds of up to 162 m.p.h. and routinely reached 135 m.p.h. in revenue service on *Metroliner* trains between New York and Washington. The ICE operated in revenue service from October 4 until December 17.

Overseas

• New Zealand Railways has recently been privatised to a consortium led by the successful U.S. regional railroad Wisconsin Central. Meanwhile, times this summer on the South Island routes were the best yet: Christchurch–Greymouth (146 miles, the very scenic *Trans-Alpine Express*), 4 h 15 min (in 1991, the time was 4 h 45 min); Christchurch–Invercargill (369 miles, the *Southerner*), 8 h 45 min (1991, 9 h 30 min).

• A new world diesel rail speed record has been set recently in Russia, according to a report in *Modern Railways*. A prototype TEP80 unit on the Moscow–St. Petersburg line reached almost 162 m.p.h., eclipsing the old mark of 148 m.p.h. established by the British on an HST (High-Speed Train) test run in November 1987.

• In late July, a new high mark was established for X2000 trainset operation in Sweden. Using a newly-upgraded ten-mile section of the Göteborg–Malmö main line, a unit was worked at up to 171.5 m.p.h. on a test run.

• After test runs at well over 200 m.p.h. last spring, another five minutes (to 2 h 25 min) have been trimmed off the Madrid–Seville AVE (TGV-type) run in Spain.

• In China, the Shenyang–Dalian (249 miles) best time was reduced from six hours in 1991 to 5 h 04 min.

• In Algeria, the 5 h 50 min time (1991) for the 262 miles between Oran and Alger has been improved to 4 h 55 min.

• Finally, normal track speeds have been set for the London–Paris service through the Channel Tunnel, which will, if all goes well, begin in the spring. They are: in France, 300 km/h (186 m.p.h.); in England, 100 m.p.h. (161 km/h); and through the tunnel, 140 km/h (87 m.p.h.).

Correction

One of the remarks under France in "World Speed Review" in the September 1993 *Rail and Transit* was truncated. The correct version was:

1. New TGV service from May 23. From late September, the northern third of the new high-speed line will be in operation; at that time, the distance will drop to 142 miles and time to 58 minutes, for an average speed of 146.9 m.p.h. Future operation on this line will be at speeds up to 199 m.p.h. (320 km/h).

Toronto Transit Commission Streetcar Track Diagram

TTC STREETCAR ROUTES

501/301 QUEEN – From Humber Loop, east on The Queensway and Queen Street to Neville Park Loop. (301 is all-night service between Long Branch Loop and Neville Park Loop.)

502 DOWNTOWNER – From McCaul Loop, south on McCaul Street, east on Queen Street and Kingston Road to Bingham Loop. (Operates 6:00 a.m. to 6:00 p.m. on weekdays only.)

503 KINGSTON ROAD TRIPPER – From York Street, east on King Street, Queen Street, and Kingston Road to Bingham Loop. (Cars turn downtown via south on Church Street, west on Wellington Street, north on York Street, and east on King Street; operates during rush hours only.)

504 KING – From Dundas West Station, south on Dundas Street and Roncesvalles Avenue, east on King Street and Queen Street, north on Broadview Avenue to Broadview Station.

505 DUNDAS – From Dundas West Station, south and east on Dundas Street, north on Broadview Avenue to Broadview Station.

506/306 CARLTON – From High Park Loop, east on Howard Park Avenue, Dundas Street, College Street, and Carlton Street, south on Parliament Street, east on Gerrard Street, north on Coxwell Avenue, east on Gerrard Street, north on Main Street to Main Street Station. (306 is all-night service between Dundas West Station and Main Street Station.)

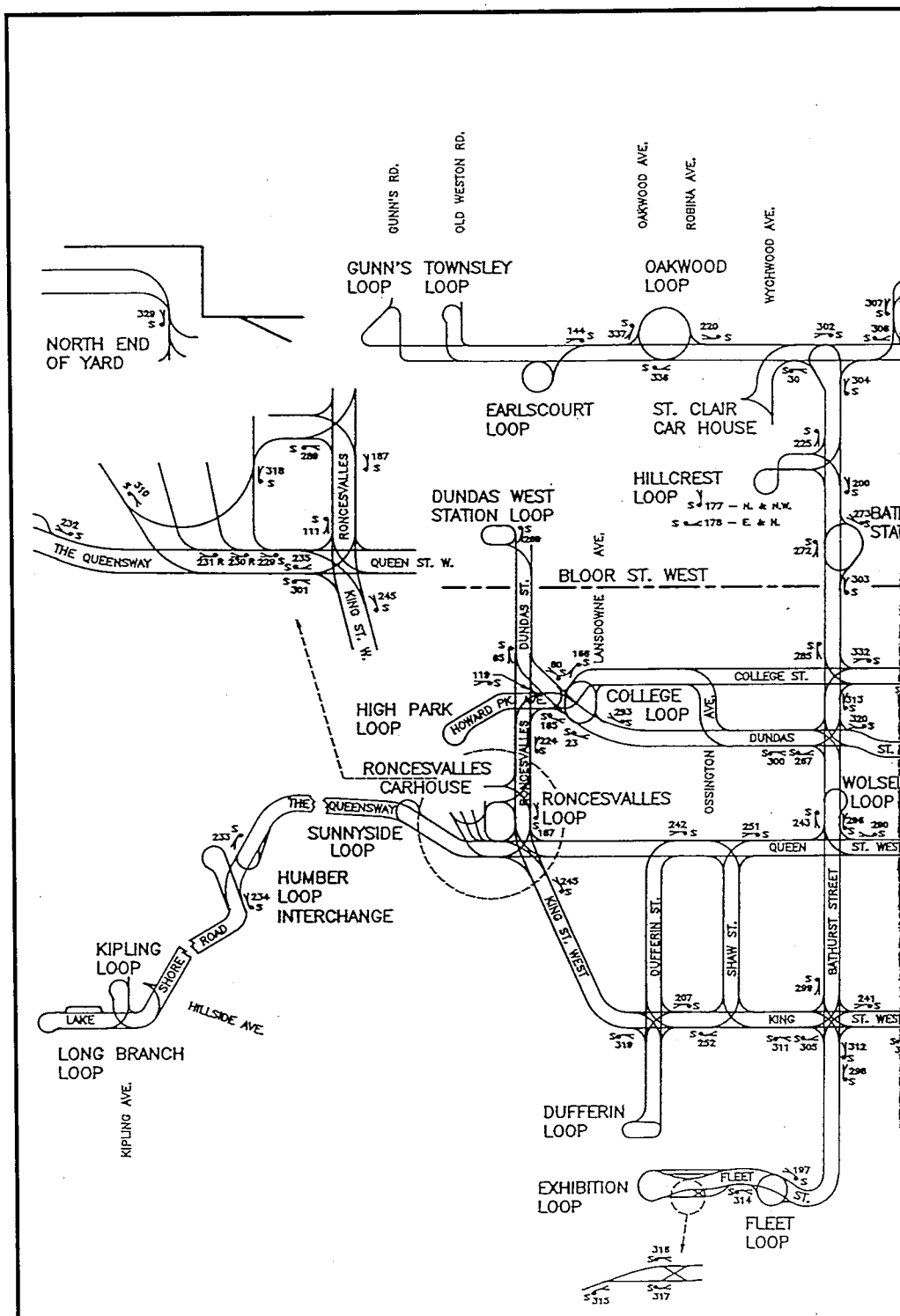
507 LONG BRANCH – From Long Branch Loop, east on Lake Shore Boulevard to Humber Loop.

511 BATHURST – From Exhibition Loop, east on Fleet Street, north on Bathurst Street to Bathurst Station.

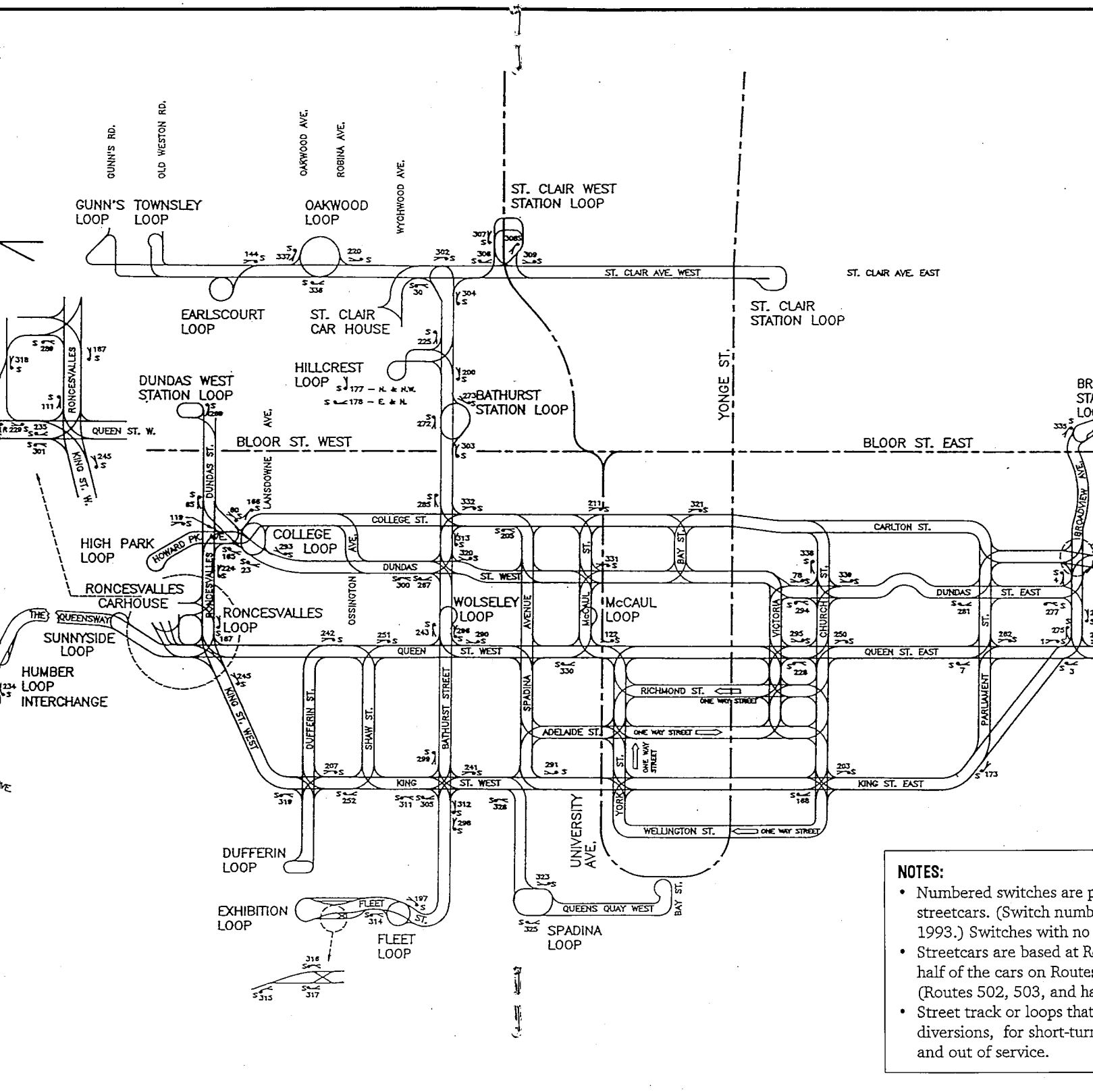
512/312 ST. CLAIR – From Gunn's Loop, east on St. Clair Avenue to St. Clair Station. (312 is all-night service.)

521 EXHIBITION EAST – From Exhibition Loop, east on Fleet Street, north on Bathurst Street, east on King Street to Church Street. (Operates only for special events and during the Canadian National Exhibition in late August.)

604 HARBOURFRONT LRT – From Spadina Loop, east on Queens Quay, north under Bay Street to Union Station.

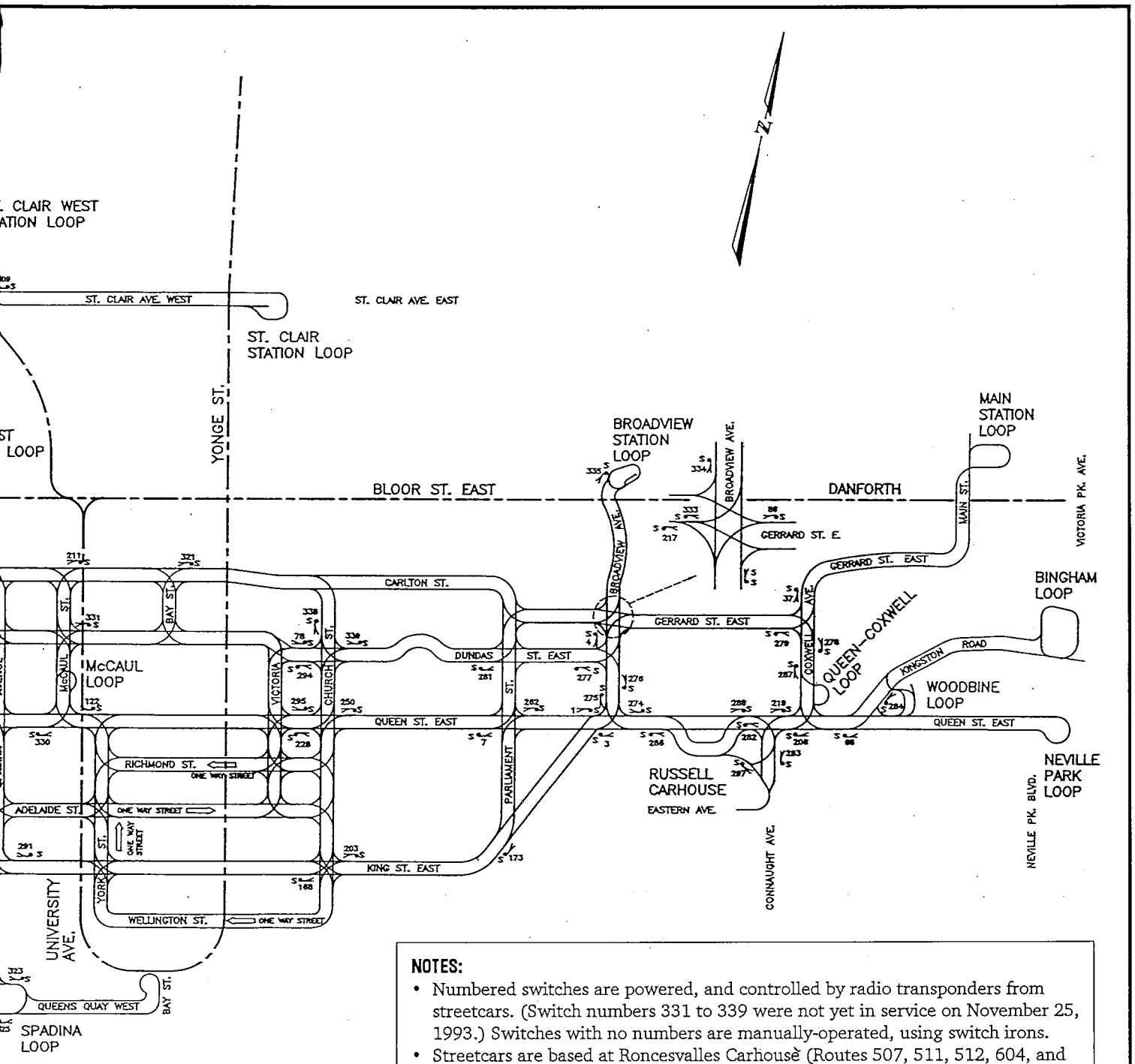


ransit Commission
Track Diagram



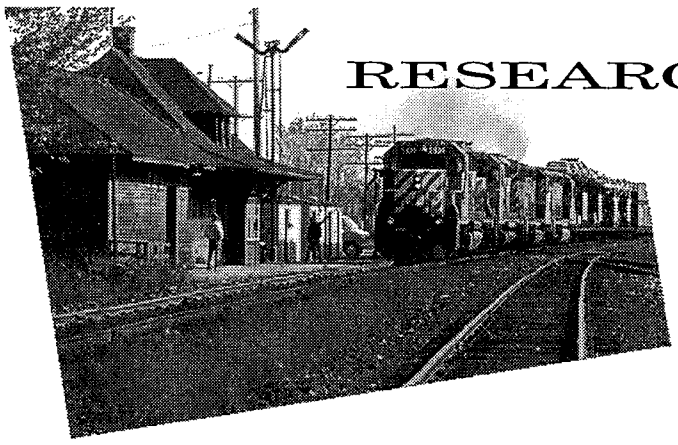
NOTES:

- Numbered switches are p
  streetcars. (Switch numb
  1993.) Switches with no
- Streetcars are based at R
  half of the cars on Route
  (Routes 502, 503, and ha
- Street track or loops that
  diversions, for short-turn
  and out of service.



NOTES:

- Numbered switches are powered, and controlled by radio transponders from streetcars. (Switch numbers 331 to 339 were not yet in service on November 25, 1993.) Switches with no numbers are manually-operated, using switch irons.
- Streetcars are based at Roncesvalles Carhouse (Routes 507, 511, 512, 604, and half of the cars on Routes 501, 504, 505, and 506) and Russell Carhouse (Routes 502, 503, and half of the cars on Routes 501, 504, 505, and 506).
- Street track or loops that are not used for regular service are used for diversions, for short-turns when circumstances require, or for moving cars in and out of service.



RESEARCH AND REVIEWS

Just A. Ferronut's
Railway Archaeology

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Well, it is time to say welcome to a new year, and all that jazz. I would also like to thank my many friends and column readers who took the time to send me season's greetings. These greetings, along with the many comments and suggestions forwarded over the year, are greatly appreciated.

The Frozen East

As mentioned last month, I spent the Christmas period in New Brunswick. While the weather was cold and encouraged one to hang around the libraries, I did venture out on a few days to survey some of southeastern New Brunswick.

My first sojourn was on a bright crisp morning east of Moncton along the old European and North American Railway for about 18 miles to Pointe-du-Chêne, on Shediac Bay on Northumberland Strait. The European and North American Railway was the first across the south of New Brunswick, extending from Pointe-du-Chêne to Saint John. The portion of this line from Moncton to Shediac Bay was opened on August 20, 1857. The total line to Saint John was opened August 1, 1860. Seven miles east of Moncton is the railway location that today is defined as Painsec Junction. It was at this location where a line towards Nova Scotia was first started by the Eastern Extension Railway. This line was completed and became part of the Intercolonial main line to Nova Scotia.

The area around Shediac Bay is a great summer resort area, with warm water in the bay and cool sea breezes on warm summer nights. This was a prime ingredient that led to years of commuter (suburban) trains to operate, mainly for ICR workers between Pointe-du-Chêne and Moncton. In the peak years of the Moncton railway shops, some of the Pointe-du-Chêne trains terminated and started at the John Street shops in Moncton. My 1890 timetable shows three trains in each direction per day, during the week. By 1907 this number had doubled.

Of the 11 miles of railway that originally extended from Painsec Junction through Scoudouc and Shediac to Pointe-du-Chêne, only 5.4 miles remain to serve the industrial area around the former Scoudouc second world war airfield. This few miles of trackage is still operated as the Point du Chene Subdivision (CN's spelling). The stations at both Shediac and Pointe-du-Chêne on the abandoned portion still exist.

The single-storey frame station with a brick dado and stuccoed upper portion at Pointe-du-Chêne continues as a private summer cottage with the name board displaying "Land Ends."

The single-storey sandstone station at Shediac, like the Pointe-du-Chêne station, is still in its original location. It sits in the shadows of the federal pension department's large building.

Once you are on the coast at Shediac, you might as well go the few miles north to see what changes are taking place in the village of Bouctouche, the northern terminal of the Buctouche and Moncton Railway (again, note the variation in spelling).

The first sod for this road – which, when completed, extended slightly over 32 miles between its two namesakes – was turned on November 10, 1885. The 30 miles from the ICR at Humphrey Mills to Bouctouche was opened on February 20, 1888. The two miles from Humphrey Mills into the east end of Moncton was opened on September 1, 1888. It was this inner two miles that was used some thirty years later by the Moncton Tramways, Electricity and Gas Company's street cars as described in our bulletin on that service back in November-December 1992.

Never a rich line, this line knew bankruptcies and name changes before coming under control of the Dominion as part of the Canadian Government Railways on July 1, 1918, and then into the CNR family. While the two miles from Humphrey Mills to Moncton was abandoned shortly after the government take-over in 1918, the real demise came in the late 1960s when falling traffic and highway construction near Bouctouche saw the abandonment of the line, except for about two miles in Humphrey Mills which has been kept as a industrial spur.

Back to my driving north on Highway 11 towards Bouctouche. Just on the outskirts of the village, the highway crosses the Bouctouche River. To the east of the highway bridge is the set of concrete piers from the old through-truss bridge that used to carry the railway into the village. It was the costs of separating the highway and railway at this location that sped up the abandonment process. In Bouctouche, along the north shore of the river, nothing remains of the alignment of the railway except the looping Station Street.

The brilliant sunshine and bare ground makes driving comfortable, so if I am in Bouctouche, why don't I hop up to the next major river and the village of Richibucto? This seacoast community at the mouth of a river bearing its name was the eastern terminal of the Kent Northern Railway until it was abandoned in the fall of 1984. The track through the downtown business section to the wharf had been removed earlier. North of the main drag, the angle and type of a number of buildings give away the railway's location. Another block north, the raised ground with bits of the coal and cinders poking out through the short grass defines part of the old railway yard. The roadbed from the yard area towards Kent Junction is presently used as a road along a industrial area.

The Kent Northern Railway reflected the Buctouche and Moncton, but probably with even less initial dollars. This 26.5-mile line was constructed from Kent Junction on the Intercolonial line, 47 miles north of Moncton, to the harbour at Richibucto. The Northern Railway (of New Brunswick) spent nine years funding and constructing their line that was officially opened for traffic on November 1, 1883. This line was laid with iron rails that had been released from the Prince Edward Island Railway when they laid steel rails in 1882. The promoters were hoping to

make their millions hauling coal from mines along the ICR to the harbour at Richibucto. The Kent Northern did stay independent until September 1, 1929, when it became part of the CNR.

Since it was getting along towards lunch time, the brain automatically changed priorities – I remembered a burger stand in Chatham that used to have great "steamies" (steamed hot dogs) and fried onions. You guessed it: food convinced me to drive on north to Chatham. I wasn't disappointed; the restaurant was still on the main drag across a parking lot from the former CNR station. The brick station, a few yards south from the Miramichi River, stands at the edge of a sizable parking lot. This large depot has a large storey-and-a-half centre portion with a hip roof and dormer with a wing on each end of the main station.

Today, the station is the home of the Whooper restaurant and has a former CN caboose parked in front of it. (The term "whooper" has connections with a mythical animal from along a tributary of the Miramichi. The Dungarvon Whooper supposedly inhabited the Dungarvon River Valley in the early 1800s and was noted for foretelling foreboding events by its nighttime whoops or howling.) The station is in good shape and CN's Loggieville Subdivision still passes between it and the river.

Chatham received it first official train on August 1, 1876, when the Chatham Branch Railway Company completed nine miles of railway from Chatham Junction (presently Nelson Junction) on the ICR line from Moncton to Rivière-du-Loup. Another two miles of the CBR was opened to the Chatham wharf about July 1, 1887. The Chatham Railway Company, incorporated in May 1888, acquired the CBR and extended it about 5½ miles east to Loggieville. Most of this portion east of Chatham was abandoned by the CNR in November 1985.

A quick hop across the Miramichi River gave me a chance to get a look at the new VIA station at Chatham. This station, built a few years ago, replaces the large brick station used by the CNR for many years. VIA's new structure has a single storey and is boxy with a flat roof and grey vertical siding. While this station is nondescript with a narrow canopy along the length of the trackside, it is reasonably pleasing. Perhaps it's the large triangle window with a sloping base at the trackside corner that takes away the sharpness of the building. Down the track (railway southward) sat two locomotives, CN M420 3501 and HR412 3588. It was now time for a quick trip back to Moncton.

Monday, December 27, was another bone chilling sunny day. While there wasn't much snow on the ground, it looked like a good afternoon to see if I could find a scene for next year's Christmas card, so out I went. I headed east from Moncton to follow CN's Springhill Subdivision through the Memramcook Valley towards Sackville and Amherst. I didn't expect to see much freight traffic and since it was early afternoon, I had expected the eastbound *Ocean* had gone.

At Dorchester, I decided to go down to take a look at the track and decaying buildings around Dorchester Cape. I forget which politician it was back in the 1970s that was going to build a great industrial complex at the junction of the Memramcook and Petitcodiac Rivers. The plan included a large floating dock to serve the complex by water as well as a railway spur extending about three miles from the Springhill Subdivision at Dorchester. It was found that tide had its own ideas as to where the dock should be as it was often found floating up or down one of the rivers. The rail line has seen a few cars of revenue traffic over the years but never near the political promises.

My inspection found the Chemical Spur, now the Dorchester Spur, to be the site of storage of a sizable number of out-of-service cars. This inspection did turn up another change. The underpass across the Springhill Subdivision on Route 935 near Dorchester has been removed and replaced with a level crossing. This change has converted this site to a good location for afternoon photography. The fact that the road crosses at the bottom of a large bow in the railway provides good lighting for either direction. There is an adjacent side road that provides a number of other locations overlooking the curving track, good for westbounds. After checking these out, I came back to the Route 935 crossing, and I got a eastbound movement flash from a couple of miles across the marsh. This turned out to be VIA F40PH-2s 6414 and 6430 powering the eastbound *Ocean*. Since the *Ocean* passed at 15:15, it was a good three hours late. The two F40s were pulling a baggage car, two coaches, a Skyline dome, followed by eight cars and a *Park* tail-end dome.

Working with the weather-people, I decided I had time to return home by looping from Moncton up to Newcastle along the ICR and then drive the South West Miramichi River Valley over to the St. John River Valley ahead of a predicted snowstorm.

Except for a few miles at each end, the single-track ICR parallels Highway 126 for the 80 miles between Moncton and Newcastle. Sandford Fleming was the engineer in charge of the construction of the ICR through New Brunswick. The Moncton–Newcastle leg is an almost-straight line between the two communities with lengthy tangents and almost unnoticeable curves through the flat terrain of eastern New Brunswick. The line was built using the shallow stream valleys to create momentum grades to help the early steam locomotives. The fact that this line was constructed to a high standard and has remained single-track for its 120-or-so year life makes it a working museum of the skills of the early railway builders. Older stone bridge piers and larger stone arch culverts are fairly common in the eastern half of the Dominion, but it is the number of the smaller stone culverts still in use along this line that makes it unique.

Sandford Fleming worked on the basis of building all of his culverts to a size that a man could get through to inspect and repair. He built, where possible, to a minimum height of 4'-4" and 2'-0" wide. He tells us that in some of the low or shallow fills where he couldn't get acceptable cover over the top of the culvert that he had to make some lower. Cover or fill over these culverts was important as since he was using stone slabs with a two-foot clear span, the fill had to supply an arching effect to keep the loading on these stone-slab culvert tops at an acceptable level. Local quarries were used to supply the stone. He had all of his culverts built with a cobble-stoned floor to prevent erosion. To be able to use this basic concept of a stone-slab top, he had to go to stepping the wall stones inward on the wider culverts. These culverts, with all square stones, were much cheaper than the arched-top culverts that required all stones to be cut with the sides bevelled and the top key stone very carefully cut to fit and transmit the loads through the arch. However, as can be realised, the stepped-stone culverts, with their stone-slab top, did have a width limit and were generally used for culverts six feet or less in width.

Along this line, there are several two-foot-wide box culverts with stone slabs as well as several four-foot wide ones with a double step, six inches in each step, to bring the top span to the two feet. Several Fleming-designed stone-arch culverts are still in use as constructed. There are culverts with their wing walls paralleling the streams and others paralleling the track; some walls are short and some are long.

Anyway, this line gives one a chance to look at a facet of our hobby that we often ignore.

More on this trip next month.

CN AND CP MERGER DISCUSSIONS

Although railways were not an issue in the federal election, there has been a lot of news lately about the state of Canada's transcontinental railways, and their plans to rationalise track in the east. The idea of merging railways is certainly not new in Canada. CN was formed in 1919 by the federal government after two transcontinental railways built to compete with CP failed.

The current discussions of mergers and co-production agreements only involve track in the east, which is due to the difference in traffic handled between Western and Eastern Canada. In the west, the railways have grain-rate subsidies and stable traffic in bulk commodities with little competition from trucking. On CP, many trains in the west still operate with four-person crews, which is almost unheard-of in the east. The east largely depends on intermodal traffic, which is a highly competitive market between the Canadian railways, foreign railways, and trucks.

On October 1, CN president Paul Tellier stated in a speech prepared for the American Association of Railroads in New Orleans that CN will try to abandon 20 percent of its track east of Winnipeg, and will sell another 30 percent to short-line operators. Tellier said, "For the sake of the nation's future, the rail network must be rationalised." Only 39 percent of CN's track carries 92 percent of the railway's volume. CN wants to complete the rationalisation of its eastern lines by 1995, as they have lost more than $1-billion in the last five years.

A railway analyst with the consulting firm of Peat Marwick Stevenson and Kellogg identified lines that would be abandoned or sold. These lines included the Newmarket Subdivision between Capreol and Toronto, all CN trackage in northern Québec, the CN northern Ontario route through Capreol, Oba, Longlac and Sioux Lookout to Winnipeg, and the Intercolonial line from Rivière-du-Loup to Moncton, passing through Mont-Joli, including the Gaspé and Matane lines. The ICR line was the subject of a feasibility study done for CN by the consultants.

There is a confidentiality agreement between the two railways, preventing the release of any specific plans before a review is complete. There is little doubt, however, that included in the plans are the abandonment of thousands of miles of track, the sale of marginal lines to short-line operators, the loss of roughly 10 000 jobs and the demand for concessions from the unions.

Allan Deegan, CN Great Lakes Region vice-president, said the railway requires a core network in Ontario of half the current size, and that it would need to retain ownership of just 20 percent. He also said, "The core that we absolutely want to own involves key routes from Toronto to our border points . . . where the real competitive killing ground is these days."

Two months before the end of last year, Tellier appointed the former vice-president of marketing for both Burlington Northern and CSX Transportation, Gerald Davies, as senior vice-president of marketing. Davies, a native of Lethbridge, stated in interviews soon after his appointment that CN plans to be privatised within five years. The goal of privatisation "means we've got to have substantial performance improvement within a three-year period in order to position the company for the financial markets," Davies said.

Rob Ritchie, president of CP Rail System, says CP wants to strike a deal with CN to merge or share assets in Central and Eastern Canada early this year. Mr. Ritchie said, "Some joint work arrangement with CN is the most intelligent option we can pursue. The best time to do that is within the first six months of the government's mandate." He also said that CP has not decided whether a merger or an asset-sharing plan with CN is the best method of consolidated operations.

Both companies identified these options in December 1992 when they launched a joint study of possible co-production ventures east of Winnipeg, which is now 95 percent complete.

Any agreement that is reached will hinge on CN obtaining approval to abandon its related trackage, which suggests that a large amount of CP track will be retained. Ritchie also said CP intends to abandon further track of its own in southern Ontario and Québec, but refused to identify the lines. He believes CP's line north of Lake Superior "is secure," further reinforcing the suggestion that CN's northern track will be abandoned.

There has recently been mention of the Bridge Line Division, formerly the Delaware and Hudson Railway, and Grand Trunk Western also being included in the negotiations between CP and CN.

CN is more aggressive, touting a merger in the east as the only solution, while CP seems now to be more in favour of a co-production agreement. There are many terms that CP is not willing to accept, the biggest of which is CN's $2.1-billion debt, some of which will be acquired by CP in any agreement. CP must convince its shareholders that accepting a portion of this debt will be beneficial to the company.

The chairman and chief executive of Canadian Pacific Ltd., William Stinson, says CP and CN will complete a merger or asset-sharing agreement for lines east of Winnipeg in the first quarter of 1994, but the railways have not yet decided on the management and ownership of any joint operation. Stinson did say, "I don't see any room for government ownership in the rail business."

Stinson believes CP, if given regulatory and tax relief, can eventually match the significant profit increases reported in recent years by major U.S. railways.

Why are Canadian railways at such a disadvantage? There are a number of answers that you may hear: high taxes, unprofitable lines not abandoned, and low productivity are some. By one calculation, Canadian railways are 40 percent less productive than their U.S. counterparts.

Since deregulation in the U.S. in 1980, railways there abandoned or sold their unprofitable lines. It is not easy for Canadian railways to sell lines to short-line operators. One obstacle CN has faced in attempting to sell some of its lines to short-line operators in Ontario is the change made to the Ontario Labour Code, which requires successor companies to maintain current labour contracts. Ontario Labour Minister Bob Mackenzie said at the end of October, that the government is considering changes in recent labour law amendments that have effectively killed sales by CN and CP to short-line operators.

Another obstacle CN will be forced to deal with is to assemble severance packages that CN can afford. In 1992, CN wrote off $887.4-million to chop 10 000 jobs between 1993 and 1995. This may not be enough to include all jobs that would be lost with such a large reduction to the CN rail network.

Before any of this can be dealt with, however, federal regulations involved with the abandoning or sale of railway lines would need to be eased. The National Transportation Act Review Commission recommended earlier this year that railways be free to abandon or sell lines "without being required to demonstrate financial loss or absence of public need." Between 1988 and 1992, railways could not apply to abandon more than four percent of their route miles in any year. Since the beginning of this year, railways have been allowed to apply to abandon an unlimited amount of track, but associated hearings can be very time consuming.

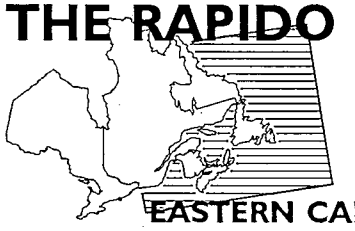
A co-production agreement in the magnitude of this proposal would require federal cabinet approval, NTA approval, and approval by the Bureau of Competition Policy, which could take years to obtain. In addition to these approvals, there will be strong opposition from shippers, unions, and many others.

The joint CP-CN Ottawa Valley proposal, recently approved by the NTA, could be considered just a glimpse of what is to come. At this point, it is very difficult to determine when any changes in railway service will take place and where they will be, but it is safe to say that major reductions in our two transcontinental railways are inevitable.

—Gord Webster

Sources: *Information forwarded by Angie Brown, Art Clowes, Rex Rundle, and Troy Sherban. Information from the BI Wire, Dow Jones News, Financial Post, Montréal Gazette, Toronto Star, Windsor Star.*

THE RAPIDO



EASTERN CANADA

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STCUM

DEUX-MONTAGNES UPDATE

Electrical problems that had disrupted service on the Deux-Montagnes commuter line since December 9 were repaired, resulting in full service being restored on January 11. Service restoration was not well publicised, however, with only one hand-lettered sign in one of the stairwells at Central Station saying, "Retour à la normale. Merci de votre collaboration."

Until early January, there was one pair of each class of electric locomotive in service daily, with the others stored in the Turbo bay of Central Station. Commencing this month, units are being rotated between the Turbo bay for maintenance and operating on the line. In the first week of January, units 6710, 6714, 6723, and 6724 were in use; the following week, units 6711, 6712, 6716, and 6722 were in service, as well as two centre-cab units.

The practice of running trains the entire length of the run with both electrics and a GP9 continues, but with another little twist. On some trains now, the electrics are run around the train at Deux-Montagnes without the GP9, leaving it at the end of the train, resulting in electrics at one end and a diesel at the other for the trip south.

Some of this month's operations include:

• **Tuesday, January 4** – 25 cm of snow caused problems with the signalling system, so evening rush hour trains were delayed. Train 949 took over 40 minutes to get to Val-Royal from Central Station. It is scheduled to make the run in 22 minutes. Upon the arrival of Train 949 at Jonction de l'Est, there were four electric locos waiting on the connecting track (two Z-4-a's and two Z-5-a's), which were from Trains 945 and 947.

• **Wednesday, January 5** – Deadhead train 929 had two Z-4-a's, 6723 and 6724 leading and GP9 7066 trailing through Monkland.

• **Tuesday, January 11** – Train 924, the 05:45 departure from Deux-Montagnes, consisted of two GE boxcabs and four VIA coaches. This train had normally been running with a GP9 and three VIA coaches. Train 947, the 17:20 departure from Central Station, was powered by two GE centre-cabs and a GP9, with the electrics making the entire trip to Deux-Montagnes.

• **Wednesday, January 12** – Train 902, the 06:50 departure from Val-Royal, which was one of the trains that had previously been cancelled, consisted of three MU cars, as it normally does.

• **Sunday, January 16** – Train 991, the 17:15 departure from Central Station, consisted of two Z-1-a's, one GP9, and four VIA coaches, with only the first two open for passengers. Normally, weekend trains consist of three MU cars. The GP9 already had its red class lights lit at the north end, suggesting that it was going to be "bringing up the markers" on the return trip. —*Tom Box*

COLD WEATHER OPERATION

CP's WEATHER TROUBLES

Cold temperatures during the night of January 14 caused problems for CP in Northern Ontario. Low temperatures, recorded at 52 degrees below zero in Chapleau, first caused a broken rail at Mile 93.5 on the Nipigon Subdivision, near Bower. Repair crews were later called out in full force around 03:00 to repair broken rails at seven locations on the White River Subdivision alone. Crews were still working at 18:00 that same day fixing rail. As a consolation to the workers, the temperature did get up to a balmy minus 38 that day in Chapleau.

A number of snow plough trains have already been operated in the east. The White River Subdivision was ploughed during the week of January 10, as was the Owen Sound Subdivision. A plough train was requested for January 17 on the Heron Bay and Manitouwadge Subdivisions, but was postponed due to a lack of motive power.

On January 17, the day of the derailment in Toronto (see later item), all of the section crews from the Havelock Subdivision were sent to Toronto to help with the snow clean-up in the Toronto Terminals area.

CN IN THE COLD

CN also had their troubles operating in the cold weather, placing a 30 m.p.h. slow order on January 14 on the entire length of their Caramat Subdivision, which runs from Hornepayne to Armstrong in Northern Ontario, due to frigid temperatures. That night, the temperature was expected to drop to between 55 and 60 degrees below zero.

Earlier the same day, a train pulled a drawbar apart, which held up traffic as the repair work took longer in the cold.

CP AND CN DERAILMENTS

Around 15:00 on January 17, two loaded spine cars near the end of Train 500 (led by SDs 5628 and 5525) derailed at Mile 2.34 on the CP North Toronto Subdivision, between Avenue Road and Yonge Street. Before changing tracks at Howland, the train was required to line the powered switches by hand, because they were inoperative due to the snow. As the rear of the train was passing over the facing switch points, the points moved, derailing the two spine cars, which damaged approximately 2000 feet of track. The train was travelling at 12 m.p.h. at the time of the derailment.

The Toronto high-rail crane was called to re-rail the cars, and both tracks were re-opened at noon the next day. During the closure, most trains were detoured through the Toronto Terminals Railway via the Galt Subdivision and the Don Branch on the Belleville Subdivision, and the rest were held until after the derailment. Train 501 was held for 12 hours. The snowfall hampered the movement of a number of trains, as many switches were inoperative. Some trains were combined so that they could be piloted through the TTR by crews familiar with the territory. See *The Train Spotters* for examples.

On CN, 16 cars on Train 218 derailed at 23:06 on January 16, at Mile 96.3 on the Ruel Subdivision, just west of Bethnal, between Gogama and Foleyet. Five cars of wheat, four of lumber, six of wood-pulp, and one containing zinc derailed. Clean-up of the wreck took longer than usual due to the cold weather and the location of the derailment; most of the cars were wedged in a rock cut. Workers were only allowed to work in one-hour intervals, because the temperature was down to 52 below. The high-rail crane from MacMillan Yard in Toronto and the auxiliary crane from Hornepayne were used in the clean-up. Some cars were removed, while others were pushed out of the way for retrieval in better weather. Several hundred feet of track was damaged in the derailment, but the cause has not yet been released.

During the closure of the line, some trains were held at Capreol and Hornepayne. Others were detoured, some via the ACR south from Oba and CP east from Franz, and some via the ACR north from Oba and the ONR east from Hearst through Cochrane to North Bay. Three trains, Nos. 304, 302, and 336, were stored in the sidings at Tondern, Leigh, and Lennon, west of Hornepayne,

while their power ran light to Hornepayne. These trains were started again early in the morning on January 21.

The line was reopened around 18:00 on January 20, and the first train through the site was Train 111.

CN NORTH AMERICA

NEW TRAINS

With the opening of CN's new $17-million Halifax intermodal facility on December 2, four new regular trains began operating to and from the terminal. Trains 130 (eastbound) and 131 (westbound) operate between Toronto and Halifax, replacing Trains 230 and 231, which ran between Toronto and Moncton. Similarly, Toronto–Halifax Trains 132 and 133 replaced Toronto–Moncton Trains 232 and 233.

Around the same time, a new road switcher, Trains 242 and 243, began operating from Turcot Yard in Montréal to Jonquière and return. The train handles traffic destined for Palmer, Massachusetts, which is forwarded on Trains 323 and 324. When traffic develops, Trains 242 and 243 will operate straight through.

On January 31, CN plans to begin operating trains consisting of MOQ "Innotermodal" roadrailer-type equipment, hauling wood chips for Domtar in Québec. The service will operate daily except Saturday and Sunday as Trains 280 (loaded) and 281 (empty), originating at Saint-Félicien, on the Roberval Subdivision. From there, the loaded trailers will operate eastward to Chambord, the junction of the Lac Saint-Jean Subdivision, and south to Hervey. From Hervey, the trains will travel over the La Tuque Subdivision to Donnacona, where the trailers will be unloaded. One set of equipment will be used for this service. Trains will be ordered for 05:00 at Donnacona and 20:00 at Saint-Félicien. The MOQ equipment is currently being tested in Taschereau Yard, and tests must be complete before the new service will start.

ABANDONMENT APPLICATIONS

• On November 17, CN filed a notice of intent to abandon the Rymal Spur from Mile 6.5 to Mile 15.9. The Rymal Spur was originally part of the Hagersville Subdivision, before it was abandoned between Hamilton and Rymal and the west portion of the Dunnville Subdivision renamed the Hagersville Subdivision. The spur begins at Caledonia, Mile 17.0 on the spur and Mile 18.7 on the Hagersville Subdivision, and runs northward to Mile 6.5, with station names Rymal at Mile 6.9 and Glanford at Mile 11.9. The spur is currently served by a road switcher based at Brantford.

• CN applied to the NTA on January 6 to abandon the Manitouwadge Subdivision in Northern Ontario, between Mile 0.9, at Hillsport, and Mile 23.1, at Geco. The Manitouwadge Subdivision begins at Mile 43.2 of the Caramat Subdivision, and runs south to Geco, where it connects with Mile 39.5 of the CP Manitouwadge Subdivision. CN uses running rights over the CP track south from Geco to Mile 34.3, to reach the mines at Manitouwadge. The joint-section agreement between the railways also allows CP to use the CN track between Mile 22.3 and 23.2 for switching purposes.

The line was built by CN, and opened for traffic in August 1955, to serve mining camps at Geco. There is no regular service currently on the line; when traffic warrants, a road switcher from Hornepayne will serve any customers. There has not been any carload traffic on the line since 1991, resulting in a loss of $217 454 in 1992 and $221 790 in 1991. The line did make a profit of $274 228 in 1990.

During construction of the line and before all of the ground under the track had stabilised, steam locomotive CNR 2391 was left sitting on the line over a bog. The unstable ground did not support the locomotive, and it tipped over into the bog, from which it could not be removed. It was scrapped on-site and buried in the bog, officially being retired on July 14, 1955. *—Doug Page and Art Clowes*

NEW BUSINESS

CN and Conrail have signed a new two-year contract with Petromont of Varennes, Québec. Petromont produces high-density polyethylene pellets used to manufacture pop bottles, milk bottles, and other similar products. The company is expected to move 450 cars annually.

—Conrail Newswire via Dan Dawdy

PROPOSED GRADE SEPARATION

The Municipality of Metropolitan Toronto is proposing to construct a grade separation at Steeles Avenue East and the CN Uxbridge Subdivision. The proposal, for a new six-lane bridge over the CN tracks, is currently in the environmental assessment stage. The only regular trains on this line are rush-hour GO trains, but the crossing is frequently blocked for extended periods of time by switching assignments working at Nelson Aggregates' siding at Miliken, which is on the south side of Steeles. *—Toronto Star via Rex Rundle*

DERAILMENTS

A CN freight train derailed 12 of its 94 cars near Longford, Ontario, on the Newmarket Subdivision on November 24. The cause of the derailment was a burnt journal.

In Northern Ontario, CN said goodbye to 1993 with a derailment. At 05:00 on December 31, the last two cars of northbound Train 303 derailed at Mile 223.8, Bala Subdivision, just west of Bayswater. The train, consisting of SD40-2 5329, GP40-2s 9539 and 9580, and 58 cars, went into emergency, and upon inspection of the train, the first and third cars from the rear of the train were found to be derailed. The derailment closed the line for approximately 12 hours, during which time trains were detoured over the Newmarket Subdivision between Washago and Capreol. Due to the lack of hot box and dragging equipment detectors on the Newmarket Subdivision between Washago and North Bay, section forces were called out at a number of locations, including Washago and Gravenhurst, to perform inspections on the trains as they passed by. Trains that were detoured were: 216-28, 304-27, 214-28, 217-31 and 111-31.

R-O-W FOR SALE

The Town of Parkhill is one of many municipalities and conservation authorities examining the idea of purchasing the abandoned CN Forest Subdivision between Forest and St. Mary's, in Southwestern Ontario. The line used to run from St. Marys Jct. to Sarnia, and was abandoned in various stages through the 1980s. Parts of the line between Forest and Sarnia have already been sold to adjoining property owners and trail groups. Town and provincial representatives met to discuss funding possibilities and other necessary steps before the land can be purchased. Some local groups are campaigning to have the St. Marys–Forest section used as a public trail.

—The Parkhill Gazette via John Lang

CP RAIL SYSTEM

TRAIN ADJUSTMENTS

Effective December 6, adjustments were made to the operation of some CP trains out of Chicago, most involving trains that originated or terminated at Indiana Harbor Belt Railroad's Blue Island Yard. These trains have now been transferred to the Belt Railroad of Chicago Clearing Yard to avoid congestion and delays. The trains now operate as follows:

• Train 201 departs Clearing Yard at 11:00 daily, with traffic for Milwaukee, St Paul, and Portal.

• Train 270 departs Clearing Yard at 15:00 daily, with traffic for Windsor and the D&H. It operates from Clearing Yard to the Indiana Harbor Belt using CSX crews.

• Train 425 departs Clearing Yard at 06:00 daily, with GM auto traffic for A. O. Smith in Milwaukee, Ford auto traffic for St. Paul, and sets off Chicago and Kansas City traffic at Bensenville.

• Train 504 departs Clearing Yard at 11:00 daily, with traffic for Montréal and Toronto. All inbound counterparts and power for these trains, as well as power from Trains 204, 212, and 580 operate to and are serviced at Clearing Yard.

Once the north tube of the Detroit River

Tunnel reopens in April or May, all 900-series trains between Toronto and Windsor will be abolished. The north tube has been closed for a number of months while it is enlarged for tri-level autoracks and excess-height boxcars. Currently, all "high" traffic is barged across the river between Windsor and Detroit. CTC will also be extended on the Windsor CP track to the CN Caso Subdivision. Currently, there are only cautionary limits between CP's end of CTC and the Caso Subdivision, which has resulted in a few unplanned meets between CP trains and transfers from U.S. railways. The CTC on the Caso Sub. will also be upgraded, and the Windsor South Train Movement Director's job will be abolished, as the track will be controlled from the CN Toronto RTC office. *—Fred Hyde*

REMOTE-CONTROLLED HUMP

The United Transportation Union has been notified that remote control operation of one of the Toronto Yard hump consists is scheduled to begin on March 1, and the second set of units will being operation on May 1. The union was notified last year that remote-controlled operation was to begin in November of last year. Equipment for the Belt Locomotive Control System has not been installed in any motive power yet. The remote-controlled units will be operated without an engineer.

JOHN STREET ROUNDHOUSE

None of the old CP John Street roundhouse will be demolished to make way for a new extension to the Metro Toronto Convention Centre, as was printed last fall in the Toronto media. In the original plans, a maximum of one-third of the roundhouse was to be dismantled to allow construction of the extension, and possibly reassembled once construction was completed. Now plans are to support the entire building while construction is carried out underneath.

Work is scheduled to begin in April, and the project will be completed by June 1996. Next to the roundhouse, and above the convention centre extension, will be a 17-acre park. Marathon Realty, current owners of the roundhouse, are in the process of transferring it to the city. A steering committee of the City of Toronto Planning Department should decide in the next couple of years what will be done with the roundhouse itself. In the meantime, the stores building near the roundhouse will be demolished, as it has no historic or architectural importance, and the coal and sand tower will be demolished because it is structurally unsafe.

ABANDONMENT APPLICATION

CP has filed notice of intent on November 17, 1993, to abandon the Scarborough Pit Spur, located at Mile 194.76 on the Belleville Subdivision, in Scarborough. The two-mile spur most recently served a number of asphalt and aggregate companies, but once served a pit for gravel and railway ballast.

—Rex Rundle

RAILS TO TRAILS

The Credit Valley and Grand River conservation authorities, along with the Ministry of Natural Resources, have purchased from CP the abandoned Elora Subdivision for $400 000. The 28-mile line ran from Cataract, at the Forks of the Credit, to the town of Elora, and was abandoned in 1987 and 1988. Public interest is now being sought to determine the development of the trail.

The City of Kitchener has offered CP $15 000 an acre for 23 acres of the abandoned Waterloo Subdivision, formerly the Grand River Railway, in Kitchener. CP, however, is asking $100 000 an acre for the property, which stretches from Ottawa Street to Union Boulevard. Some Kitchener councillors envision the right-of-way being used for a future transitway linking Kitchener with Cambridge or Elmira in the future.

—Nassagaweya and Rockwood Area News via Stu Westland; Kitchener-Waterloo Record via Art Clowes

HUMP CLOSURE CAUSES DELAYS

With the closure of the hump at Saint-Luc Yard in Montréal, there have been numerous delays to trains. There was at least one case where a train was sent to Farnham from Saint-Luc to flat-switch cars, and then return to Saint-Luc. In addition, Train 918, which is an extra train from Toronto to Montréal, can be held in Smiths Falls for days at a time, until the train can be accommodated at Saint-Luc. In the cold weather, it has taken up to four hours to pump the air up in the train line after it has been sitting for a few days. An extra east from Smiths Falls to Saint-Luc on December 30 ran with RSD17 8921 alone, hauling 53 cars.

CROSSING ACCIDENTS

Some local undesirables parked a stolen car, with no intentions of returning for it, on a level crossing in Terrebonne, Québec, on the CP Trois-Rivières Subdivision, where it was hit by a westbound train at 05:55 on January 11. Fortunately, the train did not derail, but the line was tied up for three hours.

The southbound "Moonlight," from Owen Sound to Toronto, struck a car at Jessie Street, in Brampton, on Saturday, January 8. The lead engine, GP9 8200, pushed the car 860 feet along the tracks before coming to a stop, trapping the driver in the car. The fire department was called to remove the driver, who suffered a fractured shoulder. Police said that the amount of snow on the ground saved her life as it helped the car to slide along the ground, instead of dragging along and possibly inflicting more damage to the car or victim. (If it had not have snowed so much, however, the train would have returned the day before, as it normally does, and perhaps the victim would not have been crossing the tracks at that time the previous day.)

—Montréal Gazette via Tom Box, GW

IN MEMORIAM

The Toronto, Hamilton and Buffalo Railway's last local General Manager, and long-time employee of 50 years, John Hill, passed away on November 7. Mr. Hill started working with the railway in the ticket office in 1935. He later became Superintendent for 25 years and General Manager for 10 years.

—John Hill's nephew (Doug Page)

OTHER RAILWAY NEWS

HAMILTON GO CENTRE WORK

Work began on December 17 on the former TH&B Hunter Street station, which is to become the Hamilton GO Centre, opening in mid-1995. Work that is currently being done includes the removal of asbestos, structurally stabilising the upper stories, repairing the building's exterior, restoration of the concourse, installation of escalators and elevators to platform level, installing lighting and drainage, landscaping around the station, and repairing the platform. Demolition work will also take place in the old freight area on the south side of the tracks, where the bus terminal will be constructed. CP's main line track has been relocated to the south to provide more space to perform work.

—Doug Page and GO Transit

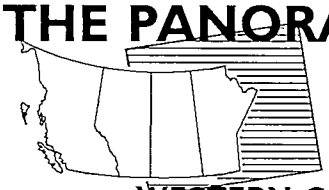
VIA HOLIDAY NOTES

Some of the extra *Ocean* trains that operated over the holidays mentioned in last month's *Rapido* did not include any coaches in the consist. Trains 614 and 615 on December 21 and 28 consisted of both coach class and Easterly Class sleeping car accommodation, while Train 614 on December 23, and Train 615 on December 30 and January 2 consisted of only Easterly Class sleeping car accommodation.

ACR REQUESTS MORE GRANTS

The Algoma Central has requested more provincial funding to keep the railway operating. The province has been funding the railway to keep it operating over the past year, and stated that this would end on December 31. Wisconsin Central has been negotiating with the railway's union in preparation for its take-over of the operation of the ACR. The province plans to purchase the hardware and property on which to operate the railway. WC must negotiate with the ACR to purchase rolling stock or motive power, and will lease the line from the province. After all of the agreements are made between WC, ACR, and the province, the NTA must still approve the deal, which is not expected to happen before July. In the meantime, money will have to come from the province or the future operators of the line, WC, to keep it operating.

THE PANORAMA



WESTERN CANADA

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CN NORTH AMERICA

ABANDONMENT APPLICATION

CN has applied to abandon a portion of the Erwood subdivision in Manitoba, which commences at Swan River and extends north to Baden. The application is for abandonment of the portion from near Birch River, Mile 22.9, north to Baden, a distance of 27.9 miles, including a 5.9-mile spur track to the Inland Cement quarry site near Whitmore. The main track was completed and opened for traffic by Canadian Northern in 1905. It was washed out by heavy rains and flooding during July and August 1993 and is currently inoperable due to the numerous washouts.

BRIDGE REMOVED IN CALGARY

Around August 25, the CN bridge over the CP MacLeod Subdivision in Calgary (mentioned on Page 9 of the August *Rail and Transit*) was removed and cut up. It was part of the truncation activities of the former Canadian Northern access to Calgary. That's one less "Courtesy and Service" bridge left in town.

—Bob Sandusky

RAILWAY STRUCTURES

The CNR roundhouse at Kamloops was torn down in November. • The Grand Trunk Pacific station at Dunster, B.C. (Mile 23.4 of the CN Tête Jaune Subdivision) has been purchased for preservation by local residents.

—The Sandhouse

CP RAIL SYSTEM

TRAIN CHANGES

There was a small change in the numbering of trains on December 2. Westbound Train 571 will now terminate at Alyth Yard in Calgary. When this train has to run west of Alyth, it will be assigned the number 995. Train 996 will be the eastbound counterpart, as a floating schedule for overflow trains; this number will also be used when a second section of Train 574 runs from Coquitlam Yard in Vancouver.

CHANGES IN VANCOUVER

CP has expanded Coquitlam Yard to expedite repairs to cars in long bulk-commodity trains. Much of the wooded strip that separates the yard from the main line has been cleared. A single siding – called the main line service track – has been laid beside the main line; this track has adequate space on either side to permit repairs to cars without having to cut them from trains.

CP hopes to move its truck ferry operations from downtown Vancouver to Tilbury Island, on the south shore of the South Arm of the Fraser River. This change would add 100 000 trucks a year to roads in the municipality of Delta, and so CP took local officials on a bus tour. CP must also receive approval under the Fraser River Estuary Management Program.

—The Sandhouse

CHRISTMAS SPECIAL TRAIN

On December 12, CP ran a Christmas special from Revelstoke to Tumtum, the west end of the Clanwilliam second main line, at Mile 6.1 of the Shuswap Subdivision. The train ran three trips up one track and down the other. From west to east, the consist was SD40-2 5849, caboose 434657, GCRC coaches 5724 and 5706, caboose 434602, and SD40-2F 9017.

—Jim Johnston

DERAILMENT

A CP freight left the tracks on the morning of December 31 near Churchbridge, Saskatchewan. About 20 cars (mostly trailers and containers on flat cars and tank cars) were derailed. No injuries and no spills of dangerous materials were reported.

—George Kefford via Internet

B.C. NOTES

A short section of the Slocan Subdivision, 1.6 miles north from South Slocan, will remain in service as a spur to serve Selkirk Paving. This industry has a contract with CP which still has three years to run. • CP is no longer using the station at Glacier, as the maintenance-of-way crews have a new building. Environment Canada–Parks and a Revelstoke group hope to save the station. • The operators' position at North Bend will be abolished on April 2, and the operators at Coquitlam will be relocated to the RTC office in downtown Vancouver.

—Dean Ogle, CP Black Gold Express

PASSENGER TRAINS

VIA'S *MALAHAT* ON THE E&N

The E&N Budd car has had another crossing accident. On December 28, two Duncan residents escaped death when the car they were in was stopped on a crossing at 09:40. The driver had not noticed the crossing's signal lights. The northbound train hit the side of the car. Luckily, the train was decelerating for the stop in Duncan. The engineer put on the emergency brakes when he saw the car. Although the car was a write-off, its occupants received injuries that were termed insignificant. There was no damage to the single train car, which was carrying 45 passengers, and no injuries to anyone on the train. The train was delayed for 2 hours and 40 minutes. This was the fifth major railway crossing collision in 1993 on the E&N.

The Parksville station has not been repainted since a fire last year. The intact north end of the station is used as the VIA waiting room, but the south half is still without a roof and is charred inside.

—Victoria Times-Colonist, The Sandhouse

GCRC NEWS

The Great Canadian Railtour Company (GCRC), operators of the *Rocky Mountaineer*, have purchased VIA steam generator No. 15435. It, along with GCRC's 22 passenger cars, is stored at Kamloops for the winter. Some of the cars are stored at the CN station in town, and the rest are at the CN yard across the river (Kamloops North to VIA). Until this year, the coaches were stored for the winter at the VIA station in Vancouver.

On its last run in each direction in 1993, the *Rocky Mountaineer* took an all-CN routing in the Fraser Valley. Normally, the train uses the same route as the VIA *Canadian*, travelling east on CN and Burlington Northern to New Westminster, then CP through Port Coquitlam and Mission to Matsqui, and then CN from there to Kamloops. These trials followed CN, BN, and CN directly to Matsqui, crossing the Fraser River at New Westminster. The consist of the last eastbound train, on October 5, was GCRC B36-7 7498 with cars 9487-5709-5718-5701-5703-5749-5706-5724-5713-5721.

—GCRC, Dean Ogle

OTHER NEWS

ROBERTS BANK

Construction has begun on a new $179-million container port at Roberts Bank, south of Vancouver, with the first contract let to Containerport Construction of Richmond and New Westminster. The facility will have five container cranes, and is to be open in 1996.

The volume of coal handled at Roberts Bank in 1993 was higher than in 1992, but nowhere near the record level of 1991. In 1991, the port handled 20.26-million tonnes of coal. In 1992, that figure fell to 13.53-million tonnes, and in 1993, it increased to 15.4-million tonnes.

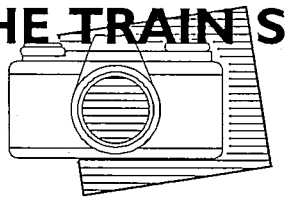
BCR YARD CONSTRUCTION

BC Rail is inviting submissions from general contractors for the construction of a yard office and control tower within the North Vancouver yard, for completion later in 1994.

GRAND FORKS RAILWAY

The Grand Forks Railway, successor to the CPR on a short section of the former Boundary Subdivision, normally runs from the lumber mill to the Burlington Northern interchange in the mornings. Radio communications are carried out on a logging-truck radio frequency.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

EASTERN CANADA ..... October 2–9 ..... Gord Webster

October 2
- Victoria Bridge (Montréal), 02:15 – CN W/B with 9644-EML 763-795-CN 2317, unpainted Amtrak "Superliner II" car in consist
- Edmundston – CN Train 206 with 5313-5339
  CN Train 233 with 9559-9486-9405

October 6
- Brownville Jct. – CAR Train 291 with CP 1859-1851-4232
  CAR Train 290 with CP 4235-4730-4241

October 7
- Saint John – CAR Train 281 with CP 4229-4211-4201-4721
  CAR Train 280 with CP 4224-4237-1823
- Saint John yard power included CAR 8023, 8036, CP 8027, 8034, 8038, 8041, 8042, 8046
- McAdam – CAR Woodland Turn with CP 4213-4212
- Grand Falls – CAR Switcher with CP 8037
- Fredericton – Fredericton Turn with CAR 8019-CP 8026, three cars, and a van
- South Devon – CN Train 566 with 3503, 25 cars, and a van

October 9
- Between Lac-Baker, New Brunswick, and Saint-Pascal, Québec:
  - CN Train 206 with CNNA 6000-CN 2316
  - CN Train 208 with 9674-2335-2329
  - CN Train 233 with 9638-9643-9665
  - CN Train 309 with 2100-2309-2319-5260-3520
  - CN Train 311 with 3501-3519-3562-3512-2314

WESTERN CANADA (Part 2) .... September 19–26 ..... Pat Scrimgeour

Sept 19
- Chase, 11:05 – CP W/B with 5946-1583*-5970-5944
- Notch Hill, 13:00 – CP W/B Potash with 5805-6048-5921 and remotes 5707-5985
- Revelstoke – W/B Passenger Extra with 5832-GCRC 7488 and 11 coaches
- Illecillewaet – CP W/B Coal with 9015-5802-5775 and remotes 5763-5975
- Golden – CP W/B Grain with 5811-5929-6055 and remotes 6072-5991

Sept 21
- Swift Current – CP E/B with 5592-1548*-5742-5756

Sept 23
- Brandon, 18:05 – CP W/B with 5668-5479
- Portage La Prairie, 19:50 – CP Switcher with 3095-3025

Sept 25
- Ignace – CP E/B with 5780-5724-4208-4710

Sept 26
- Hearst – ONR 1603 and van 109; plough 529 in yard

* – *These GP9s are painted candy-apple red, but lettered "CP Rail" and lacked flag emblem.*

LEASIDE ..... November 12 ..... Gord Webster

21:10 – CN Train KO-10 with 9304-9649
21:22 – CP Train 521 with CPRS 6404-Soo 788-CP 1813-8243 and 31 cars
21:35 – CP Train 909/921 with 4240-4248-4227 and 41 cars
21:44 – CP Train 928 with 3026-1823-3100 and 60 cars
21:53 – CP E/B "Circle" with 1686-1618, five cars, and a van
22:41 – CP Train 901 with 9015-5982-5936 and 77 cars

IDLE TRAINS AT ROBERTS BANK ... January 1 ..... Rob Scrimgeour

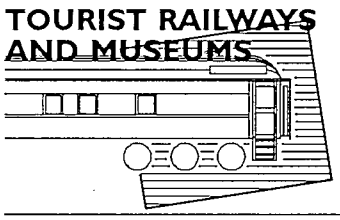
14:00
- CP 9018-5933 with remotes 5977-6061*
- CP 9006-CPRS 5508 with remotes 5922-5712*
- CP 9022-5811-5533 with remotes CPRS 5514-CP 5770*
- CP 9015-5561-9024 with remotes 5403-6071*
- CP 9019-6006-6003 with remotes 6064*-6048

* – *These SD40-2s are B-units with cab windows blanked.*

CP DETOURS VIA DON BRANCH ... January 17 .... Pat Scrimgeour and Gord Webster

22:10 – Train 921 and Second Oakville with Soo 6049-CP 5475-4225, eight cars, and a van
22:20 – Train 928 with 3054-4238-3057 and 25 cars (including some spine cars)
22:45 – Circle with 8201-3100, three cars, and Van 434422; assisted Trains 474 and 934.
00:09 – Train 934 with 3083-3085-1867-4207-1614-1618 and 67 cars
00:35 – Extra Yard with 5470, to pick up cars from the derailment on the North Toronto Sub.
01:53 – Train 904 and Canpa Industrial with 5732-5952-1803-8237-4240

TOURIST RAILWAYS AND MUSEUMS



YORK-DURHAM GROUP

A provincial *Act respecting York-Durham Heritage Railway Association* received Royal Assent on November 30. The YDHRA plans to operate excursion trains between Stouffville and Uxbridge on an abandoned part of the CN Uxbridge Subdivision. They moved two pieces of equipment, CP coach 1462 and CP caboose 434411, to Uxbridge on November 3, 1992. They have recently added CP C630M 4500 to their roster.

On January 7, 4500 was taken for its final trip on CP main line track on Train 907, from Saint-Luc to Toronto Yard, for forwarding to the custody of the association. It spent a few days at the Toronto diesel shop before being delivered to the Alpha Lumber siding in Oakville by CP's First Oakville road switcher on January 11. It will be stored there until it moves to Uxbridge.

—Don McCartney, John Thompson

PEMBROKE RAILROAD MUSEUM

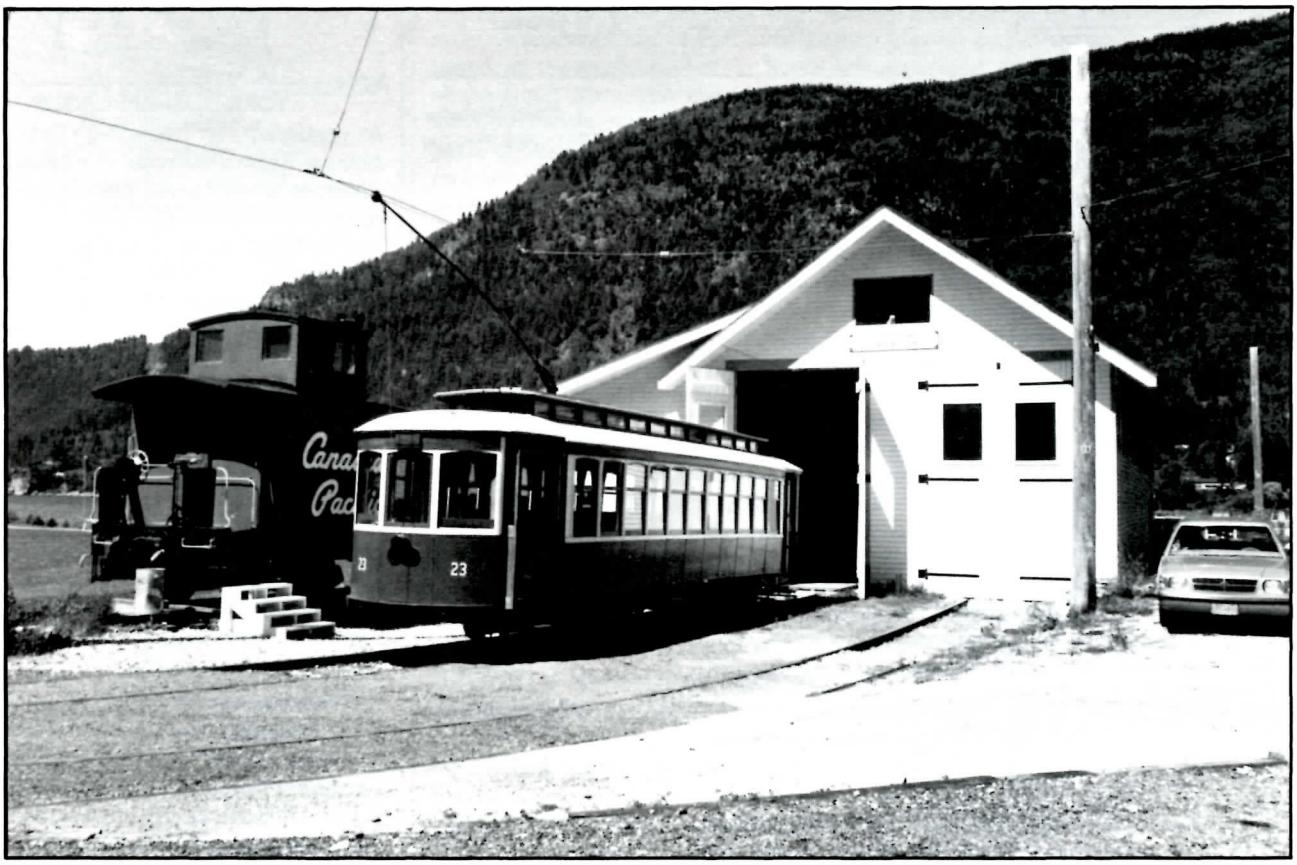
The Railroad Heritage Association of Pembroke, created in 1992, is proposing to construct a "railroad" museum on the site of the Pembroke marina, adjacent to the CP Chalk River Subdivision. The $2.5-million project would include a CPR steam locomotive, the water tower with a look-out platform and slide, a dining car with a take-out window and surrounded with a patio, and a historical railway car with audio-visual presentations and railway artifacts.

The National Museum of Science and Technology in Ottawa has donated a 1912-built ex-CV dining car, which was also about to be scrapped, and was also to donate a baggage car. The heritage association has also acquired a 35-ton Whitcomb diesel from Bristol-les-Mines, Québec. The Whitcomb is currently stored near the CN station and the diner is at Algonquin Lumber, off the CN/CP interchange line. *—Earl Roberts and Doug Page*

BACK COVER

TOP – Nelson Electric Tramway Society Car 23 at the Lyle Ward Memorial Carbarn on August 1, 1993. The car is out for cleaning and window-washing before the first run on a Sunday morning.

BOTTOM – CN 5256, 5142, 5281, 5268, and 4713, with 100 to 120 cars on a typical train on the Three Hills Subdivision in Alberta. Here, the train is crossing Kneehills Creek and the CP Langdon Subdivision at Grainger on November 11, 1993. *—Both photos by Bob Sandusky*


23