

Rail & Transit



FEBRUARY-MARCH 1994



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, March 18 – UCRS annual general meeting, 8:00 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Everyone is invited to bring their slides to show after the business of the meeting is completed.

Friday, March 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.

Saturday, March 26 – Forest City Railway Society annual slide day, 1:00 to 5:00 p.m., All Saints' Church, Hamilton at Inkerman, London. Admission \$2.00.

Friday, April 15 – UCRS Toronto monthly meeting, 7:30 p.m.

Friday, April 22 – UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTO

SD40 5187 hauls an eastbound train from Thunder Bay through Nipigon, Ontario, Mile 127.6 on the CN Kinghorn Subdivision.

—Photo by Peter Raschke, January 17, 1989



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Newsletter

A HAZARDOUS CROSSING

The City of Toronto Archives has prepared an exhibition on the construction of the Toronto railway viaduct in the 1920s. The viaduct (actually an 18-foot-high embankment) consolidated and grade-separated all of the railway lines through downtown Toronto, and was integral with the new Union Station. The show has been organised by Jeffery Stinson, Associate Dean of the School of Architecture and Landscape Architecture at the University of Toronto.

The exhibition, "A Hazardous Crossing," continues until June 12 at the Market Gallery, located on the second floor of the South St. Lawrence Market, Front and Jarvis Streets. The gallery is open from 10:00 a.m. to 4:00 p.m. from Wednesday to Friday, 9:00 a.m. to 4:00 p.m. on Saturdays, and 12:00 noon to 4:00 p.m. on Sundays. Admission is free.

STATION DIRECTORY

Dave Savage reports that the *Canadian Station News Railway Station Directory of Ontario* is now available. It lists current stations and stations on abandoned rights of way, with maps and other information. The directory is available for \$19.95 plus \$4.00 for postage from Canadian Station News, P.O. Box 171, Cobourg, Ontario K9A 4K5.

WHERE IS IT NOW?

At the auction of W. C. Bailey's railroadiana collection at Milton in 1987, a construction record of the Toronto Railway Company, kept by master mechanic Michael Power, was to have been auctioned. It was not so listed, but perhaps it was there under another description – one of items 654, 673, 696, 718, or 782 could possibly have been it.

TRC historian and researcher John Stevens of New York urgently needs to refer to this book. If you know of it or if you know of the "suspect" numbered items, please advise Ray Corley, 41 Lynndale Road, Scarborough, Ontario M1N 1B9, telephone 416 690-6963.

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

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Completed March 4, 1994

CPR's unusual station and roundhouse at

WYNYARD, SASKATCHEWAN

By Alex Campbell

FROM TELEGRAPH LINES, DECEMBER 1993

Bohi and Kozma, in their book, *Canadian Pacific's Western Depots*, list the station at Wynyard, Saskatchewan, as a special construction. It has no known "sisters" in other locations. The CPR likely built this station as an experiment, and found the design unsuitable for further construction in other locations.

Today, the Wynyard depot is still in service, and has received a new coat of paint – in 1993, judging by the paint on the ground beside the foundation. This is astonishing, given the CPR's bent toward Atco-trailer-type buildings.

Behind the station, out of view, is a flat-roofed crew bunkhouse of recent construction. It is still in use as well, which shows Wynyard's continued importance to the Saskatoon–Winnipeg CP Rail line.

The CPR roundhouse lies northeast of the station, across the main line and yard. It now houses a trucking operation involved in the transport of poultry.

The Wynyard roundhouse appears to be a bigger brother to the "Standard Central Division" roundhouse, having eight stalls for engines. The boiler house addition is much different, however, in terms of windows.

It is interesting to speculate as to why the CPR placed the roundhouse as it did, facing north, away from the yard and the main line. Could it have been to let the wind clear away snow?

Long grass and the trucking operation have obliterated any traces of the trackwork leading into the



roundhouse. Currently, there is a wye immediately west of the roundhouse. I saw three GP38s sitting on the wye, with a Co-op fuel truck pumping diesel into one of them. I could not visualise the tail of the wye leading into the turntable, as it would need to have curved very sharply to the east to do so. Perhaps it did, nevertheless. Certainly, east of the roundhouse appears to be a very marshy area, with no visible roadbeds.

It was a cold day in October when I visited Wynyard. That discouraged me from wandering about. Unfortunately, the junk scattered about the roundhouse produced very poor pictures.

But the mystery of why the CPR did what it did in placing the roundhouse so, the trackwork and required service facilities – coal and water – associated with the roundhouse require a further visit in warmer weather. ■

WYNYARD – Background and questions

A chronology of the construction of CPR's Manitoba and North Western, from the *Canadian Rail Passenger Yearbook 1993 Edition* (Ottawa: Trackage Canada, 1993):

- Track opened from Leslie to Wynyard on February 10, 1909.
- Twice-weekly mixed train from Yorkton extended to Wynyard March 1, 1909.
- Wynyard was the western terminal of the M&NW from March to November of 1909.
- Rails reached Lanigan in the fall of 1909.
- Twice-weekly mixed to Lanigan on November 4, 1909.
- *Great West Express* began on June 4, 1911, the first direct passenger service over the M&NW. It reduced the CPR's time between Winnipeg and Saskatoon by three hours.

CPR Saskatchewan District employee timetable No. 26 of April 30, 1922, shows the Wynyard Subdivision, 113.8 miles long, from Bredenbury to Wynyard, and the Sutherland Subdivision, 113.5 miles long, from Wynyard to Saskatoon.

The station at Wynyard is shown as having telegraph offices (office code "W") open day and night, having a comparison clock, and being a registering and bulletin point. There is no mention of coal or water supply, as there is, for example, at Lanigan, or even just a water supply (the nearest are at Foam Lake and Jansen).

Westbound scheduled trains in 1922:

Train 977, the West Prairie Freight ar 6:45, dp 7:45
Train 51, the *Great West Express* ar 11:45, dp 11:55

Eastbound scheduled trains in 1922:

Train 978, the East Prairie Freight ar 12:35, dp 13:45
Train 80, freight ar 3:15, dp 3:00 *
Train 76, freight ar 19:45, dp 19:30 *
Train 82, freight ar 14:00 daily ex Su (from Colonsay)
Train 52, the *Great West Express* ar 16:33, dp 16:43
(* – The trains couldn't leave before they arrived, but maybe this allowed a leeway before arriving crews would be paid overtime.)

Between 1922 and 1959, the timetables show no major changes at Wynyard. It continued to be the division point between those two subdivisions. The passenger trains still stopped there for 15 to 20 minutes, and there was still no coal or water supply.

As Wynyard was a division point, crews on the passenger trains would have changed, and the freight trains might have done some switching as well as changing crews. With only a short stop so close to Saskatoon, the passenger trains likely did not change engines. There were no other railways through Wynyard, and no connecting CPR branches. So, why was there a roundhouse there? Was it closed before 1922, only 13 years after the line opened? That seems unlikely. Did it serve some local purpose but not have a coal or water supply for passing main line trains? Does anybody have the answers?

—PAT SCRIMGEOUR

RAILWAY SIGNALLING



by Calvin Henry-Cotnam

There have been many articles and books written over the years that provided an explanation of railway signalling systems. Often a detailed explanation of block signalling is covered in order to provide the reader a full understanding of the meaning of the signal aspects. Many texts continue on to provide some information regarding more complex signal indications that are used at interlocking sites or controlled locations in Centralised Traffic Control (CTC) installations. However, often is the case where the explanation of such complex signal indications falls short of the detail they deserve. It is the purpose of this article to provide this detail to enable you to understand and recognise their installation and use, under the Canadian Rail Operating Rules, or CROR. To begin, let's start with a background of some of the basics of just why signalling exists in the first place.

Timetables, train orders, manual block systems

If a railway line operates with only one train, then no signalling is needed. Once a second train is introduced, something must be done to prevent one train from

running into the rear of the other when travelling in the same direction, or from running head-on into the other when travelling in opposite directions. The simplest method of traffic control is to use timetable schedules. The timetable defines when a train is to run. This includes details such as where a train is to meet another train travelling in the other direction as well as what trains have superiority over other trains. When an extra train is placed on the line, it must then operate under the authority of train orders that effectively inserts it into the schedule such that there is a proper spacing of time between it and the trains scheduled in the timetable.

On a heavily-travelled line, a train having to slow down or stop can greatly throw off such a system. Safety is then placed on the shoulders of the flagman to provide protection from rear-end collision as a subsequent train can only know the time since the last train passed a manned station. Between manned stations, a train crew is on its own.

To increase safety, a manual block signalling system may be implemented. When a train passes a manned station, the operator at the station sets a signal on the line to red to inform a following train not to proceed. Only after receipt of a confirmation that the first train has reached the next station will the station operator clear the signal. The major obstacle with this system is that the entire section of line between two stations is now reserved for a single train, thus reducing the capacity of the line. A second concern is that trains must approach each station prepared to stop. This second problem can be solved by placing a distant signal a distance before the station (or "in rear of the station," using signalling terminology), to allow the necessary braking distance. When the station's signal displays red, the distant signal displays yellow to indicate a stop signal is upcoming.

Automatic block systems

To increase capacity, an automatic block signalling system can be installed. Blocks may be reduced to be as short as the braking distance of a train. Signals are now controlled by track circuits where an electrical power source, often DC, is applied to the rails at one end of a block and a relay is powered from the rails at the other end of the block. The presence of a train produces a short circuit across the rails and causes this relay to become de-energised, which thus indicates that the block is occupied. In addition to this, a break in the rail will cause the relay to drop and indicate the block is occupied; this provides a fail-safe feature for the system. When the train leaves the block, its signal clears.

The simplest form of automatic signalling is a two-

Photo at Livingstone, B.C., by John Carter

indication system, showing only red and green signals. A three-indication system provides a yellow signal that informs a train crew of the need to stop at the next signal. One downfall to using a three-indication system is that on a high-speed heavy traffic line, traffic can bunch up and delays can result as trains must start and stop. Added to this, a train could come across one yellow signal after another with the expectation that the train ahead is moving at the same speed. This becomes a problem if the train ahead stops and the following train then comes to a red signal and must stop, because the train crew would naturally be expecting each successive signal to be yellow and would have had no real warning of the red signal.

For higher-speed lines, a four-indication system is often used to provide an additional indication ahead of the yellow signal to inform a train crew that they must reduce to medium speed before reaching the next signal. This additional indication ensures that trains do not "ride the yellows" at too high a speed. The reduced speed can also reduce the need to operate in a stop-and-start mode from signal to signal.

A second signal head is needed to provide the fourth indication. While the upper head is showing the red, yellow, or green aspects of the three-indication system, the lower head will show a red signal. When the new indication is needed, the two heads will show a yellow-over-green aspect.

So, a train travelling along a line will come across green-over-red signals while the line is clear. As a stop indication is approached, the train will first come across a yellow-over-green aspect, indicating that it should reduce speed before the next signal. This will be yellow-over-red, indicating that the next signal will be red-over-red where a stop is required.

Centralised traffic control

Simply put, CTC is a system where movements over a line are directed from a control centre. The line is divided into blocks. Points where a junction occurs with another line, where a siding starts or ends, or where a crossover is located between main tracks are designated as controlled locations. Movement through such a controlled location is controlled by a Rail Traffic Controller, or RTC, at the control centre.

For the most part, all signals at a controlled location remain red until a route has been set, and then each signal will display the appropriate aspect for movement through the controlled location. Once a train has passed, the signal will return to red, as with block signals, but unlike block signals will remain so until another route is cleared. (Some installations allow for automatic clearing to be enabled should the route be required for following trains.)

Signals at a controlled location are interlocked. This means two things: first, that signals will not display an indication such that two opposing movements are allowed at the same time; second, that the signal aspect at a controlled location will convey speed-limit information for the movement. In other words, the speed limitation that the signal displays is interlocked to the route selected in order to convey a speed limit that matches the most restrictive speed limit of the route

selected. Generally, where CTC is in effect, traffic on the line may move in either direction on any track of a multi-track line.

All signals on the line between controlled locations simply operate as automatic block signals; however, the last signal before a controlled location will have to be able to display aspects concerning advance notice of speed limitations. When a train passes, the intermediate block signals between controlled locations will turn red, and then will automatically change to less-restrictive indications as the train moves farther away.

In some installations, when a route is selected through a controlled location, the automatic block signals beyond (or "in advance of," in signalling terminology) the controlled location will be cleared as favourably as possible, while the signals in the opposite direction on the same track will all turn red, known as "tumbling to red." When a train passes, the block signals will change to red, and then to a more favourable aspect once again. The signals at the controlled locations will remain at red until a new route has been selected by the RTC. All of the signals facing the other direction will stay red until a route is cleared in the other direction. An example of this arrangement can be seen in Toronto on CN's Kingston Subdivision between Cherry Street (Mile 332.6) and Pickering Jct. (Mile 311.4).

Some other installations differ slightly in that the automatic block signals will show favourable indications in both directions when no route has been set. This may



Photo at Edmundston, N.B., by John Carter

seem as if opposing movements are allowed, but remember that these are automatic block signals, and the signals at the controlled locations remain at red. When no actual route is set, there is no traffic approaching the block signals from either direction and thus what the signals display is irrelevant. An example of this arrangement can be seen on CP's Belleville Subdivision between Kennedy (Mile 199.5) and Leaside (Mile 206.3).

Another type of signal operation, and not necessarily only associated with CTC, is approach lighting. In this installation, signals remain dark until they a train nears. Automatic block signals will light when an approaching

train enters the block leading up to the signal or a train in the other direction enters the block that the signal protects. Signals at controlled locations will be illuminated when the RTC clears a route and will remain so until the train has passed, but will also be lit by an approaching train should there be no route cleared. An example of this can be seen on CP's Belleville Subdivision between Staines (Mile 195.2) and Cherrywood (Mile 189.5). In other installations, such as on CN's Kingston Subdivision east of Clarke (Mile 287.0), even the signals at controlled locations are only lit when there is a train in the nearest block.



Photo at Rivière-Bleue, Québec, by Gord Webster

CROR indications

Throughout the description of signal indications that follows, reference will be made to CROR rule numbers. Refer to the diagrams alongside this article on Pages 8 to 10 for a visual representation of the indications. As we have seen so far, automatic block signals may show as little as only a single indication of either red, green, or yellow. Where higher speeds and traffic densities exist, a second head is necessary to provide a fourth indication of yellow-over-green to provide advanced warning of the need to stop.

In busy areas, though, CTC signals use three heads, and in an extreme case, each of the three could display any of the three colours, either solid or flashing. Mathematically, this could provide 216 different possible indications, and even more with the other possibilities generated by the use of letter plates to modify the colour indication given or the vertical alignment of the signal heads! Naturally, many of these possibilities are not used.

In fact, there are only 28 different indications listed in the rule book. The rules covering signal indications are from 405 to 429 with Rules 406, 407, and 408 having alternate "A" versions. (Rule 430 is not counted here as it is used in conjunction with a block or interlocking signal.) In addition to this small number, there is some method to the madness in what is displayed, and it is this method that eliminates the many possibilities. By learning the aspects one at a time, it is possible to understand the "pattern" that many of them

follow, though there are a few exceptions. To aid in your learning signal indications, some "rules of thumb" will be pointed out throughout this text and summarised at the end.

Before getting into the signals themselves, a word about speed restrictions is necessary. A given region of track is going to have a speed limit that may differ for freight and passenger trains. A clear signal aspect, as we will cover shortly, indicates that the block the signal protects may be passed at this speed limit. If, however, trains need to diverge from the main track at a controlled location, the signals will show the speed limit through the turnouts. The speed can be shown as limited speed (45 m.p.h.), medium speed (30 m.p.h.), slow speed (15 m.p.h.), or restricted speed (a speed at which stopping is possible within half the distance of visibility, but not more than 15 m.p.h.).

In addition, the signal before the controlled location, sometimes called its distant signal, must provide information about upcoming speed restrictions. Under the CROR, signal names follow a "this block to next block" speed restriction nomenclature. For example, for a clear block with a medium speed restriction followed by a clear block with a slow speed restriction, where there is not an upcoming stop signal, a signal aspect of "Medium to Slow" would be displayed. This will be explained one aspect at a time, starting with signals showing a "something to clear" or "something to stop" indication as these follow a simple pattern and are easy to understand. This will be followed by indications of the "clear to something" type as they tend to follow another pattern. Then indications of the "something to something" will be covered and finally, the various stop indications will be explained.

With a signal mast with three heads, each head is capable of displaying an aspect similar to an automatic block signal, except that the top head corresponds to high speed indications, the middle signal is for medium and limited speed indications and the lower signal is for restricted and slow speeds. Though there are a few exceptions, generally medium involves solid indications while limited involves flashing indications, both on the middle head. Similarly with the lower head, solid is for restricted speed and flashing is for slow, and again there are exceptions. This is not difficult to remember, as in both situations, flashing represents the faster of the two possibilities: limited is faster than medium, and slow is faster than restricted. (Actually, where conditions permit, slow and restricted can be the same 15 m.p.h. speed, but restricted speed adds the visibility requirement that often makes it slower.)

Now think of this: three signals indicating high, medium, and low speeds – and their positions on the mast or bridge are high, medium, and low. Relatively easy to remember! Another thing to remember is that when any of the heads shows red, while at least one does not, the red ones act as place holders. Such a place holder makes clear the relative position of the yellow or green head or heads on the signal. There is never a dark signal head in a valid indication, and red signals never flash.

Now before we continue, let us mention what signal

types other than triple-head masts can display:

- Single-head mast signals have only the high signal.
- Double-head mast signals have a high and a medium signal.
- Double-head dwarf signals have a medium and a low signal.
- Single-head dwarf signals have only a low signal.

Please note that where this text refers to a "mast" type signal, it is referring to not only signals alone on a mast, but also signals on signal bridges, cantilevers, and brackets. Also note that there are a few signal indications for double-head masts and dwarfs that differ slightly from their triple-head counterpart, but these will be noted. Another description that will be used for double-head masts is skewed or non-skewed. This differentiates between double-head masts where the signal heads line up vertically (non-skewed) or where they are offset from each other, with the lower head set farther from the track than the upper head (skewed). Where either adjective is not mentioned, the description will apply to both types.

There are occasionally some other installations that are covered by special instructions in employee timetables. For example, tracks near Union Station in Toronto have two signal types that differ from the usual. One is a triple-head dwarf, and it is treated exactly the same as triple-head mast signals. The other is a high-mounted single-head signal under the roof of the station, and these are treated exactly like single-head dwarf signals.

Signal aspects

Starting with basic three-indication block signalling with no speed restrictions, the high head may be either green, yellow, or red, while the medium and low heads are red (or not present in the case of single and double-head signals). The green aspect is known as Rule 405, the Clear Signal. The Clear Signal may also be displayed on a double-head dwarf as green-over-green. This means that this block is clear and so is the next one, both with no speed restrictions. When the high signal is yellow with the others at red, this is the aspect for Rule 410, Clear to Stop. This means that this block is clear, but a stop is required at the next signal. Naturally, when all heads are red, it is a Stop aspect, Rule 429. We will cover this later as there are some variations on Stop.

So far, so good. We have Clear, Clear to Stop, and Stop. There is one unusual aspect called Advanced Clear to Stop, Rule 409. It is displayed with a flashing yellow on the high head. This is unusual as its name adds the word "Advanced" to it and because it is the only signal aspect that has the high head flashing. This gives advanced notice of an upcoming Clear to Stop signal. As mentioned previously, a four-indication system will often use Clear to Medium as the indication to warn of an upcoming Clear to Stop signal. Rather than require a train to reduce speed to medium, but still warn of an upcoming Clear to Stop, Rule 409 is used. An example of this is used northbound on CN's Bala Subdivision at Mile 8.9. From this point to the next signal at Mile 11.1 the speed limit on the line increases. To warn a train of an upcoming Clear to Stop signal, and thus not have the

train unnecessarily accelerate at the speed limit change, an Advanced Clear to Stop signal is displayed when the signal at Mile 11.1 shows Clear to Stop.

Now let's take the aspects for Rules 405 and 410, and move them down to the medium head. That is, keep the high and low heads red while we look at green and yellow in the middle. With the medium head at green, we see Rule 416, Medium to Clear, that only applies to triple-head masts and double-head dwarfs, which display it as green-over-red. This means the block is clear with a medium speed restriction, while the next block is clear and may be entered at line speed limit. This is the same as the Clear Signal, except that moving the green down one head indicates the speed restriction. Can you guess what the aspect means when the medium head is yellow while the others are red? This is Rule 420, Medium to Stop, and again it only applies to triple-head masts and double-head dwarfs. To apply a general rule, any "Medium to . . ." signal aspect can only be displayed on triple-head masts or double-head dwarfs, though there is one that may only be displayed on triple-head masts.

Taking the aspects of Rules 416 and 420, we can modify them to indicate a limited speed restriction by either making the medium head flash, or by placing a yellow triangular plate with the letter "L" on it just below the signal. When this is done, we have Rules 411, Limited to Clear, and Rule 415, Limited to Stop.

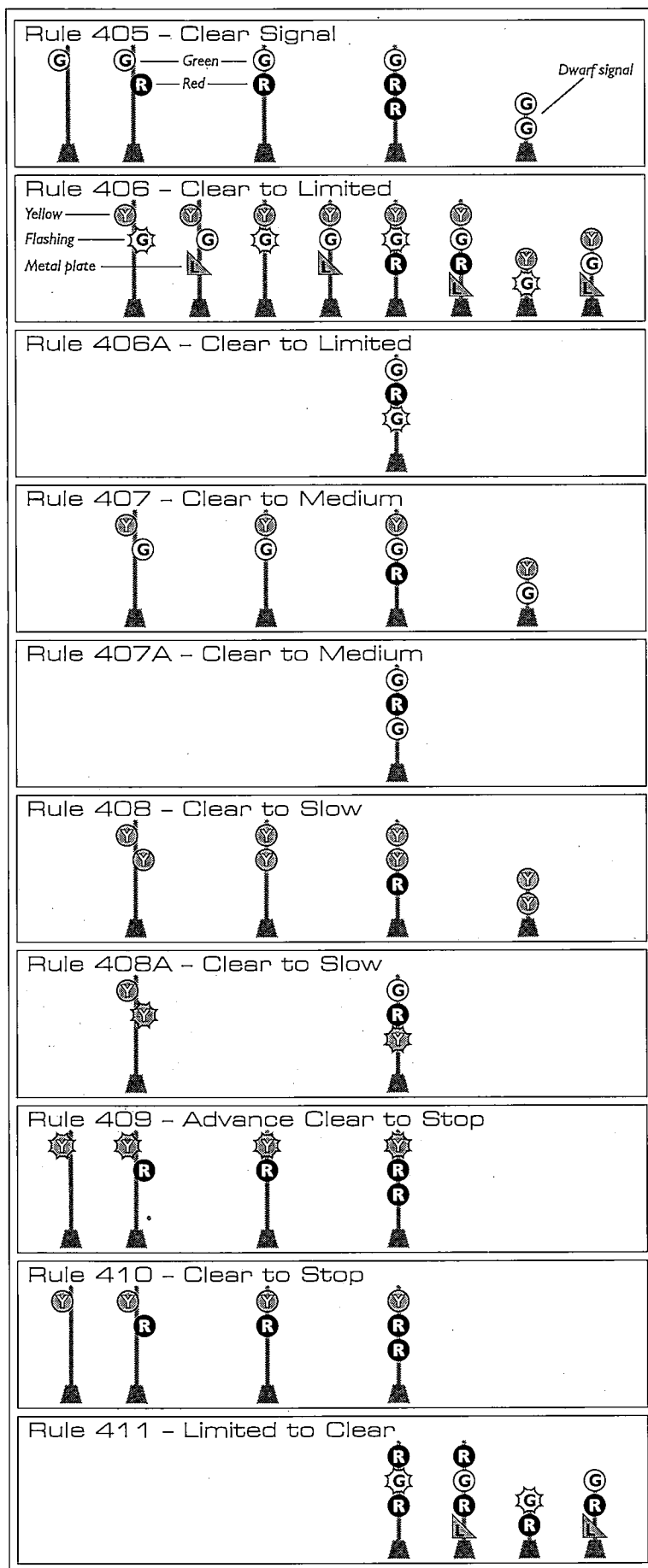
We now move the indications to the low head, leaving the high and medium heads at red. Green on the



Photo at Don Mills, Ontario, by Pat Scrimgeour

low head gives us Rule 421, Slow to Clear. This applies to triple-head masts as well as double and single dwarfs. However, the Slow to Clear signal is also displayed on double-head mast signals as red-over-green, which should not be confused with Rule 416 because the medium head is green. Earlier, it was mentioned that the low head is for restricted speed unless it is flashing. Rule 421 is one exception to this practice, as the green is not flashing.

Yellow on the low signal is Rule 426, Restricting Signal. For Slow to Stop, we have Rule 425, displayed by having the low head flashing yellow. As with Slow to Clear, these indications on a double-head mast signal



should not be confused with Medium to Stop or Limited to Stop on a three-head signal. To further complicate things, a single-head dwarf signal displaying a solid yellow, but with a letter plate displaying the letter "A" on it is treated as a Slow to Stop instead of a Restricting Signal. Finally, there are two other ways to display a Restricting Signal, with single-head mast signals displaying a red but having a square letter plate with an "R" and with a skewed double-head mast signal displaying a red-over-red, but again with an "R" letter plate. Non-skewed double-head signals may only use red-over-yellow for the Restricting Signal.

So far, we have covered signal aspects having speed restrictions that refer to the block the signal is protecting, with either a clear or stop aspect for the next block down the line. Now let us look at signals displaying a clear aspect for its block along with advance warning of a speed restriction at the next signal, the "Clear to something" type of signal. To help in remembering, any signal that displays a yellow for the high head, is displaying a "Clear to something" type of aspect.

If we take a signal displaying yellow-over-green (with a low red for triple-head signals), we have Rule 407, Clear to Medium. Double-head dwarf signals also display Rule 407 as yellow-over-green. There is also an alternative method of displaying Clear to Medium with triple-head signals. Known as Rule 407A, it is green-over-red-over-green. Think of it as being the opposite of Medium to Clear, which is red-over-green-over-red. Why is there an alternative way to display the same aspect? Frankly, that is beyond the author's knowledge, though my speculation is that it either had been provided to accommodate adaptation of existing signal control hardware, or it is provided in order to "fit the pattern" that we shall see for signals displaying speed restrictions for both the current and the next block.

We can modify the signals of Rule 407 by either making the green head (the medium head for double-head and triple-head masts, the low head for double-head dwarfs) flash or by adding a yellow triangular plate with an "L" on it to obtain Rule 406, Clear to Limited. As with Rule 407, Rule 406 has an alternative that is Rule 406A. Also meaning Clear to Limited, it is displayed on a triple-head mast as green-over-red-over-flashing-green.

There is no "something to Restricting" aspect available as an advance indication would use a "something to Slow" indication to ensure an approaching train would arrive at the restricting signal no faster than 15 m.p.h.

If we take the pattern we have developed so far, then it would be fair to assume Clear to Slow would be displayed as yellow-over-red-over-green. Unfortunately, this is not the case, and patterns begin to break down. Fortunately though, yellow-over-red-over-green is a pattern that is not used at all. To indicate Clear to Slow, we have Rules 408 and its alternative, 408A. Rule 408 displays Clear to Slow as yellow-over-yellow (with a low red on triple-head signals). Double-head dwarf signals also display Rule 408 as yellow-over-yellow. The alternative method of displaying Clear to Slow, Rule

408A, is green-over-red-over-flashing-yellow for triple-head signals, and yellow-over-flashing-yellow for skewed double-head mast signals.

Now, on to signals that display a speed restriction for its block plus information about an upcoming speed restriction. There is a fairly simple pattern for these signals. First, all of them will have the high head red. Even though the high head is red, only some of them are displayable on double-head dwarfs. This is mainly because the rule book simply doesn't define them for double-head dwarfs, but there is one case, Medium to Medium, where the double-head dwarf version, green-over-green, is actually used for Clear, as we have already covered.

To continue with describing the pattern for these signals, all of them will have the middle head flashing green when the current block has a limited speed restriction, just like Rule 411, Limited to Clear. All of them will have the middle head solid green when the current block has a medium speed restriction, just like Rule 416, Medium to Clear, and all will have the middle head flashing yellow when the current block has a slow speed restriction. The other half of the pattern is that the low head will always be flashing green when the next block has a limited speed restriction, solid green when the next block has a medium speed restriction, and flashing yellow when the next block has a slow speed restriction. There are no "L" plate modifiers for signals indicating a speed restriction for the current and the next block.

To go through these specifically, Limited to Limited is Rule 412, displayed as red-over-flashing-green-over-flashing-green. Limited to Medium, Rule 413 is displayed as red-over-flashing-green-over-green, while Rule 414, Limited to Slow, is displayed as red-over-flashing-green-over-flashing-yellow. Only Limited to Slow is displayable on a double-head dwarf as flashing green-over-flashing-yellow.

Medium to Limited is Rule 417, displayed as red-over-green-over-flashing-green. It is displayable on a double-head dwarf as green-over-flashing-green. Medium to Medium, Rule 418, is displayed as red-over-green-over-green, and it cannot be displayed as green-over-green on a double-head dwarf as this is how such a signal displays Rule 405, Clear.

Rule 419, Medium to Slow, is displayed as red-over-green-over-flashing-yellow, and it is displayed on a double-head dwarf as green-over-flashing-yellow.

Slow to Limited is Rule 422 and is displayed as red-over-flashing-yellow-over-flashing-green. It does not have a double-head dwarf counterpart. Slow to Medium, Rule 423, is displayed as red-over-flashing-yellow-over-green, and it too is not displayed on a double-head dwarf. Rule 424, Slow to Slow, is displayed as red-over-flashing-yellow-over-flashing-yellow, and has no double-head dwarf version.

Finally, we get to the various Stop indications. That is, signals that are all red. To start with, we have already mentioned Rule 426, Restricting Signal. In addition to other ways that it is displayed, it may be a single-head signal that is red or a skewed double-head that is red-over-red, both with a yellow letter plate with an "R" on

Rule 412 - Limited to Limited



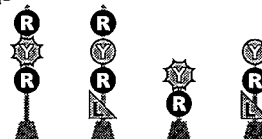
Rule 413 - Limited to Medium



Rule 414 - Limited to Slow



Rule 415 - Limited to Stop



Rule 416 - Medium to Clear



Rule 417 - Medium to Limited



Rule 418 - Medium to Medium



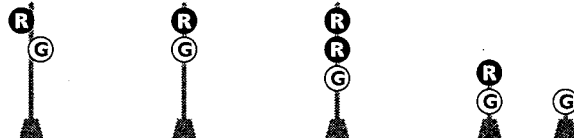
Rule 419 - Medium to Slow

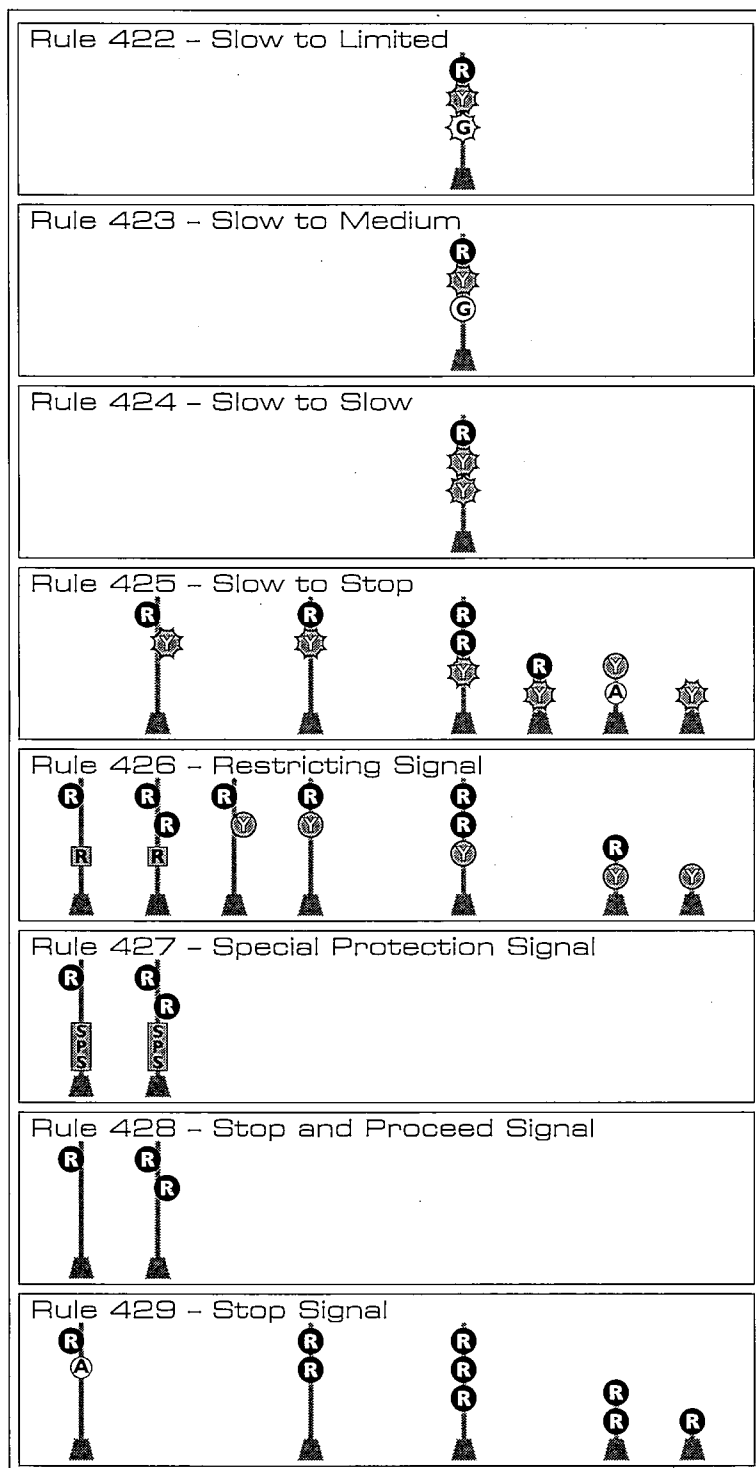


Rule 420 - Medium to Stop



Rule 421 - Slow to Clear





it. This signal allows a train to pass it at restricted speed without making a full stop. Recall that restricted speed is the lesser of either 15 m.p.h. or the speed that a stop is possible within half the visible distance.

Next, there is Rule 427, the Special Protection Signal. This may be either a single-head or skewed double-head mast signals. It will have a yellow plate with the letters "SPS" on it. This signal requires the train to make a complete stop, then continue at restricted speed, preceded by a flagman when necessary to ensure full protection. These signals are rare.

Rule 428, Stop and Proceed, is also either a single-head at red or a skewed double-head that displays red-over-red, with no additional letter plate to modify its meaning. This requires the train to make a full stop before continuing past the red signal at restricted speed.

Finally, the Stop signal, Rule 429, means simply that, stop. This signal cannot be passed except if special instructions are received from the RTC. It may be displayed as a single-head red signal that has a letter plate with an "A" on it, as a non-skewed double-head signal that displays red-over-red, a triple-head signal showing red-over-red-over-red, a double-head dwarf signal that is red-over-red, or a single-head dwarf signal displaying red.

Rules of thumb

I hope this text has provided you with the background information necessary to understand the indications given by railway signals in Canada along with why some indications are used instead of others. To summarise, the "rules of thumb" that have been developed here are as follows:

- The only flashing high head aspect is Advanced Clear to Stop.
- Any signal that displays a yellow for the high head is displaying a "Clear to something" type of aspect.
- Any signal displaying a red-over-flashing-green-over-something is displaying a "Limited to something" aspect.
- Signals displaying a red-over-green-over-something generally display a "Medium to something" aspect. The exceptions to this are in Rule 411, where there is an "L" plate to modify the meaning of this signal to Limited to Clear, and Rule 421 where a red-over-green on double-head signals means Slow to Clear.
- Any signal displaying a red-over-flashing-yellow-over-something is displaying a "Slow to something" aspect.
- Any signal displaying a red-over-something-over-flashing-green is displaying a "something to Limited" aspect.
- Signals displaying a red-over-something-over-green generally display a "something to Medium" aspect. The exception to this is Rule 421 where a red-over-red-over-green means Slow to Clear.
- Signals displaying a something-over-something-over-flashing-yellow generally display a "something to Slow" aspect. The exception to this is Rule 425 where red-over-red-over-flashing-yellow means Slow to Stop.
- All-red indications on triple-head, non-skewed double-head, single-head with an "A" plate, and all dwarf signals display an absolute Stop aspect, meaning that trains must stop and stay unless given special instructions to pass the signal.
- All-red indications on single-head (without an "A" plate) and skewed double-head signals display a Stop and Proceed aspect.
- All-red indications on single-head and double-head signals, either with an "R" plate, display a Restricting Signal, meaning that a train may pass at restricted speed without first making a complete stop. ■

A LAZY WEEKEND IN THE WEST

I had a series of meetings in western Canada in January that were spread over two weeks. Rather than fly back to Montréal for the weekend, I drove from Kamloops to Vancouver after the meeting on Friday and spent Saturday exploring the railway stations and the SkyTrain in Vancouver. After a busy day, it was great to crawl aboard the *Canadian* for a trip to Edmonton.

The VIA station on Main Street, the former CNR station, is a large greystone two-storey structure. This station has a stub-end track arrangement, and the track access is via Burlington Northern's line to New Westminster.

VIA has restored this station. It, like the CPR station downtown, has a flat ceiling with deep panels. The pilasters along the walls have been done in dark green. The columns around the main concourse have a polished light-grey marble dado or base. The ceiling panels are cream with their mouldings accented in reds. As part of the modernisation, the south portion of the main hall has a news stand, a barber shop, and more importantly a intermodal terminal for several bus lines. The centre of the main hall has an information counter with a large restored clock. The northwest corner is ready to feed the travellers of the next decade with a McDonald's Restaurant.

VIA Train 2 pulled out of the station on time at 20:00. Some of the on-board crew were a bit off schedule since their westward arrival into Vancouver had been almost 12 hours late due to a derailment in the frozen wilds on northern Ontario. As we pulled out of Vancouver we wandered back to the dome of *Kootenay Park*, the rear observation car. Train 2 travels over a short section of CN trackage from the station to connect to the Burlington Northern's trackage. From CP Jct. at New Westminster, the train follows the CP Westminister and Cascade Subdivisions to Mission. At Mission, two attempts were needed to get on the Mission Subdivision to cross the Fraser River to connect with the CN on the south shore at Matsqui Junction, after a couple of switches were not properly aligned on the first try. After a short stop at Matsqui, it was onto CN's Yale Subdivision. This was my signal to get some sleep.

Shortly after 03:00, I half-awoke and spent a few minutes watching our progress along the Thompson River as we made our way east along CN's Ashcroft Subdivision, with CP's Thompson Subdivision across the river. The swinging headlight of our train and the signals on the two sets of winding tracks was interesting, but sleep had a higher priority.

I finally got up shortly before 07:00 and while I was having breakfast, about 07:15, we passed a westbound at Vavenby, about fifty miles west of Blue River, B.C. At 08:15, we passed a westbound coal drag with CN SD60s 5554 and 5512 near Messiter West at Mile 15 of the Clearwater Subdivision. After a stop at Blue River, it was on to the Albreda Subdivision for the 132-mile run to Jasper. At Lempriere, 25 miles east of Blue River, we passed a westbound container at 09:30 powered by CN

GP40-2s 9658 and 9665 and at 09:45 passed another westbound with 9554 and 9614 at Clemina, Mile 96.4. We rolled through Albreda, Mile 91.5, at 09:53 hours. The next westbound was waiting for us at Canoe River, Mile 82.6, with SD40-2 5259 and SD40 5131 as we passed at 10:06.

Our next westbound with SD40-2s 5263 and 5242 was sitting at Yellowhead, Mile 17.5, at 13:15. The south track for the 8.5 miles from Geikie to Jasper had two westbounds waiting for us to clear so they could get around the rail mounted crane working at Geikie. Since I was having lunch before our station stop at Jasper, I didn't get any numbers.

Our train had the following consist as we arrived in Jasper: Behind F40PH-2s 6401 and 6454 were baggage car 8621, coaches 8110 and 8111, Skyline 8515, coach 8101, Skyline 8509, sleeper *Dawson Manor*-8319, diner *Fairholme*-8409, sleepers *Franklin Manor*-8326 and *Wolfe Manor*-8342, and dome-observation *Kootenay Park*-8708. During our hour-and-ten-minute layover at Jasper, *Dawson Manor*, 8509, and 8111 were set out to join F40PH-2 6406 for the *Skeena* to Prince Rupert.

At Jasper, a westbound coal drag with SD60 5501 and Dash 8-40C 2414 pulled out at about 14:00. Another westbound arrived at 14:20 and SD60 5544 and Dash 8 2418 uncoupled and headed to the shop. A second westbound, a grain train, arrived at 14:38 powered by Dash 8s 2407 and 2445, SD40-2 5311, and SD40 5122. Nos. 2407 and 2445 returned to their train at 14:45 after dropping the other two units and got ready to head on west to the coast. Two Jordan spreaders, 50938 and 50954, sat in the yard near my car.

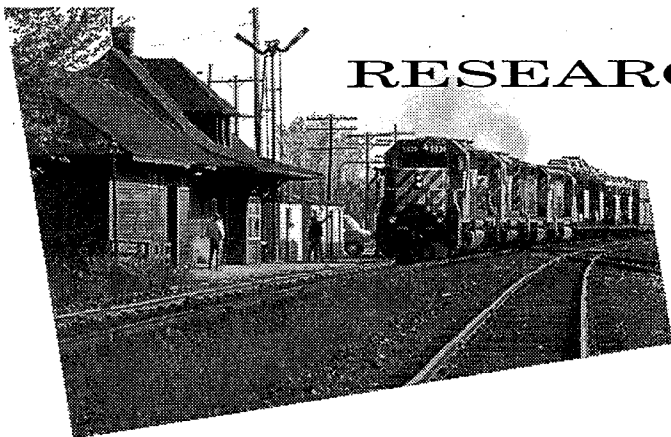
We left Jasper on time for the 250-mile run to Edmonton over the Edson Subdivision. There were plenty of elk looking for food on the hills east of Jasper. A lone wolf on the glassy ice surface of a small lake was walking very gingerly as if he had fallen numerous times.

At Park Gate, 30 miles east of Jasper, we overtook an eastbound coal train at 15:35, but I got no numbers. Dash 8-40C 2442 plus one other unit was parked at Bickerdike as we passed at 16:55. Bickerdike, 138 miles west of Edmonton, is the junction with the Foothills Subdivision that provides access to the coal fields. It was getting quite dark at 17:05 as we passed Edson where Dash 8 2442 was parked.

We had dinner in the diner as we continued east to Edmonton, where we arrived shortly before 21:00. With the removal of the west connecting track to the VIA station all trains must either back into or out of it. Eastbound trains must go east to East Junction on the Wainwright Subdivision and then back in the 3.4 miles to the station.

The trip from Vancouver takes 25 hours, but was definitely more enjoyable and relaxing than having spent 10 or 12 hours jammed into a sardine can they call an airplane for the trip back and forth to Montréal.

—Art Clowes



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

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This month, we'll start off the column with a few notes on subjects we've mentioned before, and then continue with observations on my travels through New Brunswick at Christmas.

Station Scene

Dave Hanson has sent along a note that he has heard that the Fairville, New Brunswick, CPR station has been demolished. We mentioned this station with its witch's hat roof back in the October 1992 column.

Tony Clegg reports that the new VIA station in Saint John is open. The structure is located a couple of hundred feet east of their former wooden box station.

I forgot in December to mention that I was down to a small railway show at Burlington, Vermont, in late November. This was an excuse to drop by Saint-Armand, Québec, near the Vermont border. Back in our March 1993 column we mentioned Saint-Armand in conjunction with Julian Bernard's comments about the Central Vermont's Roxbury Subdivision extending north from Highgate Springs, Vermont, through Saint-Armand, Stanbridge, Des Rivières, and Saint-Alexandre to Iberville in the late 1930s.

The relatively large brick Saint-Armand station still exists and is presently used as the community's town hall. While the walls of the building are plain, the corners of operator's bay have projecting brick pilasters. The walls are quite high and it would be my guess that the original passenger canopies would have been just above the windows with considerable wall above it. There is fancy brick corbelling all around under the eaves, as well as projecting brick accents above the windows.

Well worth the ten-minute detour from the main highway. I also explored more of the old right-of-way in the area, and a fair amount still shows, but I'll save that for another time.

Also on the station scene, Doug Brown gave me a clipping announcing that the Saint-Bruno station was reopened on January 9, 1993, as a community centre. We have followed this relocation and reconstruction several times, including our January, June, and November-December 1992 columns. The sloping landscaping and complete concrete basement under the old station makes it suitable for a couple of sizable functions at the same time.

St. Martins update

I made reference to St. Martins, New Brunswick, and their railway in the September 1993 column. At that time, I indicated that I was trying to get permission to use some stories and photographs on this 27-mile railway that was abandoned in 1940. I am still hoping to achieve this, but in the meantime, our member David Osborne has sent along some extra information. However, I am going to be mean and keep some of Dave's information until I can confirm whether I can get this other material.

Anyway, Dave advises that the present structure on the beach at the foot of Beach Street is actually part of the freight shed. I had mentioned about the change in the roof design, and Dave advises that Hurricane Edna back in 1956 decided this structure should be a boat and split the building in two, washing one part out to sea.

Also, I guess I must have been high on the thoughts of fried clams, for Dave closed his remarks by informing us "city slickers" that the lighthouse-cum-tourist bureau is a fake, built simply as a tourist bureau.

Who's Firing it Now?

This would appear to be the proper heading for a short article in the New Brunswick Historical Society's 1961 annual publication about a steam locomotive that apparently had more changes in ownership than any other steam locomotive in Canada. This list compiled by the NBHS's Hugh Folster stated that the Western Extension Railway acquired their engine No. 1 in 1869. In 1872, it became the European and North American Railway's engine No. 1, and then the Fredericton Railway's engine No. 2 in 1877. In 1887, it was acquired by the New Brunswick Railway as engine No. 30, only to become Canadian Pacific's No. 507 in 1890 for a few months. Later in 1890, the Willard Kitchen Company (a railway contractor) acquired it as their No. 1, then it became engine No. 1 on John Stewart's Tobique Valley Railway, and by the end of 1890, it still carried No. 1, but of the Cornwallis Valley Railway in Nova Scotia. It remained in Nova Scotia until it was scrapped in 1912, but during that time it was the Windsor and Annapolis Railway's No. 13 from 1892 to 1894 and then the Dominion Atlantic Railway's No. 1 for the engine's final 18 years.

The Frozen East, continued

Last month, I mentioned the Kent Northern that extended from Kent Junction on the Intercolonial Railway to Richibucto. Highway 126 still shows the patch jobs done when the tracks were taken up across it. Kent Junction had a wye, so with the help of the paving marks, it is easy to follow the alignment on this wye east of the ICR mainline.

Rogersville, a small village about midway between Moncton and Newcastle, still has its station, now maintained and used by VIA. It is a single-storey CN-built structure on the same plan as the former station at Pointe-du-Chêne. It has been restored with new windows and the wall area above the red brick dado has been covered with light greyish blue vinyl siding, all with cream coloured trim and a black roof.

I travelled on into Chatham to pick up Highway 8 for my trip along the Miramichi. There were a couple of CN engines

switching a local lumber mill, but between traffic, etc., I couldn't get the numbers.

CN, in January 1985, abandoned the 75 miles of track from the ICR main line at Derby Junction, at the confluence of the Miramichi and McGivney rivers, the crossing and junction with the National Transcontinental Railway. The first 13 miles west of the ICR to Quarryville was constructed by the ICR and opened on December 1, 1886. As you may have guessed, this branch was built to reach the quarries at Quarryville. The numerous mills at Millerton supplied lumber traffic.

The Miramichi has long been noted for its lumber, and the first and only major railway to penetrate the valley was promoted by two industrials, both of whom had major lumbering interests. They were Jabez B. Snowball and Alexander Gibson. Gibson had already considerable railway experience from his promotion and construction of the narrow-gauge New Brunswick Railway from Gibson (now South Devon or Fredericton North) north to Edmundston.

These gentlemen pushed to have the Northern and Western Railway Company formed under provincial charter in April 1872. However, it was 15 years before the 107-mile line along the Nashwaak and Miramichi valleys from South Devon to the ICR main line was opened for traffic. This line followed the north shore of the Miramichi in the area west of Blackville where the river was getting wider. At Blackville, the railway crossed the Miramichi on a large timber bridge and then stayed on the south shore through Chelmsford and connected with the ICR at Chatham Junction (now Nelson Junction). This portion west of the ICR opened on January 1, 1887, eight months before the CBR line into Chatham.

In 1890, the name of the N&WR was changed to the Canada Eastern Railway and this company acquired the Chatham Railway Company. Alexander Gibson exerted more influence over the Canada Eastern and J. B. Snowball faded from the scene.

The Canada Eastern was acquired by the Dominion government in 1904 with the takeover becoming effective on October 1 of that year.

Now, sometime between 1887 and 1904, a nine-mile branch was constructed along the north side of the Miramichi from Blackville to connect with the ICR branch at Quarryville. This branch became part of CN's Miramichi Subdivision, which it abandoned in 1985. Confusion is added by reports that the ice and age had made the large bridge across the Miramichi at Blackville unsafe by the later 1890s and that was the cause for the construction of the branch.

Anyway, following the 1904 takeover by the government, the line was put under the control of the Government Railways and the line from Blackville via Chelmsford to Chatham Junction, along the south shore, was abandoned in 1913.

Except for a few bridges and stretches of abandoned roadbed, there is not much left of CN's Miramichi Subdivision as it climbs to Boiestown where it leaves the Miramichi to continue on to McGivney, which is the high point between the Miramichi and Nashwaak rivers' watersheds. The concrete block station at McGivney has been converted for use by the track maintenance forces.

West from McGivney, CN's Nashwaak Subdivision provides it with access to Fredericton and to Camp Gagetown, south of Fredericton on the former Saint John and Quebec Railway. The nine miles from McGivney to Cross Creek is not accessible by car. At Cross Creek, the railway, the Nashwaak River, and roads get closer together and more parallel.

Cross Creek was the former junction with the old York and Carleton Railway's 5.4-mile line to Stanley. This line, incorporated in 1887, had great plans for its railway lines, but never did get beyond Stanley. The line was cut back from Stanley to Sutherland in December 1976. The remaining 2.4 miles into Cross Creek was abandoned in April 1986. I took the back roads into Stanley, and even as the light was starting to go, I could identify much of the old rail line.

From Stanley, I high-tailed it over the remaining hills to the St. John River, with enough questions for some extra research and a return trip.

Early Track Structure and Railroading

Gord Webster's articles on railways in Nova Scotia in the October 1993 issue of *Rail and Transit* reminded me of another interview in the February 1915 *Canadian Government Railway Employees Magazine*. That interview was with a Mr. A. B. Gray, an early roadmaster of the Intercolonial Railway at New Glasgow, N.S., and the following are his comments about his recollections of his early days as a section man on the Nova Scotia Railway:

When I commenced railroading in 1866, the Nova Scotia Railway was in operation between Halifax and Truro and Windsor. The road bed was ballasted with clay, and rock, taken out of the cuttings between Halifax and Bedford. The ties were in nine foot lengths of round timber, split in two halves with saws. The rails were of the "H" pattern, that is, the tops and bottoms were alike, and could be used over again by turning them upside down. They were secured to the ties by cast iron chairs, the ties being spotted to allow chairs to set level on them. The rails were fastened in the chairs by wooden keys or blocks made of elm soaked in tar. These rails, when new, made a smooth running road. The rails were 16 and 18 foot lengths, and they, along with the chairs and keys, were brought out from England about the year 1855. In 1867, portions of the track between Windsor Junction and Halifax were re-laid with iron "T" rails, the same pattern as are now used. These "T" rails were secured at the joints by a thin steel scabbard. These scabbards had a decided tendency to work loose, and slip clear of the end of one rail, and track men had to keep busy keeping these scabbards in place. There were no hand-cars in those days, push cars only, but they were much lighter than those in use at the present time. The track men were paid 90 cents per day, and the foremen \$1.25, and many of us had to live, pay house rent, fuel, etc., and support quite large families, yet they seemed to get along, and have a little to spare. The first regular trains used to run with the passenger cars next to the engine. Later on, the passenger cars were put on the rear of the trains. These trains made good time, and accidents were rare. It was quite a usual occurrence to see eight and ten flat cars on the regular morning train from Truro to Halifax, loaded with wagons of country produce. Special trains were frequently run out for loading and distributing ties. Many of these special trains had no van, and only a conductor and one man, and sometimes a conductor only. The engines in use at that time were all wood burners. In many cases, when out on special trains, loading and unloading ties, I have helped the fireman to handle wood, both on the tender, and into the fire-box. The dumps or fills between Bedford and Halifax were seriously damaged by the heavy southeast and northeast storms. One, Doyle's dump, was badly washed out in 1870. Rails and ties were carried by the sea into the pond on the right hand side going to Halifax, and I think the rails are in the pond to this day. The sections between

Halifax and Bedford were short, only three miles in length, and they had two men and a foreman to look after them, yet there was always plenty of work for them to do. They got no extra help in the summer, and in the winter they had plenty of snow and ice to handle. There were no car flangers of any sort.

Again, reading the above article, it is interesting to note the reference to early piggyback service, the high rates of pay (!), cabooseless trains, and of course reference to the wood-burning locomotives.

Major Birthday

I only heard it as a radio announcement, but the 100th anniversary of the opening of the Canadian Pacific's Château Frontenac in Québec City occurred on Saturday, December 18, 1993. The *Montréal Gazette* a few months ago carried a write-up about this structure that has dominated the skyline of Old Québec with its green-roofed turrets and massive medieval-style walls for 100 years. It is the most easily recognisable and probably the best known sight in the city, and appears every month in *Rail and Transit* at the top of the *Transcontinental* section.

Its 100 years have seen many rare and varied events, some resulting in changing the course of history, not only of Canada, but of the world. It has seen provincial politicians such as Maurice Duplessis and René Lévesque changing the course of Québec and Canadian history. It echoes Churchill and Roosevelt as they sat on two separate occasions plotting the course and end of the second world war. In lighter moments, it has witnessed Alfred Hitchcock kill a murderer as part of the movie *I Confess*, that ended with a chase sequence in the hotel hallways and kitchens, culminating in a confrontation in the ballroom between the murderer and Montgomery Clift.

Maurice Duplessis, the Québec premier in the 1940s, lived permanently at the Château Frontenac through his years in power, but was displaced by the two Churchill-Roosevelt summits. The story drifts around the Château about the young boiler-room engineer, who received a complaint from Duplessis stating that he couldn't get any sleep because of the wheezing steam radiators. The boiler-room engineer's solution was to shut down the heating system long enough for the most powerful man in the province to fall asleep. It worked, and the young engineer became the Premier's trusted contact within the Château's staff.

So December 18, 1993, was the high point of a year-long celebration of the Château Frontenac's 100th anniversary. The hotel was constructed by Canadian Pacific Railway in 1893 and is still a major tourist attraction.

Information Network

Question from: **Harvey W. Douglas**

Subject: **Hamilton and Meaford R.P.O.**

I have in my possession a post card which shows a post office cancellation which reads "Hamilton & Meaford R.P.O.," dated July 21, 1906. I would be interested in knowing the background of the railway history and the history of this particular railway post office.

Answers from: **Gray Scrimgeour** and **Gordon Webster**

The postmark reading "Hamilton & Meaford R.P.O." with no number at the bottom was used from 1899 to 1912. Other R.P.O. markings with fairly similar wording (e.g., "Ham. & Meaford,"

"Hamilton & Meaford R.P.O." with a number at the bottom, etc.) were used on this railway post office run from 1898 up to 1959, according to the *Catalogue of Canadian Railway Cancellations* and *A History of Canadian R.P.O.'s*. This run was initially on the Hamilton and North Western Railway, which was incorporated in the early 1870s.

The railway opened with a line from Hamilton to Georgetown in 1876, and was extended to Barrie a year later. A through line from Jarvis to Hamilton, Barrie, and Collingwood was completed in 1879. The H&NW had been amalgamated with several other lines and then was absorbed into the Grand Trunk system in 1888. The original H&NW postal markings (used from 1878) were replaced when it was absorbed into the Grand Trunk, and then the next set was again replaced by the "Hamilton & Meaford R.P.O." devices in the late 1890s.

Question from: **John Foster** via FidoNet

Subject: **Comfort cabs**

Could someone give some Canadian railway locomotive information with comfort cab history for those that are interested?

Answer from: **Pat Scrimgeour**

The cab design that has become known as the "comfort cab," "safety cab," "wide cab" (but never so in *Extra 2200 South*), or, more recently, "North American cab" was developed by Canadian National in the early 1970s. The first unit with the new cab was GP38-2 5560 (now 4760), followed closely by GP38-2s 5561-5610 (now 4761-4810) and M420s 2500-2559 (now 3500-3559). All of these units were delivered in 1973 and 1974.

The benefits of the new cab were many, primarily related to providing more comfortable and safer working conditions for the engine and train crew. Externally, the main features were the full-width nose with the door near the centre and the four windows across the angled front of the cab. There were several differences between the GM and the MLW versions of the cab design: the short hood is shorter and its angles sharper on the MLW version, the front windows of the cab are different on the two versions, and the classification lights are placed differently.

CN has the following units with their cab design:

GP38-2	.....	4760-4810 (were 5560-5610)	.....	1973-74
M420	.....	3500-3579 (were 2500-2579)	.....	1973-76
GP40-2	.....	9400-9667	.....	1974-76
GP40-2	....	9668-9677 (second-hand, from GO Transit)	....	1973-75
SD40-2	.....	5241-5363	....	1975-80
HR412	.....	3580-3589 (were 2580-2589)	.....	1981

and, with the full-width cowl and "Draper Taper:"

HR616	.....	2100-2119	.....	1982
SD50F	.....	5400-5459	.....	1985-87
SD50AF	.....	5500-5503 (were 9900-9903)	.....	1985
SD60F	.....	5504-5563	.....	1989
Dash 8-40CM	.....	2400-2454	.....	1990-92

The following other railways also bought units with CN's cab design:

BC Rail

M420	.....	640-647	.....	1973
M630	.....	723-730	.....	1973 (since retired)
Dash 8-40CM	4600-4626	1990-93

GO Transit

GP40-2	700-710	1973-75 (since retired)
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Providence and Worcester also bought M420Rs with the CN cab.

In the late 1980s, the manufacturers started to offer variations on the CN design. GO Transit's F59PHs, CP Rail's SD40-2Fs, and the first SD60Ms on Union Pacific and Burlington Northern have the

next variant on the cab, the three-window design, and the cab has continued to evolve from there.

Another part of CN locomotive design history is the full-width cowl and the "Draper Taper." As with the new cab design, CN realised that their locomotive orders were large enough that they could specify the design, and not have to settle only for the standard models from GM and MLW. HR616s 2100-2119 are mechanically similar to M630s, but have design elements throughout that were unique to CN. From the outside, the visible features are the CN cab, a full-width body with walkways on the inside, the "Draper Taper" notches in the body to allow visibility towards the rear from inside the cab, and the radiators with cool air intake from the roof and warm air exhaust at the side. CN's later cowl units, from GM and GE, do not have the reversed flow on the radiator. The "Draper Taper" was named for Bill Draper, the leader at CN of the efforts to design locomotives that would best meet the railway's needs.

Question from: **Gordon Webster**

Subject: Centralised traffic control

Where were the first CTC systems in Canada?

Answer from: **Train operation by signal indication without train orders - centralized traffic control**, by Burt Anderson, December 1934

CP and CN both had CTC systems placed into service in 1928 on the prairies. CP's system was located between Medicine Hat and Dunmore on what is now the Maple Creek Subdivision in Alberta, a distance of 6.1 miles, and consisting of 10 signals and two controlled switches. This segment of track is still the only CTC-controlled track on the Maple Creek Subdivision. CN's system was 0.8 miles in length in the Saskatoon Terminals, and consisted of six signals and three controlled switches. The third CTC system in Canada was installed on the CP track between Cadorna and Wolfe's Cove (Anse au Foulon), Québec, which controlled the track through the Wolfe's Cove tunnel. This system, which was placed into service in 1931, was 1.1 miles long and consisted of three controlled switches and 25 signals. None of these systems included power-operated switches or passing sidings. By September 1, 1934, there were 147 CTC installations in the United States and three in Canada.

Messages from: **Scott Haskill** and **Calvin Henry-Cotnam**

Subject: **Notes on TTC streetcar track map**

The latest map of the street railway network in Toronto (published in the January 1994 *Rail and Transit*) is the official TTC representation of existing trackage, but it leaves off some interesting details.

While no longer in use, a stub-end spur still exists on Neville Park Boulevard, south of Queen Street. The spur used to be reached by backing-up westbound from the eastbound track, just before the entry to Neville Loop. The spur was used to store disabled cars, out of the way of the regular service. When the track on Queen Street was reconstructed in 1992, the connection to the spur was not replaced, and Neville Loop is one of the few terminal loops with neither loop-the-loop capability nor a storage track.

Further west on Queen Street, at Coxwell, the track in the Queen-Coxwell Loop is more complex than represented on the diagram. The loop trackage can only be entered from southbound on Coxwell, and as the track leaves the loop to turn west on Queen and then to swing back north on Coxwell, it forms a short section of gauntlet track with the westbound running track on Queen Street. This is because of the geometry of the loop

property - the curve to connect the loop trackage directly with the westbound Queen Street tracks would be too tight.

Over the short section of Queen Street at the loop exit, then, the six rails, in order, from north to south, are: westbound on Queen, north rail; westbound from the loop to Coxwell, north rail; westbound on Queen, south rail; westbound from the loop to Coxwell, south rail; and eastbound on Queen, north and south rails.

Complicating this arrangement is the connection from westbound Queen to northbound Coxwell, which does not join up with the west-to-north gauntlet track, but connects on Coxwell north of Queen. All directions of turns are possible between Coxwell and Queen Streets, but the loop can only be entered from and exited to the north, and is usually only used to short-turn 506-Carlton cars.

Not clearly represented on the diagram is the recent simplification of trackage at St. Clair (Wychwood) Carhouse. The carhouse has not been used as an operating base for streetcars since 1978, and all of the redundant specialwork embedded in Wychwood Avenue at the east side of the site was removed in 1992. One of the yard tracks was connected with the access track on the north side of the building to form a large continuous loop, with north-to-east and west-to-south connections to St. Clair Avenue. The many overhead wires for various carhouse entrance tracks remain in place, even though the ladder tracks below the wires were removed, new curbs installed, and the street repaved.

One of the oddest pieces of specialwork in Toronto has disappeared from the map, but still exists on the street. On Dufferin Street, just north of King Street, is the only crossover outside of a carhouse. Located on trackage that is not used by regular service, the crossover is a trailing-point crossover (i.e., angled southwest to northeast). Any use of it today would result in a streetcar ending up on the wrong track, facing in the wrong direction, in relation to the flow of traffic on the street. The crossover was originally installed on Dufferin to allow a shuttle service with double-ended streetcars to be operated between King Street and the loop at the western entrance to the Canadian National Exhibition. The puzzling thing about the crossover is its continued existence, and its replacement in kind when the track on Dufferin was rebuilt; the TTC has run no double-ended double-track streetcar routes and has owned no double-ended streetcars since the late 1940s.

Message from: **Ray Corley**

Subject: **Unusual street railway operation**

From the Toronto Telegram, September 29, 1896, quoting the New York Telegram:

CAR RUNS ONCE A MONTH

In the town of Warrensburg, Missouri, is a street railway system and nearly three miles of track, over which a street car makes a trip once each month and not oftener. The road was built five years ago by Mr. Fairchild Dowd and Frank Wood, boom-time promoters, and was part of their scheme to make a great summer resort of Electric Springs. They built a big hotel at the springs and a street car line to and through the principal streets of Warrensburg. Then the collapse came.

The franchise granted to the street railway by the town council required that cars run over the line each month. So, to hold the franchise, an old and rickety bobtailed car is run out of the barn once a month and mules are attached to it to draw it over the line, and then it is put up in the barn to rest another month.

The roadbed of the line has been so disturbed by frosts and rains that the rails are twisted and bent, and the car jumps the track in going a short distance a great many times. Sometimes it takes two

days to make the round trip. When the car makes its regular monthly rounds the people turn out to see it, and to banter each other about it. It is considered a rich joke to induce a travelling salesman or any other stranger to board the car.

Message from: **Dave Stalford**

Subject: **British locomotive stamps**

The Toronto *Star* reports that Great Britain has issued a set of five stamps, showing photographs of great steam locomotives. The stamps commemorate the 150th anniversary of "railway mania," the period from 1844 to 1849 when Parliament passed 564 acts permitting construction of almost 10 000 miles of railway. The stamps show: a locomotive in 1966, a locomotive at Kings Cross station in 1961, an early-morning train arriving at a station, a locomotive hauling a passenger train over a canal bridge, and two engines double-headed pulling a long train in the Highlands. The photos on the stamps are by Colin Gifford.

Books

THE ART OF RAILROAD PHOTOGRAPHY

BY GARY BENSON

Published by Kalmbach Publishing, 1993.

When you pick up a copy of *The Art of Railroad Photography* by Gary Benson, it becomes readily apparent that the photography within is very different from that of the majority of railfans. Today, there is no shortage of rail images, past and present, with the huge number of all-colour books and videos that have been produced in recent years. What makes this book different is the artistic approach taken to producing rail images.

The vast majority of railfan photographers, myself included, started out in this hobby with a love of trains. We then naturally progressed into the realm of photographing what we loved, all the while learning how to handle cameras and lenses as amateurs. This approach has produced photographers who have developed a style of photo-journalistic documentation with an aim to historic preservation in their images.

Gary Benson is a successful professional photographer who, among other subject matters, photographs trains. His highly-artistic images attract attention simply because his subject matter is photographed from a different perspective than the routine thousands of train photos that have been published. Benson emphasises the use of long telephotos and very wide-angle lenses, which generally compress or distort the detail of equipment. This book succeeds in demonstrating how to show trains in their natural element by using the scenery, environment, foreground, or background as a very strong contributing factor to the image.

If your aim is to produce photographs that are artistic in nature, with a total composition that is pleasing to the eye (even to the eye of a non-railfan such as my wife), then this book shows you how to achieve this style of photography. (Although my wife agreed with me that the examples on pages 82 and 83 of showing motion by panning, zooming, and using long exposures are suitable only as examples of what to toss in the garbage.) If you wish to produce traditional "roster shots" for the purpose of preserving information such as locomotive detail, then this book does not provide you with the technical information to achieve that result.

Photography in general is a very subjective medium. In most cases you either like what you see in an image or you don't. Benson's book encourages us to explore seeing trains differently

than most of us generally do. This exercise itself is highly valid as it may open our eyes and get us out of the rut of "blah" routine shooting.

In the book, Benson also challenges the Kodachrome standard of railfans by promoting Fuji film in every single shot. (This book probably should have had a green dust jacket.) As an artist, it makes sense that Benson prefers Fuji with its ability to produce very bold, bright, surreal colour. Most people prefer Kodachrome as a more honest, accurate film, even though it cannot produce the extreme saturation in colour of Fuji. To demonstrate what I mean, just shoot a roll of Fuji on your family and see what happens to the colour of flesh. Again, the bottom line of this is: pick what you personally like. I use both Kodachrome and Fuji but often for different subjects and outcomes.

The Art of Railroad Photography by Gary Benson is the opinion of one man. I think this book will stir up controversy among photographers, and if so, that is a good thing. It will cause you, the photographer, to think more critically about how you use your camera and may ultimately give you greater satisfaction from this hobby.

—Helmuth Ostermann

ROUTE OF THE CARIBOO: P.G.E./BC Rail

BY ADOLF HUNGRY WOLF

Published by Canadian Caboose Press, P.O. Box 844, Skookumchuck, British Columbia V0B 2E0. Hardbound, coated paper, 11" x 8½" horizontal format, 256 pages, 109 colour photos, 319 black and white photos, colour dust jacket, three maps.

While not the only BCR book now in print, this particular publication should be enjoyed both by rail historians and "pop" historians. Its particular appeal, aside from its great supply of well-reproduced photos, is a collection of employees' recollections. These are tied together by sufficient text to outline the history of the railway.

The new book does not cover current business aspects, the problems of the Dease Lake line, or private commercial rail-truck operation; readers seeking more on fiscal matters should see *The British Columbia Railway: A Railway Derailed*, by Karl M. Ruppenthal and Thomas Keast, University of British Columbia, 1979. A journalist's history was done over 30 years ago: *P.G.E., Railway to the North*, by Bruce Ramsay, Mitchell Press, Vancouver, 1962. The new book does make reference to Axel Wenner-Gren's 1957-60 proposed 700-mile offshoot Pacific Northern Railway, but does not mention that monorail technology was advocated.

Adolf Hungry Wolf's book gives good photo coverage of both the steam and diesel eras of the railway, as well as the modern Tumbler Ridge electrification, self-propelled cars old and modern, historic passenger rolling stock, the spectacular mountain scenery, the many major civil engineering works, plus buildings past and present.

This is a first-class picture book with much good reading.

—J. D. Knowles

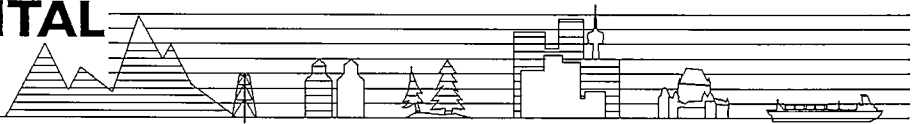
New edition of H&LofB book

Niall MacKay's softbound 1982 book *By Steam Boat and Steam Train: The Story of the Huntsville and Lake of Bays Railway and Navigation Companies*, has appeared in a new blue-cover edition from Stoddart and Boston Mills Press, and now includes a two-page description of the preservation project, with four new pictures. The space for this addition was obtained by rearranging the rear pages of the book to eliminate much of the white space of the original edition. The only deletions appear to be the draughtings of the water tank and flat car.

—J. D. Knowles

TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS
FROM COAST TO COAST



THE RAPIDO



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CN-CP CO-PRODUCTION

MERGER UPDATE

CP and CN are now saying that an agreement between the two for a merger of their lines between Halifax and Winnipeg, and Toronto and Chicago, will not be completed before the spring. CN President Paul Tellier and I. B. Scott, chairman of Canadian Pacific Ltd., met with Transport Minister Doug Young at the beginning of the month, to keep Young informed of their progress.

There are many things upon which the railways must still decide, including the structure of the new company, who would own the assets, what lines and yards would be used, what should be sold as short lines and what should be abandoned. Accommodation must also be made for VIA operations. Once all of this is decided, which should take several months, the agreement in principle will be submitted to the government. Tellier said that a merger is not a foregone conclusion, and that there are many contentions between the two railways.

The transport committee of the House of Commons may launch its own investigation of the merger issue. Stan Keyes, the committee chairman, has asked for experts to brief the committee members on some of the issues involved in a merger.

Another issue being debated by the government is whether the cabinet should let a merger proposal proceed through the normal long government approval process, or have the cabinet direct the National Transportation Agency and the Bureau of Competition Policy to approve the deal. If the proposal goes through regular government channels, nothing will be approved before the next election.

—*Journal of Commerce* via Art Clowes, *Toronto Star*
via Rex Rundle, *Hamilton Spectator* via Doug Page

OTTAWA VALLEY UPDATE

The Ottawa Valley co-production agreement, which was approved last year by the NTA, still has a few things to be worked out between the two railways before operations

begin. The railways are going to undertake a multi-million-dollar construction program, which includes the installation of connecting tracks at de Beaujeu, Québec, and at two locations near North Bay, Ontario. Other track and radio-system upgrades will take the expected expenditures for the first year of the co-production over \$15-million. Although not all plans are finalised, construction of the connecting tracks is expected to begin around April 1, and joint operation to begin July 1.

Staffing for maintenance-of-way and signals still has to be determined by the railways and their unions, and negotiations with the running trade employees also have to be completed. Before CP employees operate over the joint line, crews will go through training sessions on a simulator programmed with the new route.

Dispatching procedures and making computer train-management operations compatible with both CP's and CN's computers are other tasks that must be dealt with. Headquarters for the CN-CP Ottawa Valley partnership will be located in the yard office at Walkley Yard. —*CP Rail System News*

CP RAIL SYSTEM

LAMBTON REOPENING

Lambton Yard, in the west end of Toronto, will be reopening as a yard again by May of this year. The yard has been used for Triple Crown RoadRailer service since May 1991, and has occasionally been used for weighing cars, since the yard was officially closed in 1991. With the reopening of the yard, adjustments will be made in train operations in the Toronto Terminals, with some assignments eventually being relocated to Lambton from Toronto Yard. Some office furniture has already been moved from Toronto Yard to Lambton Yard in preparation for the opening.

FORD AUTO TRAFFIC

Auto shipments from the Ford Canada plant in Oakville are going to greatly increase in the next few months with the production of Ford Windstar vans. Oakville is the only plant producing the new vans, which will add 75 to 85 additional cars a day for CP. A lot of the new traffic will be handled through the enlarged Detroit-Windsor tunnel, which is expected to open in April. Four new tracks were constructed beside the CN Oakville Subdivision to increase car storage capacity near the plant.

EXPERIMENTAL COAL TRAIN

CP and Chicago and North Western operated a joint experimental coal train, numbered 884 for the loaded train and 885 for the

return empties, on December 18. The train originated in the Powder River coal fields in northeastern Wyoming and was turned over to CP at Mason City, Iowa.

From Mason City, the train went east on the Soo's ex-Milwaukee Road line from Mason City to Marquette, then up the Soo's ex-Milw River Line to La Crosse, Wisconsin, and then east to New Lisbon. This routing saves approximately 360 miles and requires two fewer crews for the trip. The regular trains operate over C&NW to New Brighton, where they are interchanged to Wisconsin Central. —*Fred Hyde*

DERAILMENTS

On Christmas eve around 18:00, a car derailed on an eastbound CP run-through train on CSX at Grand Junction, Michigan. The car rode the ties for some distance before the train came to a stop. As a result of the derailment, the CTC was knocked out from Grand Junction westward to Porter, Indiana. Hulcher was called in to help the Benton Harbor local crew re-rail the car several hours later. During the closure of the line, Amtrak traffic was detoured.

The Owen Sound train from Toronto, the "Moonlight," derailed on Friday, February 11, in deep snow near Owen Sound. The train was powered by C424 4250 and GP38-2s 3030 and 3049, and was to return to Toronto with 30 cars. The line had been ploughed on February 7, but heavier snowfalls this winter plugged the line again. The high-rail crane from Toronto was used to re-rail the derailed equipment. The train, which normally arrives back in Toronto on Friday night or early Saturday, did not arrive in Toronto until 02:15 Sunday morning.

COLLISION

A CP Oshawa switching assignment was rammed by a CN switching assignment during the week of February 7 near the General Motors plant in Oshawa. CP SW1200RS 1214 was passing through a switch when it was rammed by a string of autoracks being pushed by CN GP9 7272 and slug 272 at 11 m.p.h. on the diverging track. The CN crew has been held out of service and the engineer on the CP assignment has been off work with injuries. The CP unit is at Toronto Yard out of service.

NEW TIMETABLE

CP has issued new timetables for the Toronto and Bridge Line (Ontario) divisions and the Algoma Division. The Toronto and Algoma divisions were previously in the same timetable, but have now been separated, as they both were prior to 1990. The new timetables,

Number 38 for the Toronto and Bridge Line (Ontario) divisions and Number 48 for the Algoma Division, were effective at 00:01 on Sunday, February 20. The individual subdivision tables contain more information, including station numbers and road unit haulage capacities in each direction for four- and six-axle units.

The covers of the new timetables have a sketch of a "Red Barn" SD40-2F pulling a train, and are printed on glossier paper. The division map on the back cover has been replaced with a schematic system map, and division maps have been relocated to the inside on the subdivision index pages.

Timetable 38 is labelled on the cover as for the Toronto and Bridge Line (Ontario) Division, indicating one division, but on the inside the divisions are separated into the Toronto Division and the Bridge Line Division (Ontario).

The Bridge Line Division (Ontario), which was created on August 1, consists of the Dunnville, Fort Erie, and Hamilton subdivisions, and the Goderich Subdivision between Hamilton Junction and Guelph Junction. The only changes to subdivisions, other than removal of abandoned track (Port McNicoll Subdivision and a portion of the Waterloo Subdivision), are the removal of the following station names: Norwood, Pontypool, and Claremont, at Miles 99.8, 139.1, and 166.2 of the Havelock Subdivision; South Lake, at Mile 8.0 of the Nephton Subdivision; and End of Track, Mile 17.6 on the Port Burwell Subdivision. Station name Loop Line Transfer has been relocated from Mile 17.5 to Mile 17.6 on the Port Burwell Subdivision, where End of Track previously was.

Both Timetables 38 and 48 no longer contain system or region special instructions, as these are all contained in operating bulletins, which are now printed separately from the timetables.

TUNNEL OPENING

The enlarged north tube of the Detroit-Windsor Tunnel will be reopening around the middle of April, a little later than scheduled. The project, which has taken just over a year to complete, will allow cars as large as tri-level autoracks to move by rail between southwestern Ontario and Michigan. Until now, all such movements were transported by barge. There will be changes in CP's train operations once the tunnel reopens, including the planned replacement of all 900-series trains to Windsor with 500-series trains to Detroit.

"STATE OF EMERGENCY"

CP declared a "state of emergency" in Toronto beginning January 27 due to a lack of crews and motive power. Assistant superintendents were placed on duty in the train

crew calling bureau 24 hours a day to decide which trains would operate and which were to be held until crews became available. Mechanical staff were also placed in the RTC office around the clock, putting mechanical staff in direct contact with train crews, in an attempt to solve motive power problems with trains out on the line. The Toronto Yard diesel shop came under criticism by CP Rail President Rob Ritchie for its poor quality of work. CP also experienced some trouble with low-sodium fuel purchased in the U.S. for its motive power.

CAR UPDATE

The Interstate Commerce Commission will hold meetings on March 15 and 16 to discuss the environmental impact of CP's proposed abandonment of the Canadian Atlantic Railway in the State of Maine. The meeting will solicit public opinion about the effect of the abandonment on the state. Based on the public's input, the commission will decide whether to order a formal environmental impact statement.

Guilford failed to gain approval from the New Brunswick legislature for its application to incorporate the New Brunswick Terminal Railway. The provincial charter would be required by Guilford if they were to succeed in their attempt to acquire the eastern portion of the CAR.

—BI Wire via Art Clowes

REMOTE-CONTROLLED HUMP

All of the signal and communication hardware has been installed for the remote operation of the Toronto Yard hump. All that remains is the start-up of a new computer in the hump tower, completion of equipment installation in the hump motive power, and training the crews. The first remote consist is scheduled to begin operation next month.

TURNAROUND FOR CP RAIL

CP Rail System made a big turnaround in 1993, making an operating income of \$244.8-million, compared to a loss of \$343.3-million in 1992. CP Ships also increased its income to \$55-million this year, compared to only \$18.3-million last year.

Canadian Pacific Ltd. announced this month that it is offering 22-million common shares, which will raise a total of \$500.5-million, resulting in a net sale of \$484-million for CP after underwriters' fees. CP said it will use the money "to repay certain outstanding indebtedness and to finance additions to plant, property, and equipment in its core businesses and for general corporate purposes." Some of the money will be used to write off railway operations in the east as part of a merger or consolidation with CN, and some may be used for the purchase of new motive power. CP Rail has said that its capital program for 1994 will be considerably higher than in 1993.

—Toronto Star and Progressive Railroading

CP-BN SETTLEMENT

CP and Burlington Northern have reached an out-of-court settlement over CN North America's haulage agreement with BN between Duluth and Chicago. At issue was the track-age between St. Paul and St. Croix (Hastings), Minnesota, which was subject to a 1902 agreement between the Chicago, Burlington and Quincy (a BN predecessor) and the Milwaukee Road (a CP predecessor). CP claimed BN could not have entered into the CN agreement without CP's concurrence. As a result of the settlement, CP will now get a portion of the revenue BN derives from CN's operation over the line, and the ability to enter into haulage agreements on its own.

—AI Tuner

SHORTS

Canadian Pacific Forest Products, sold by Canadian Pacific Ltd. last September, is proposing to change its name to Avenor, a name derived from a Latin phrase meaning to advance and the French word for north. • Paul Gillmore has been named president of CP Rail subsidiary Delaware and Hudson. Gillmore was the Vice-President of Marketing for CP Rail-IFS.

CN NORTH AMERICA

WORKER FATALITY

A 47-year-old Toronto man who worked at the CN Brampton Intermodal Terminal as a maintenance mechanic was killed January 26. He was standing between the wheel and fender of a 50-ton crane while lubricating the wheel bearings. Another employee, not realising the man was working on the machine, turned the steering wheel, crushing the victim. He died thirteen hours after the incident in hospital. The provincial ministry of labour is investigating the accident.

—Toronto Star

DERAILMENTS

After the derailment on January 16 near Gogama (see the January *Rapido*), which kept the CN transcontinental line closed until January 23, another derailment, this one near Longlac, occurred three days later and closed the line again. The 26-car derailment blocked the line for another 48 hours, resulting in the detour of trains on CN lines through Thunder Bay. This derailment was caused by a broken rail.

CN suffered a third derailment in as many weeks in when 23 of 82 cars on Train 302 derailed on January 30 at 04:45. The east-bound train was 57 miles west of Capreol, at Mile 57.0 on the Ruel Subdivision, when the derailment occurred. Included in the derailed cars were: two tank cars of vinyl acetate, one tank car of methanol, one tank car of propane, nine cars of coke, three cars of wheat, two cars of malt, one of lumber, one of pulp, and three empty cars. One of the cars of vinyl

acetate ruptured, spilling 22 000 gallons of the product on the ground. The other car of acetate was leaking at the rate of half a gallon per minute, but all of the spilled commodity was contained by the use of dikes. There was a small leak of methanol as well, and the propane car held all of its cargo. No evacuations were necessary because there was no one in the remote area.

Crews from Hornepayne, Sudbury, and Toronto worked in the clean-up, which was made difficult by the location of the incident. The transfer of cargo from the tank cars did not begin until late the next day, and the line was not reopened until February 4. During the closure, freight trains and the *Canadian* were detoured over CP and ACR track between Sudbury and Oba, and freights were also detoured over the ONR and ACR between North Bay and Oba, and over CP, WC and BN through the U.S. via Superior and Chicago. There were no injuries in the accident, and the cause has not yet been determined.

Only a few days later, at 08:30 on February 12, 34 of 73 cars on Train 304 derailed at Mile 233 of the Caramat Subdivision, 10 miles east of Armstrong. The derailed cars were carrying wheat, malt, feed, and fuel oil, and some were empty. There was a minor leak in the car carrying the fuel oil. Traffic was detoured over CN lines through Thunder Bay, and the line was reopened by 16:00 the same day. The cause of the derailment was a burnt rolling bearing on a car. The last hot box detector that the train passed was located 16.8 miles west of Armstrong, and the train should also have been inspected during its crew change in Armstrong.

A broken rail was the cause again in another derailment, this one in southern Ontario. CN Train 338 derailed 21 cars on Thursday, February 17, at 03:10 at Mile 36, near Newbury, on the Chatham Subdivision. The derailed cars consisted of 15 tank cars containing a residue of propane, one loaded car of soya, and five empty cars. A small amount of propane vapour was detected at the derailment, which was found to be originating from the domes on three of the tank cars. The openings were tightened, which stopped the leak. Track damage consisted of 200 feet on one track and 600 feet on the other track. One track was reopened at 04:00 on Friday, February 18, and the other track at 20:00 the same day. During the closure, VIA passengers were taken by bus to and from Windsor. CN and Norfolk Southern rerouted their trains over other CN lines.

CROSSING ACCIDENT

An Uxbridge man's pickup truck slid into the side of a CN freight train in Georgina, Ontario, on February 12. The driver was following closely behind another truck and braked suddenly when he noticed the train.

The truck slid 138 feet before hitting the side of the train with the passenger side of the pickup, dragging the truck a short distance, before it was dislodged when it struck a signal bungalow. One of the train's cars derailed as a result of the accident, but was rerailed soon after by CN crews. The driver of the truck suffered only a bruise, and was charged with failing to stop at a railway crossing.

—*Toronto Star*

CV UPDATE

CN has narrowed-down the list of potential purchasers of the Central Vermont Railway. The three finalists were among six companies which submitted bids earlier this month, and are: RailTex Incorporated of San Antonio, Texas; CSF Acquisition Group of Morrisville, Vermont; and Oakes Development of St. Louis Park, Minnesota. RailTex owns over 22 railways, two of which are in Canada.

CSF operates the Florida West Coast Railroad, the Lamoille Valley Railroad, the New Hampshire and Vermont Railroad, the Twin State Railroad, and the Washington County Railroad. CSF is the only remaining bidder physically connected with the CV, and is comprised of Clyde S. Forbes, chief operating officer, after which the company is named, Robert Bandeen, former president of CN, David Johnson of Montréal, a former Cabinet minister, and Harry Steele, chairman of Newfoundland Capital Corp.

Members of Oakes Development include Kent Shoemaker, a former president of Delaware and Hudson Railway. Oakes controls two short-line railroads in North Dakota, the Red River Valley and Western Railroad and the Minnesota, Twin Cities and Western Railroad.

A CV management group promoting an employee stock ownership plan is also still in consideration for the line, but has been subjected to much criticism. The plan has been touted as a mask to remove unionised workers from the railway while keeping it under CN control. The other three private suitors must bid at least ten percent more than the management plan to acquire the CV.

The finalists will be given an opportunity to conduct due diligence on CV's property, which includes a detailed review of traffic patterns, track condition, operating practices, and staffing. Final bids must be submitted by April 8, and the successful purchaser will be announced toward the end of April.

Companies who were unsuccessful in making the final cut included the Providence and Worcester Railroad Company of Worcester, Massachusetts, and Massachusetts Central Railroad Corporation of Palmer, Massachusetts. The CV had an annual revenue of \$20-million (U.S.) in 1992 and employs 161 people.

—*Financial Post via Art Clowes,
Journal of Commerce via Jonathan Flanders*

ST. CLAIR TUNNEL UPDATE

"Relocation" of the St. Clair Tunnel between Sarnia and Port Huron is on schedule for completion for opening early next year.

By mid-January, the tunnel boring machine "Excalibore" had progressed 330 metres, during which time it passed within three metres of a Sarnia main sewer line, and passed underneath the Esso research laboratory building. Special equipment was installed in the building to detect any settlement, which did occur, while the boring machine travelled underneath. A grouting mixture was injected into the ground around the building to restore it to its original position.

"Excalibore" quit boring on February 3 to allow for the installation of an air-tight bulkhead to pressurise the tunnel in the event of an emergency during the trip under the river. During this scheduled stoppage, unscheduled maintenance to the boring machine will be carried out, including the overhaul of gaskets on the forward haul. A shaft is being constructed 30 feet down to the machine to remove the gaskets, which will be sent back to the Lovat plant for the work. As a result of this work, the stoppage will be longer than scheduled, with boring not expected to begin again until sometime in April. Boring of the tunnel is now 25 percent complete, and this stoppage is not expected to delay the project because the lost time will be made up.

—*CN Keeping Track*

TRAFFIC SHIFTING SOUTH

In a speech to the Chicago Council of Foreign Relations, CN North America chairman Brian Smith hinted at a large increase in CN traffic through Chicago. CN has recently completed feasibility studies indicating that a new intermodal facility should be built in Chicago, to accommodate the additional double-stack intermodal traffic from southwestern Ontario that will arrive when the relocated St. Clair Tunnel opens at the end of this year or early next year. CN will also be increasing its traffic from the west to Chicago, using its trackage agreement with BN. Other CN feasibility studies are in favour of new lumber and pulp and paper terminals being constructed in Chicago, to handle the additional western traffic.

—*Progressive Railroading*

ICC TUNNEL RULING APPEALED

The Detroit/Wayne County Port Authority has taken the U.S. Interstate Commerce Commission to court over its decision to allow CN to "relocate" the St. Clair Tunnel without obtaining formal agency approval to do so. Last year, the ICC decided that it did not have jurisdiction over CN's proposed construction of the new tunnel, avoiding a requirement by CN to subject the project to an environmental impact study. The port authority, along with other parties, contends that an ICC review

with an environmental impact study was needed before the tunnel could be built. The lawyer representing the port authority pointed out that the U.S. Supreme Court has repeatedly held that the ICC has jurisdiction over line additions or constructions regardless of whether a new territory or an existing service area is to be served. CN will intervene in the case on the side of the ICC. The tunnel is slated for completion by early 1995 at the latest.

—Knight-Ridder Tribune via Art Clowes

ABANDONMENT APPLICATIONS

On February 17, CN filed applications to abandon a number of spur tracks in Ontario with the NTA. The abandonments are for:

- Fonthill Spur, located at Mile 5.2, Thorold Subdivision. The spur begins at Thorold, Mile 4.6, and runs 7.3 miles to Fonthill, at Mile 11.9, but the application is only for abandonment of a 5.6-mile portion between Miles 6.3 and 11.9. The remaining portion of the spur will be retained to serve customers in Thorold. The spur was constructed by the Niagara, St. Catharines and Toronto Railway Company, and opened for traffic in July 1906. The NS&T was amalgamated with CN in December 1960. Local freight service on the spur was provided by a road switcher from Niagara Falls until this portion of the spur was removed from service in April 1992, due to poor track and culvert conditions. Traffic handled on the portion up for abandonment in 1990, 1991, and 1992 was 38, 51, and zero carloads, respectively.

- Petrolia Spur, Mile 46.3, Strathroy Subdivision. The spur extends from Petrolia at Mile 0.0 to Mile 4.7, the connection with the Strathroy Subdivision at Petrolia Junction. The abandonment application is for the entire spur, which was constructed by the London and Port Sarnia Railway Company, and opened for business in December 1858. In April 1871, the London and Port Sarnia Railway amalgamated with the Great Western Railway Company which, in May 1882, was amalgamated with the Grand Trunk Railway Company. Local freight service on the spur is provided on an "as required" basis by a road switcher operating from London. Traffic on the spur has declined from 26 carloads in 1990 to 13 carloads in 1991, and to eight carloads in 1992.

- Rymal Spur, Mile 18.7, Hagersville Subdivision. The spur extends from Rymal at Mile 6.5 to Caledonia at Mile 17.4, the connection with the Hagersville Subdivision. The portion of the spur proposed for abandonment extends from Rymal at Mile 6.5 to Caledonia at Mile 15.9, a total distance of 9.4 miles. The balance of the spur, between Mile 15.9 and Mile 17.4, will be retained in operation to serve existing customers at Caledonia. The spur was constructed by the Hamilton and Lake Erie Railway Company, and opened for business in January 1875. Local freight

switching service on the spur is provided on an as required basis by a road switcher operating from Brantford. Traffic on the portion of the spur proposed for abandonment in 1990, 1991, and 1992 was 31, 63, and 21 carloads, respectively.

—Art Clowes

PREPARING FOR ABANDONMENT

CN is in the process of preparing its abandonment application for the Newmarket Subdivision between Bradford and Washago, Ontario. CN has said the line is uneconomical and is a candidate for abandonment (application) this year. During the month of January, CN officials were in Barrie talking with customers along the line. One customer who manufactures soap, Stepan Canada, in Longford Mills, said that if the CN line were abandoned, it would force the closure of its plant. 65 percent of the plant's raw materials are delivered by rail. CN has previously applied to abandon the Meaford and Midland subdivisions, which both run off of the Newmarket Subdivision, but was denied approval. Both of those lines were also candidates for sale to short-line operators.

—Barrie Examiner via Bruce D. Cole

NEW ALLIANCES

Alliances with two shippers have recently been formed by CN. KLLM, the largest shipper of temperature-controlled cargo in the U.S., has signed an agreement to ship fresh produce by rail to Canada from California, the Gulf Coast, and Mexico. Processed food from Canada will be handled on the return trip. The second agreement was signed effective January 1 with Kleysen Transport, one of Canada's leading trucking companies. The agreement covers traffic to all points in between and including Vancouver and Montréal, as well as access to hubs in Chicago and Detroit.

—Progressive Railroading

SHORTS

The maximum humping speed at MacMillan Yard has been decreased from 2.2 miles per hour to 1.75 miles per hour. • Toronto-Winnipeg Trains 211 and 212 have been renumbered as Trains 111 and 112, and Toronto-Vancouver Train 213 has been renumbered 113. • The CN Barrie (Allandale) station received a new roof and was painted last November, even though the building is not used.

—Bruce D. Cole

STCUM

DEUX-MONTAGNES UPDATE

Work is continuing on the rebuilding of the Deux-Montagnes commuter line in Montréal. Canac has issued a call for tenders for the design and installation of a temporary ventilation system in the Mount Royal tunnel, and a \$9.3-million (U.S.) contract has been awarded to Union Switch and Signal to engineer and provide the material for a new

signal system. The new CTC system will replace the existing automatic block system, interlockings, and non-signalled track, and will control 16 interlockings. The work is to be completed this year, and will see the installation of 27 switch machines, 156 high searchlight signals, 17 searchlight dwarf signals, and the upgrade of 16 highway grade-crossing protection systems.

In the meantime, work has been going on in the tunnel, at Grotto, on the weekends of February 12 and 13, and 19 and 20. New cable for signalling and communication service was being installed, resulting in service in both directions being routed over one track between Central Station and Val-Royal. Track equipment for this work has been a CN trackmobile, flatcars, and a van.

Current operations seem to have: Train 902 (07:15 arrival at Central) consisting of three MU cars, Train 926 (07:25 arrival at Central) pulled by a GP9 alone, Train 930 (07:50 arrival at Central) and Train 951 (18:20 departure from Central) each pulled by two electric units, and Train 947 (17:20 departure from Central) pulled by two electrics and a GP9, with the electrics making the whole trip to Deux-Montagnes. When the current schedule was announced, it was to continue until February 27, but there has been no announcement yet of schedule changes.

Last year, 15 miles of jointed rail were replaced with 115-pound continuous welded rail, 33 000 new crossties were installed, 12 miles of track was undercut and rebalasted, four 800-foot station platforms were constructed, 4300 square feet of the tunnel was renovated, six chambers were excavated for installation of electrical and signal equipment in the tunnel, 2.5 miles of underground drain pipe was installed, 20 culverts replaced or repaired, seven grade-crossings rehabilitated, and the subgrade was prepared for the construction of a new 12-track yard at the north end of the line. During the shutdown this summer, trackwork will be nearly completed, tunnel renovation will be completed, new electrical power distribution and tunnel lighting will be installed, and piles will be driven for the new catenary support structures. The track bed will eventually be raised and widened. The first of the new Bombardier equipment will also be delivered this fall.

—Tom Box, Marc Dufour, and Progressive Railroading

VIA RAIL CANADA

SNOW MACHINE COLLISION

Two men, aged 22 and 23, were killed when their snow machine was struck by a west-bound VIA passenger train near Deerbrook, Ontario, on the Chatham Subdivision, January 9. The machine exploded on impact, instantly killing the two riders. The two were driving their snow machine one and a half

feet from the track, in the same direction that the train was travelling. The engineer blew the horn and tried to stop the train, but could not. —CKCO News

CROSSING ACCIDENT

Northbound VIA Train 1, the *Canadian*, was struck by an automobile at a level crossing in King City on January 22. The train consisted of F40PH-2s 6447 and 6453, baggage car 8605, coaches 8106 and 8100, Skyline 8507, dining car 8406—*Champlain*, sleeping cars 8323—*Drummond Manor*, 8341—*Thompson Manor*, and dome-observation-sleeper 8710—*Prince Albert Park*. The vehicle struck 8106, derailling the car and destroying the vehicle. No one on the train was injured, and the driver of the car did survive. —Dana Ashdown

1993 PERFORMANCE

VIA Rail increased its passenger revenue last year by seven percent, while its ridership remained constant. In a preliminary report, VIA stated that ridership increased on the *Canadian* between Toronto and Vancouver, and also increased between Québec and Montréal, but dropped on trips between Halifax and central Canada. Improvements, such as a new station at Sainte-Foy, Québec, and reduced trip times are credited for the 20 increase in ridership and 35 percent increase in revenues between Québec and Montréal. Revenues increased by nine percent on the *Canadian*, which was attributed to improvements to equipment and service. On-time performance for the year was 90 percent. Final figures will be released in the spring.

—Toronto Star via Rex Rundle

NEW TIMETABLE

VIA has issued a revised edition of its current timetable, to correct mistakes the original version contained and to provide updates where changes have been made. The revised timetable, dated January 1, still contains some mistakes, however: inconsistencies in the levels of checked baggage service at certain stations, as listed in the timetables and in the index (e.g., at Orillia and Port Coquitlam); on the Montréal-Toronto table, the arrow indicating the connection from Train 45 to Train 65 at Kingston has been removed, but an arrow for the connection from Train 44 to Train 64 has not been added.

—Tom Box

ONTARIO NORTHLAND

DERAILMENT

After CN's series of derailments in Northern Ontario, the ONR put 21 cars on the ground on Tuesday, February 15, at 19:37, at Mile 97 on the Ramore Subdivision, near Monteith. The derailed cars on the 28-car train from Cochrane all contained paper products and woodchips, except for two empty tank cars. There were no injuries in

the derailment, which had the line closed until Friday, February 18, at 16:00. During the closure, bus service operated on the schedule of the *Northlander* between Cochrane and Englehart. The derailment also blocked a road crossing for two days.

CROSSING ACCIDENT

The northbound *Northlander* passenger train struck a Richmond Hill parks department truck, which was stuck between two railway tracks in Richmond Hill, just after 13:00 on February 16. The driver of the truck was trying to reach a park adjacent to the CN line by Weldrick Road when the truck got stuck. The workers in the truck heard the train approaching, left the vehicle, and waved the train down. The train slowed considerably before hitting the vehicle, knocking it into a railway signal bungalow. The train, which was carrying 15 passengers, was able to continue after the accident.

GO TRANSIT

PEDESTRIAN STRUCK

A 16 year-old Scarborough youth was struck by a GO train at the Morningside Avenue level crossing in Scarborough on December 3, around 18:45. The youth waited while a westbound train passed the crossing and then proceeded to cross before the road gates raised, when he was struck by the eastbound GO train travelling at 60 m.p.h. His parents are now asking that pedestrian gates be installed at the crossing. The youth suffered broken fingers, a broken arm, and a shattered pelvis. The GO train involved backed up to Guildwood, where passengers were unloaded for the next GO train, an hour later.

—Toronto Star via Rex Rundle

BRAKE INSPECTIONS CAUSE DELAYS

Several morning rush-hour trains were cancelled on Monday, February 14, after emergency safety inspections on GO's fleet of 331 bi-level coaches were not finished. On the previous Friday, it was decided to perform inspections on the braking equipment on all of the coaches, after two coaches lost a brake disc while in service. Inspections were performed all weekend, but could not be finished in time for the morning rush hour on Monday. Trains that were cancelled included: the 06:10 and 07:10 trains from Oakville to Union Station, the 07:17 train from Oshawa to Union Station, and the 06:50 train from Richmond Hill. Express trains from Oakville made additional stops on their way to Union Station to replace the cancelled trains from the west. A bus transported passengers from Oshawa to Whitby, replacing the cancelled train from the east, and the express train from Whitby also made additional stops. The 08:08 train from Pickering operated with a longer consist, 10 minutes behind its schedule. All but two trains

were returned to service for the evening rush hour.

It is suspected that the cold weather caused bolts holding the brake discs to shrink, permitting them to become loose and fall off. —Toronto Star

EQUIPMENT LEASED

GO is leasing 25 bi-level coaches and five auxiliary power control units to Metrolink in Los Angeles. Metrolink's ridership has skyrocketed, increasing on the Santa Clarita line from 800 daily passengers to 22 000 daily passengers, due to the closure of the Simi Valley Freeway after the January 17 earthquake. The equipment is on a basic lease of 180 days, and can be renewed in 60-day increments. Metrolink's fleet of bi-level coaches are similar to GO's coaches, except that they operate on 480 kV power and GO's coaches operate on 575 kV. This will prevent GO and Metrolink cars from being combined in operation, and made necessary the lease of the APCUs from GO as well.

The equipment to be sent down has been undergoing a joint inspection in Toronto by GO and Metrolink staff, and the first twelve coaches and five generators are expected to start the trip down in the first week of March. They will be shipped by CN to Chicago, and then by UP to Los Angeles. UP is paying for the movement of the cars for Metrolink.

On March 3, APCUs 905, 906, 907, 910, and 911, and coaches 2010-2034 left Mimico on CN Advance 333-03 for Frontier Yard in Buffalo. (A333-03 passed through Fort Erie at 3:33 p.m. that day, 94-03-03.)

Five-year extension plans for Metrolink were completed in roughly one week by the U.S. Army Corps of Engineers to handle the increase in ridership and extend service to earthquake-damaged areas. Seven new stations have been built since the quake.

UNION STATION ELEVATORS

GO is in the process of installing four elevators at Toronto Union Station for GO service, as part of its program to make its stations more accessible to people who are physically disabled. Three elevators will be located in the GO concourse, serving Platform 1, Platform 2-3, and Platform 3-4, and one elevator will be in the VIA departure area for Platform 12-13, where Milton trains operate. The installation of the elevators is expected to be completed this summer.

GODERICH-EXETER RAILWAY

OPERATING TROUBLES

The Goderich-Exeter Railway has had a difficult time operating this winter, with mechanical trouble with its motive power and excessive snow. There was one story of a unit derailling on a plough train, and then another unit derailling while trying to reraill

the first. At the same time, the third unit was having problems with snow causing ground-relay trouble. On January 20, the train returning to Goderich from Stratford became stuck for a few hours in snow just west of Mitchell. The units were cut off from the train and went to Goderich to get help.

To aid in the motive power department, additional units have been dispatched to the GEXR. Helm GP38 2034 (in PC black) and GATX GP40 3080 (painted in BN colours) and Cape Breton and Central Nova Scotia C630M 2035—*Sir Walter Scott* were being used earlier this month. The Helm and GATX units were used previously on other RailTex-owned railways in the U.S. CB&NS 2035 passed through Montréal on February 3 on its way to Stratford, but was returned on February 18 after stripping some of the teeth on the ring gears. As a result, it could not be restarted, and passed through Montréal on February 21 on its return. The fourth GP9, GEXR 178, in the group of former Cartier units that RailTex owns, is being temporarily assigned to the GEXR. It passed through Sarnia on February 25 on its way to Stratford. Its stay will depend on traffic demands on the line, which are expected to be higher with anticipated new business again this year.

The railway has been operating every day of the week to try to catch up with the backlog of traffic from such places as the salt mine in Goderich and the Co-op in Hensall.

—Glenn Courtney, Roman Hawryluk,

The Huron Expositor via Douglas Webster and GW

CROSSING RECOMMENDATIONS

Although the GEXR does not fall under the jurisdiction of Transport Canada, inspections are still performed by them. The Ontario Municipal Board contracts with Transport Canada to perform inspections and make recommendations, as the OMB does not have staff in place to do so on its own. Recent inspections by Transport Canada have resulted in recommendations to the OMB, two of which were upgrade crossing circuit relays with new ones in the event a relay fails, and that crossing circuits be shortened.

The GEXR agreed with the first recommendation, but has said the second is too costly. The crossing circuits, which are between 20 and 30 years old, were designed for a track speed of 50 m.p.h. Circuits are designed so that the signals will be activated for a minimum period of time before a train reaches the crossing at maximum track speed. When a train is travelling slower than track speed, crossing protection is activated for a longer period of time, before the train reaches the crossing. The GEXR now operates at a maximum speed of 30 m.p.h., resulting in crossing protection signals being activated longer than necessary. Transport Canada thought the circuits should all be shortened

within one year, which the GEXR says is prohibitive. The GEXR thought a long-term plan may be more appropriate.

—*The Huron Expositor via Steve Gardner*

OTHER NEWS

UNION MERGER

The Canadian Brotherhood of Railway, Transport and General Workers, first formed in 1908, is working on a merger plan with the Canadian Auto Workers union. If the deal passes a vote in April, the merger will take place effective June 1, contributing the CBRT&GW's 32 000 members to the CAW. This would be one of the largest union mergers in Canadian labour history, and would make the CAW the largest union in Canada, at more than 200 000 members.

—*Toronto Star*

GRADE CROSSING ACCIDENTS

The Railway Association of Canada released figures indicating that 14 people died and 34 were injured in 81 railway crossing accidents in Ontario in the first nine months of 1993, which is higher than all other provinces in Canada. Québec had 39 accidents, while British Columbia recorded 28. There were a total of 259 accidents at level crossings, involving 110 injuries and 42 fatalities across the country.

Two Ontario Provincial Police officers were killed on October 25 when their car was struck by an Montréal-bound VIA train from Ottawa, at the Main Street crossing in Casselman, Ontario. Witnesses said the police car had its emergency lights on, but police officials said they did not know of a call that the car was responding to. The crossing was protected by flashing lights, but since the accident, Transport Canada, CN, and the Town of Casselman have announced that crossing gates will be installed.

Racing a train at a crossing can cost an Ontario driver a \$78.75 fine, as well as demerit points. As part of the railways' near-miss programme, train crews are asked to record licence numbers of vehicles which do not stop at crossings, or cross unsafely in front of a train, for police to follow up on.

—*Toronto Star*

U.S. CUSTOMS INSPECTION FEE

The White House has made a proposal to increase custom inspection fees to compensate for \$2.35-billion in annual tariffs that will be eliminated under the new North America Free Trade Agreement. Included in the taxes would be a new \$10 tax that Canadians would have to pay when arriving in the U.S. by air or by sea, and a tax of \$15 on each railway car crossing the border.

The increased fees could add \$3.8-million (U.S.) to the cost of shipping freight to the United States, said the Railway Association of Canada.

—*Montréal Gazette*

THE PANORAMA



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BRITISH COLUMBIA RAILWAY

SNOW IN CENTRAL B.C.

Snow was heavy on the Chetwynd and Tumbler Subdivisions in January, with drifts up to 10 feet deep. For example, a plough extra went north on January 8 to rescue a stalled train in Pine Pass, but its traction motors got packed with snow. With help, it was able to get only about 45 of the 144 cars out of the pass.

In the third week of February, an empty 103-car coal train got stuck in snow drifts on the Tumbler Subdivision. Helicopters were used to remove the crew from the train, and a plough train sent in to clear the line became stuck when a slide came down behind it. Crews were then digging out each car by hand, at the rate of 10 to 15 a day.

On February 24, four engines of a north-bound freight derailed at Azouzetta, on the Chetwynd Subdivision at Mile 592.1 (miles on the BCR are measured from North Vancouver).

—*Vancouver Province, Wayne Benedict via Fidonet*

GRADE CROSSING ACCIDENT

On February 1, a log train on the Takla Subdivision was hit by a semi. The truck hit one of the four units, all four of which ended up clear of the tracks. Three of the units — M420B 683, M420 640, and M420B 684 — were damaged and are in the BCR shops at Squamish for assessment. The truck driver was seriously injured.

—*Wayne Benedict via FidoNet,*

Detlef Rudolph via Internet, Paul J. Crozier Smith

WILDLIFE KILLED ON RAILWAY LINES

Rather than using their energy to fight their way through deep snow in a continuous quest for food, moose travel along rail lines where they lose battles for rights of way with trains. Doug Heard, B.C. Environment Ministry regional biologist, said he expects the number of moose killed on railway tracks will be well over 100 this winter. BCR has reported 48 moose, five deer, and a wolf killed. CN is using wolf scent along the lines where they have had a high death rate, while BCR is trying cattle guards in some areas and putting in salt licks to attract animals away from the line.

—*BI Wire*

CP RAIL SYSTEM

DERAILMENT IN NORTH DAKOTA

A CP Rail train carrying chemicals derailed on Sunday, February 27, at Burlington, North Dakota. The train had just passed a scanner — with no problems found — four miles west of Burlington, at a speed of 38 m.p.h. in 40-m.p.h. territory. There were three cars containing inflammable material: two of propane and one of butane. The butane-carrying car spilled and the butane ignited.

The resulting fire injured a father and seriously burned his 16-year-old son. The two injured people were burned at their trailer home, about 150 metres from the railway tracks. Two other family members were unhurt but the trailer was destroyed. Nearby Burlington residents, evacuated from their homes as a precaution, returned home on Monday morning, February 28.

Twenty-six cars of the 59-car train derailed. None of the crew was injured. No cause had been determined for the derailment, although a track structural problem or a broken wheel is suspected. The track was reopened by 22:00 on Monday.

—CPRS, *Victoria Times-Colonist*

TRESPASSER INJURED

Two rock-climbers from Victoria, testing their rope-swinging skills at the Niagara Canyon bridge, ran into difficulties on the afternoon of February 21. One climber swung harder and farther on a 60-metre rope than he had planned, and slammed into the stone pillar on the other side of the canyon, suffering brief unconsciousness, a broken leg, and facial lacerations. The other climber lowered himself from the bridge and untangled a connecting line so that a pair of hikers could pull the injured climber to safety.

—*Victoria Times-Colonist and CFX Radio*

CN NORTH AMERICA

ENGINE FIRE IN MANITOBA

The lead unit of an eastbound train caught fire at Portage la Prairie on February 2. The train, with SD50 5432 and SD40 5043, was switching a grain elevator at Bloom, Mile 64.3 of the Rivers Subdivision, and as it was pulling out, engine oil (not fuel) in 5432 caught fire. The crew extinguished most of the fire, uncoupled the two units, and went to the first level crossing east of Bloom. The Portage la Prairie fire department was called there, but the fire had almost burned itself out by the time they arrived. The blaze burned all the paint off the top and side of the locomotive and also caused extensive damage to the interior. The train's conductor and engineer were taken to Portage General Hospital for smoke inhalation, after suffering

sore throats and nausea. They were released later the same day and taken back to Winnipeg.

About 30 minutes behind the fire-struck train was VIA's eastbound *Canadian* with F40PH-2s 6403 and 6454. It was stopped by a red signal at Bloom, and was held for almost two hours. About a half an hour before the fire a westbound had pulled into Portage la Prairie with SD40 5072, HR616 2119, and GMD1 1171. To clear the line of the dead unit and its train, the power from this westbound proceeded to the side road near Bloom, put 5432 and 5043 back as trailing units on the stalled eastbound and then hooked 5072, 2119, and 1171 on the head end. This made GMD1 1171 the lead unit for the eastbound move. Once the freight was cleared, the *Canadian* was able to continue east.

Under the headline "Fire crews battle blaze in locomotive: Unique experience for passing train buffs," the Portage la Prairie *Daily Graphic* reported: "The unusual blaze attracted the attention of two train buffs. Chris Martin of London, Ontario, and Art Clowes of Montréal, Québec, are travelling across the country watching and photographing trains. They were train-watching in Portage la Prairie when they heard the fire call on a radio scanner and followed fire engines to the scene. 'Our hobby is train photography,' Clowes explained. 'We're working our way west,' Martin noted. The flames had already subsided by the time they arrived, but they photographed the smouldering, blackened engine anyway. It will be added to all the photos of trains and scenery they collect on their three-week journey through Canada and the United States. Ironically, Martin used to work for CN Rail and Clowes still does. They plan to travel west to Lethbridge, Alberta, and then head south to warmer climes, possibly ending up in Arizona."

PRINCE GEORGE SHOP TO CLOSE

CN has announced that it will close its maintenance-of-way equipment shop in Prince George, B.C., by mid-July, thus eliminating 19 jobs. CN now has five such shops across the country, and is reducing the number to three. The shops in Edmonton, Winnipeg, and Joffre, Québec, will remain open, the shop in Prince George will be closed, and the shop in Capreol, Ontario, will be offered to a private company.

CN is transferring the upkeep of rail track maintenance equipment, such as ballast tampers, from Prince George to Edmonton. "We are reorganising the way track maintenance is done," CN spokeswoman Christine Skjerven said. "The division of work between line crews and district engineering forces will

be adjusted, to allow us to reduce one person here, two there. There will be no cutback in the quality and frequency of track inspection."

The closure is part of CN's plan to reduce the number of employees by 10 000 over three years. The number of jobs was reduced by 722 in the latest announcement.

—*Canadian Press, Vancouver Province*

VIA RAIL CANADA

E&N EQUIPMENT

VIA RDC-1s 6133, 6135, and 6148 are on the Esquimalt and Nanaimo, based at Victoria: 6135 is in daily service and appears to be the only car reliable enough to operate alone; 6148 can be operated with 6135, but has transmission problems; and 6133, the crews' "lucky" car, is retained as a backup to the other two. In addition, RDC-1 6134 is stored at the Vancouver Maintenance Centre, for sale for scrap. The five-chime air horns from 6134 were removed and installed on 6135.

VIA OFFICIALS VISIT THE ISLAND

Several VIA officials came to Vancouver Island in mid-February, seeking meetings with civic and provincial government leaders. The B.C. politicians hoped for progressive talks on the future of the Esquimalt and Nanaimo, but instead apparently got only explanations of current operations. A committee of southern Vancouver Island residents, organised by Reform MP Keith Martin, has suggested that the E&N line be used for rush-hour commuter service, with three trains each way to the Western Communities and one to and from Duncan. VIA has commented that commuter services are not its mandate and that funding must come from the provincial government.

—*Victoria Times-Colonist*

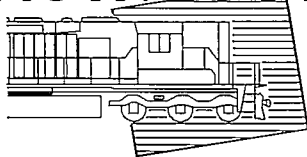
OTHER NEWS

B.C. FERRIES

The ferry *Queen of Burnaby* — undergoing refit in Vancouver for its Victoria–Seattle service — has been renamed *Royal Victorian*. Four people suggested this name in the B.C. government's contest; three others suggested "Royal Victoria" and were also named winners. More than 3400 suggestions were received from the public. Amongst the losing suggestions were "Dances with Salmon," "Cross Border Shopper," and my favourite, "NAFTA RAFTA."

The S-class ferry *Spirit of British Columbia* is back in regular service. Its mate *Spirit of Vancouver Island* has just been commissioned and will be in service within a few months. • B.C. Ferries is negotiating lease of three idle passenger-only catamarans, owned by Royal Sealink Express, for use during the busy summer period and the 1994 Commonwealth Games in Victoria.

MOTIVE POWER



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CAPE BRETON AND CENTRAL NOVA SCOTIA RAILWAY

MOTIVE POWER UPDATE

The Cape Breton and Central Nova Scotia Railway has undergone a few motive power changes since the article appeared in *Rail and Transit* last October.

The railway now owns eight ex-CN C630Ms: 2003, 2015, 2016, 2029, 2032, 2034, 2035, and 2039. These units are in the process of being painted into the railway's black paint scheme, with three gold chevrons on each end of the unit, and a red lion on the sides of the long hood behind the cab. The name of the railway is spelled out in full on both sides of the long hood in block lettering. All lettering, stripes, and the lion are applied with vinyl Scotchline, which is highly reflective.

Six of the units have been painted so far, and each of the painted units has been named after a Scottish poet: 2003—*John Galt*, 2015—*Robert Burns*, 2029—*Sir Richard Maitland*, 2032—*Lord Byron*, 2035—*Sir Walter Scott*, and 2039—*William Dunbar*. No. 2034 has not been painted, and 2016 had all of its old paint ground off in preparation for painting, but was immediately required for operation. So it has been operating for the past little while covered looking rather rusty.

C630M 2035 is currently in the CN diesel shop at Moncton, being repaired from its trip to the Goderich-Exeter Railway and having TIBS equipment installed. It is expected back in service by the first weekend in March.

The other motive power currently on the railway consists of RSC14s (RS18s derated to 1400 horsepower and riding on A1A trucks) and RS18s. Two RS18s, which were initially leased and have since been purchased, are 3675 and 3842, and two more that are on lease, with an option to purchase, are 3627 and 3716. No. 3716 is currently in Moncton for work, and is expected back soon, along with 2035.

A fifth RS18, which has not yet been determined, will also be leased from CN. All of the RS18s will eventually be purchased from CN, after which they will be painted and named after Canadian prime ministers.

The paint scheme for these units will be the same as on the C630Ms, with a slight variation in the application of the lion, due to the shorter hood. The RSC14s, which are leased from CN, are 1760 and 1765, both of which will be returned when all of the RS18s are in service. RSC14s 1754 and 1757 were previously returned to CN due to their poor condition.

Eventually, all of the C630Ms and one RS18 will have TIBS equipment installed, but currently, only 2003, 2015, 2016, and 2032 have the equipment. The painting of the units is being done in the shop in Sydney by a private contractor. The shop is also having a pit constructed in one of its tracks. The only pit that the railway currently has is an outdoor pit, leftover from the roundhouse in Sydney.

CN NORTH AMERICA

NEW POWER

CN has ordered 18 new Dash 9-44Cs from General Electric, at a cost of \$35-million. The 4400-horsepower units will be assigned to heavy-haul service in Western Canada, and will allow the transfer of other locomotives to the east. All 18 of the Dash 9s are to be delivered in 1994.

The units will have DC motors, and CN says they will have computers and new technology to save fuel, reduce air pollution, and increase reliability. The locomotive trucks, refrigerators, speed indicators, speed control equipment, seats, air brake castings, and toilets will be purchased from Canadian suppliers.

CN has also arranged to acquire 24 Union Pacific SD40-2s early in 1994, when their lease expires. The units are UP 4090-4104 and 4106-4114, and were originally Missouri Pacific 790-804 and 806-814, then MP 3090-3104 and 3106-3114. The units will be upgraded by AMF before they are put into service on CN.

—*Bl Wire, Knight-Ridder, BRS Branchline*

LEASED UNITS ON THE GTW

CN has leased BC Rail SD40-2s 737, 739, and 742, and they are now in service on the Grand Trunk Western for nine months.

Five former Union Pacific and Missouri Pacific SD40s, subsequently operated as PLM leasers and recently rebuilt by Morrison-Knudsen, and now numbered as MPI 9053-9057, have also been leased for service on the GTW.

Eleven former CSXT SD45-2s, now owned by Helm, will be leased to the GTW after rebuilding. Five will be rebuilt at AMF, four at VMV in Paducah, Kentucky, and two by Metro East, in East St. Louis, Missouri. After rebuilding, the units are to be numbered HATX 900-910.

—*BRS Branchline*

CP RAIL SYSTEM

LEASED POWER

CP is in need of more motive power, as are many other North American roads. The latest power to come to CP are five SD40-2s from GATX. The units are former Union Pacific engines, and are being renumbered from GATX 3900-3904 to 900-904.

CP is also going to be leasing four VIA F40PHs, to be used on intermodal trains 928 and 929 between Toronto and Montréal. The first two units, 6438 and 6452, were first to be used on March 2, and the other two were expected to follow shortly.

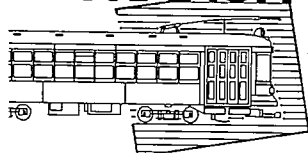
GM LOCOMOTIVE GROUP

DIESEL DIVISION DELIVERIES

The following are some more deliveries of units from the General Motors Diesel Division plant in London. (All but one of the BN SD70M-ACs have been delivered by CN so far.)

- **Jan 6** — BN 9406 interchanged to BN through the Belt Railroad of Chicago's Clearing Yard by CN, in Chicago.
 - **Jan 12** — BN 9404 arrived at Battle Creek, Michigan.
 - **Jan 13** — SP 9788 and 9790 interchanged to BN through the BRC Clearing Yard from CP.
 - **Jan 15** — SP 9785 and 9791 arrived Chicago Clearing Yard on CP Train 505-14.
 - **Jan 27** — BN 9409 interchanged through the BRC Clearing Yard by CN.
 - **Jan 29** — SP 9794 arrived Clearing Yard on CP Train 505-28.
 - **Jan 30** — BN 9408 and 9410 interchanged through the BRC Clearing Yard by CN.
 - **Feb 2** — SP 9793 arrived Bensenville Yard on CP Train 505-01.
 - **Feb 3** — BN 9411 and 9412 interchanged through the BRC Clearing Yard by CN.
 - **Feb 11** — BN 9414 arrived Chicago Bensenville Yard on CP Train 505-09. BN 9417 was bad-ordered at Sarnia, where it was held for repair.
 - **Feb 12** — BN 9413, 9415, and 9416 arrived at Battle Creek, Michigan, and BN 9417 arrived at Port Huron, both on CN.
 - **Feb 13** — BN 9416 turned back east, departing Blue Island Yard, Illinois, on CN Train 388.
 - **Feb 14** — BN 9413 and 9415 interchanged to BN in Chicago. BN 9416 and 9417 arrived at Battle Creek Yard, Michigan. BN 9420 waiting at CN London East to be picked up.
 - **Feb 17** — BN 9420 and 9422 interchanged to BN in Chicago.
 - **Feb 18** — BN 9417 arrived back at Battle Creek Yard on CN Train 389.
 - **Feb 23** — BN 9423 and 9424 interchanged to BN in Chicago.
 - **Mar 2** — BN 9418 and 9427 departed from London East on CN Train 511 to Sarnia, destined for Chicago.
- BN 9405 and SP 9786, 9787, 9789, and 9792 were previously delivered to Bensenville Yard in Chicago by CP.

IN TRANSIT



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TORONTO

SUBWAY ANNIVERSARY

March 30, 1994, marks the 40th anniversary of the opening of the Yonge Subway. The TTC is investing some effort in a month-long celebration of the event, tying in the anniversary of Toronto's most successful rapid transit line with the final push for municipal funding for the present-day Rapid Transit Expansion Programme. A photo and video exhibit is on display at Metro Hall for the next month, and will be joined by other displays at Union Station and the terminal stations, closer to the actual anniversary date.

On March 30, two special subway trains will operate southbound from the TTC head office at Davisville Station, carrying invited guests to a noon ceremony at Union Station. The trains will be decorated for the event,

with the interior advertising cards replaced by archival photos and historical information. Briefly considered for use in the ceremony were the four remaining stored Gloucester subway cars, part of the Yonge line's original 1954 fleet. Their use was ruled out because of the time and cost that would be necessary to refurbish them. The TTC may consider an overhaul of the cars over the next two years, however, in time for use in the TTC's 75th anniversary in 1996.

TTC SERVICE CHANGES

Many changes to TTC routes were made beginning February 13, to improve transit service across Metro. These changes were included in the 1994 Service Plan, which was approved by the Commission in 1993; some of the changes in the plan had already begun in November 1993. The changes are designed to make transit service more closely match customers' travel needs, extend service into new areas, reduce travel time for customers, and reduce the number of transfers needed. The TTC says these improvements will make service more attractive for people travelling in Metro Toronto, and should lead to increased ridership. All of the changes were made at little or no cost, by shuffling buses between routes, and speeding up services.

The most-extensive changes were made in the West Toronto area, where several routes changed their terminal subway stations in a

significant straightening-out and speeding-up of routes. Some of the West Toronto route extensions have only been possible since trolley coaches were removed from the 47-Lansdowne and 63-Ossington routes.

The only streetcar service to change is the addition of five trips from downtown to Long Branch Loop on the 504-King/507-Long Branch route, eliminating up to two transfers for customers travelling through.

OTHER CITIES

NEW TERMINAL IN SUDBURY

Following the trend of other cities such as Kitchener-Waterloo and Barrie, Sudbury will construct a new combination city and intercity bus terminal. The site selected is presently the location of a Canadian Tire store, which will be relocated. Before the store was built, Greyhound (formerly Nickel Belt Coach Lines) had an intercity bus depot on the site. As with all new transit terminals and stations built in Ontario, the new depot will be fully-accessible to all customers.

—CUTA Forum

VANCOUVER FERRY-COMMUTE PLAN

A private company has recently begun a ferry service between Port Moody and the downtown Vancouver SeaBus terminal. Traffic between the northeast sector and downtown Vancouver can be very slow, and a SkyTrain or commuter train system is still years away. An already-approved project to create high-occupancy vehicle lanes on the Barnet Highway won't be complete until at least 1996.

The ferry proposal came together quickly, and the single trip a day could remove up to 200 cars from the clogged corridor. The *Pride of Vancouver* made its first trip on January 31.

—Vancouver Sun

INDUSTRY NEWS

LATE NEWS: PROVINCE BUYS OBI

The financial difficulties of Ontario Bus Industries culminated at the end of February in the sale of the company to the Province of Ontario. The province bought OBI for one dollar, and has appointed new senior management. The province acted as an interim owner when UTDC Inc. was transferred from Lavalin to Bombardier, and the purchase of OBI may be part of a similar plan. We will have more details in next month's *Rail and Transit*.

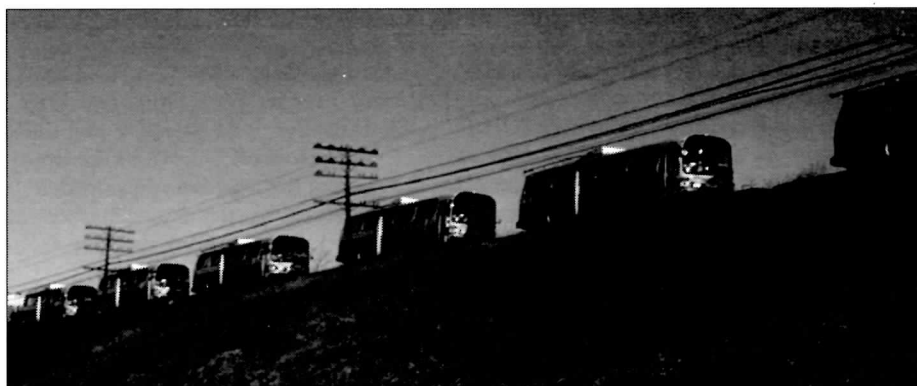
—Globe and Mail

OBI CAUGHT MISLABELLING BUSES

The Mississauga-based Ontario Bus Industries and its American subsidiary, Bus Industries of America, have pleaded guilty to violating U.S. "Buy America" rules. The company's president admitted that OBI shipped buses to a Buffalo, New York, customer that had "Made in U.S.A." labels, when in fact they were wholly assembled in Canada.

TTC Service Changes

18—CALEDONIA	Name no longer used; replaced by Lansdowne 47
164—CALVINGTON-RUSTIC RD	Evening, Saturday service removed (low ridership)
19—CHURCH	Midday service removed (low ridership)
127—DAVENPORT	Extension to St. Clair Avenue
32—EGLINTON WEST	New express service
31—GREENWOOD	Early-morning extension to Eastern Avenue
48—HUMBER BLVD	Name no longer used; replaced by Rogers Road 161
35—JANE	Express service to York University
41—KEELE	Re-routed to Keele Station
43—KENNEDY	Sunday evening extension to Steeles
47—LANSDOWNE	Extension to Yorkdale Stn
52—LAWRENCE WEST	New express service
507—LONG BRANCH	Direct trips from downtown in PM peak
59—MAPLE LEAF	Shorter route
130—MIDDLEFIELD	Extension to Steeles
133—NEILSON	Re-routed through Centenary Health Centre
80—QUEENSWAY	Shorter route
161—ROGERS RD	New route, Jane Street to Ossington Stn
76—ROYAL YORK SOUTH	Extension to Mimico Avenue
84—SHEPPARD WEST	New express service
123—SHORNCLIFFE	Extension to Long Branch Loop
88—SOUTH LEASIDE	Re-routed, extension at Thorncliffe Park
53—STEELES EAST	Extension to Markham Road
60—STEELES WEST	Evening service to York University
168—SYMINGTON	New route, Rogers Road to Dundas West Stn
112—WEST MALL	Extension, new midday service
96—WILSON	New branch to Tandridge and Thistledown
106—YORK UNIVERSITY	Articulated buses now used



▲ ETS TROLLEY COACHES

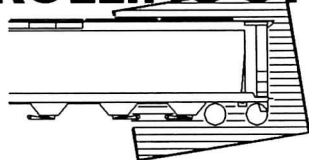
Edmonton Transit System trolley coaches, loaded on flat cars, ride a CP Rail train as they return west after three years' operation in Toronto.

—Photo by Dave Morgan, December 26, 1993

U.S. regulations require that buses purchased with federal funds have at least 50 percent of the dollar value of the bus originate in the U.S., and that final assembly be done in a U.S. plant. OBI's president faces up to a year in jail, and total corporate fines may add up to \$1-million. Fortunately for the company, there will be no restrictions in bidding for future business in the United States.

—Globe and Mail

ROLLING STOCK



Don McQueen

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London, Ontario N6H 3Z3

NATIONAL STEEL CAR

National Steel Car of Hamilton, the largest Canadian manufacturer of railway rolling stock, is hiring a total of 300 additional employees to meet an increase in demand for freight cars. The greater demand for cars is coming from the U.S., thanks to a low Canadian dollar and high demand in the U.S. for rolling stock. Included in the orders are 1000 hopper cars for Union Pacific, which will keep the plant working for seven months alone. TTX has also ordered a large number of cars (see December *Rail and Transit*).

—Hamilton Spectator via Doug Page

BOMBARDIER IN TEXAS

Bombardier, and other members of a consortium awarded a franchise to build the continent's first high-speed railway line in Texas, have failed to raise the necessary funding to keep the project going. The high-speed line

was to be built between Dallas/Fort Worth and Houston, and was going to be the North American showcase of the TGV, to which Bombardier owns the North American rights. The franchise for the Texas project was awarded in 1991, and the consortium had to raise \$170-million by the end of 1993, of which it only raised \$40-million. Bombardier blames the failure on a lack of state funding, which a lot of private financiers of the project required before submitting their money. Bombardier hopes this is only a setback, not a failure.

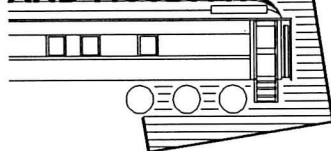
—Toronto Star via Rex Rundle

TARIFF ELIMINATION

As part of the NAFTA accelerated tariff elimination process, application has been made to eliminate the tariffs on the following components for "railcars" sooner than scheduled: insulated wire over 600 volts, AC motors, mirrors, destination signs, fuses, articles of bedding and similar furnishings, cushions, plastic light lenses, lamps and lighting fittings, laminated safety glass for railway vehicles, steel or aluminium hinges, rubber hoses, lighting equipment, plywood and similar laminated wood, receptacle boxes of metal and suspension shock-absorbers.

—Canadian Gazette via Douglas Webster

TOURIST RAILWAYS AND MUSEUMS



HERITAGE STATION DESIGNATIONS

In honour of Heritage Day, February 21, the Minister of Canadian Heritage, Michel Dupuy, designated 45 more railway stations as protected under the Heritage Railway Stations Protection Act.

New Brunswick: CN Grand Falls, CP Edmundston, CN Sackville, and CN Sussex.

Québec: CN Amqui, CN Macamic, CP Massey (Buckingham-Junction), CN Mont-Joli,

CN Rimouski, CN Saint-Pascal, CP Sainte-Anne-de-la-Pérade, CN Sayabec, CP Scotts-town, CN Shawinigan, CP Shawinigan, and CP Sherbrooke.

Ontario: CN Belleville, CP Cartier, VIA (ex-CN) Cobourg, CN/ONR Cochrane, CN Hornepayne, CN Huntsville, CP Kenora, CN North Bay, CP North Bay, CN Orillia, CN St. Clair Avenue (in Toronto), CP Parry Sound, CN Port Hope, CN Prescott, CP Schreiber, CN/VIA Sioux Lookout, VIA (ex-CN) Stratford, VIA (ex-CP) Sudbury, Union Station in Thunder Bay, CN Unionville, and VIA (ex-CN) Woodstock.

Alberta: CN Jasper.

British Columbia: VIA (ex-E&N) Courtenay, VIA (ex-E&N) Duncan, CN Kamloops, CP Nelson, CN Prince Rupert, VIA (ex-E&N) Qualicum Beach, and BN Salmo.

SSR EXPANSION HOPES FALL

Negotiations between CN and the Cookstown Chamber of Commerce broke down when CN stated that a 15-acre parcel of land must be purchased with the right-of-way to Alliston and Cookstown. The parcel of land, which was the old Beeton yard, is not needed by the South Simcoe Railway, and CN now refuses to sell any property unless this unwanted parcel is included.

The sides were coming closer to agreeing on terms for the purchase of the right-of-way from Beeton to Cookstown, but when CN learned that plans were made to re-align the track along a municipal road allowance to bypass the Beeton yard land, CN demanded that it be included with the rest of the purchase.

The Town of New Tecumseth is negotiating with CN to purchase 6.8 miles of right-of-way between Beeton and Alliston for \$150 000, to use as a service corridor. The town expects to recoup its money by selling building lots at the Alliston station site.

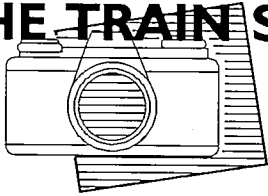
—The Barrie Examiner, The Scope via Bruce D. Cole

ETR 0-6-0 MOVES

Essex Terminal's 0-6-0 Number 9, has made another move in its long road to restoration. The locomotive, which is owned by the ETR and leased to the Southern Ontario Locomotive Restoration Society, was moved to the Ontario Hydro Nanticoke Generating Station in 1986. Before that, it had sat on an isolated piece of track in Milton, near the GO station in the east end of town, for a decade. The engine was moved last month on two flatcars to the Michigan Central engine facility in St. Thomas, which is also the home of the Elgin County Railway Society's 4-6-4 5700 (ex-CN 5703). Restoration work on No. 9 will soon start again with a rejuvenated group from St. Thomas joining the Society. Number 9 is planned to return to service by 1999, and may operate on the Port Stanley Terminal Railway.

—The Spectator via Doug Page

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

HAMILTON AREA December 21-January 30 Greg Smith

Bayview, December 21:

11:16 - CN Train 410 with 5309-5226-2332 and 68 cars
11:23 - CN Train 449 with 5363-5356-flat-SP 1*-flat-53 cars
* - SP 1 is Shaw Pipe's GE 44-Ton. It was set out at Hamilton account flat wheels.
11:44 - CP Train 522 with 8206-8210-1821-8228 and 53 cars

Aberdeen, January 9:

• Power from CP Train 557 - CPRS 6410-Soo 742
• Power from CP Train 521 - 5915-Soo 788-6617-CPRS 6404-Soo 6604

Aldershot, January 15:

15:04 - CN Train 380 with 2109-2309-9527 and 82 cars
15:07 - CP Train 557 with Soo 770-HLCX 4062 and 12 cars
15:18 - CN Train B333 with 9662-EML 775-CN 9307 and 60 cars

Kinnear, January 23:

16:21 - CP Train 522 with 5515-5757-4224-4212-4227-3087 and 51 cars
16:29 - CP Train 521 with 4239-4229-3078-Soo 6620-743-CPRS 762 and 44 cars

Aberdeen, January 25:

• Power from CP E/B - CPRS 6410-GATX 2005-CP 4224-4212-4227-3087

Aldershot, January 28:

13:53 - CN Train 332 with CNNA 2440-2450 and 66 cars

Guelph Jct., January 30:

15:06 - CP Train 270 with 1833-CPRS 6607-Soo 770 and 50 cars
15:23 - CP Train 923 w. 5680-5630-1682-8236, a flat with GWWD 44-Ton 101, and 71 cars

CHICAGO January 18-23 Ken Lanovich
Due to CN derailments in northern Ontario, some trains were detouring through Chicago. CN Trains 215 and 219 ran over GTW to Chicago, then over Soo from Chicago to Duluth. CN Train 265, consisting of double-stack containers, was forced to detour from Buffalo to Chicago on Conrail (as Train D301), then onto the Soo to Duluth.

January 18, 13:00 - CN Train 215 with 9512-9570 and 67 cars
January 19, 12:20 - CN Train 265 with 9503-9665-5035-9656 and 71 cars
20:55 - CN Train 219 with 5323-CR 6753-CR 6735 and 78 cars
January 20, 16:00 - CN Train 392 with 5360-5245-GTW 5920-5900 and 81 cars
17:00 - CN Train 379 w. 5013-5008-5025-GTW 5930 and 83 phosphate loads
21:15 - GTW Train 394 with CN 9307-9317-GTW 5913-DE 013 and 73 cars
January 23, 10:30 - CP Train 505 with 5857-5602-SP 9692-9689-GMD 57 and 41 cars

COBOURG January 2-27 Denis Taylor

January 2, 11:54 - CN W/B with 5321-5305 and 80 cars, including 20 cars of welded rail
January 4, 13:18 - CP E/B with 5599-5732 and a train of containers
January 13, 12:14 - CN W/B with 5249-2329 and 117 cars
January 22, 12:30 - CP E/B with 5406 and 20 cars
January 27, 13:02 - CN E/B with CNNA 6005-CN 2310 and 71 cars

HAMILTON-BURLINGTON December 7-23 Todd Badour

December 7, 19:41 - CP Train 558 with 5676-GATX 7368
20:21 - CP Train 521 with 8248-1862-8237-1861-Soo 6613-CPRS 740
December 10, 20:14 - CP Train 521 with 8222-4241-4237-8212-CPRS 6404-GATX 7370
21:23 - CN Train 413 with 5156-2323-3584
December 16, 21:14 - CN Train 403 with 4110-7104-7102-7035
21:29 - CP Train 700 with 8206-CPRS 5481-CP 8208
December 19, 20:34 - CP Train 521 with 8241-1840-1849-3030-1811
December 23, 09:52 - CP Train 271 with Soo 788-6617-6616

PARIS February 13 James Gamble

12:20 - CN Train 382 with 5342-5042-CNNA 2450
12:30 - CN Train 380 with 9607-(?)-CSX 8957*-SBD 8963*-CSX 8950*

* - The CSX and SBD units are model SD45-2, destined for AMF

BACK COVER

The date: Sunday, October 31, 1965. The time: around 17:00. The cast: three railfans and two trains. The storyline: the three of us had positioned ourselves near the Don Yard in Toronto to observe the first eastbound departures of Canadian National's new *Rapido* and Canadian Pacific's new *Château Champlain*.

"Pool" trains had stopped running the day before. Pooled service on CN and CP between Montréal and Toronto and between Ottawa and Toronto began on April 2, 1933, and between Québec and Montréal a year later. The railways began pool trains to reduce costs during the depression, and the arrangement ended when CN and CP decided to go their separate favourable and unfavourable ways regarding passenger trains.

These pictures were taken by Jim Appleby, and although the *Rapido* has been captured on film many times, we believe the photograph of the classy CP streamliner to be a rarity, if not a unique item. There was just enough daylight left to get acceptable pictures that day, and sunset was never as late during the life of the train.

The *Rapido* was due to leave at 16:45, and it did, with a lot of pomp and circumstance, we might add. The mayor of Toronto, Phil Givens, had "launched" the train with champagne across the "bow," flashbulbs popped, and the engineer really "notched her up" to put on a good show for a short distance out of the station. The consist of three units and six cars made for a pretty good power-to-weight ratio. CN prepared the equipment especially for the new train by installing flashing lights on the locomotives and painting "Rapido" on the car sides. The 4 hour 59 minute time was the fastest up until then on the CN line.

By contrast, the *Château Champlain* left, on time at 17:00, with little if any fanfare, though the CPR had taken out a full-page advertisement in the Toronto newspapers. As it gracefully and quietly glided by us to make the swing north, we could clearly see that the cars were sparsely populated - an ominous sign of things to come. The train included a baggage car, three coaches, a Skyline dome, a dining room car, two 40-seat parlour cars, and a Park dome-observation car. The 5 hour 45 minute trip time was the best ever operated on the CPR route.

The fates of these two trains paralleled their inaugurals. The *Rapido* name lasted many years, first as a train name, then as a type of service. On the other hand, the CP trains could not compete with their CN rivals because of a slower schedule, considerably higher fares, and a lot less promotion. Three months later, the inevitable had happened, and on January 23, 1966, the *Château* and its westbound sister, the *Royal York*, made their last runs and were history.

-Photos by Jim Appleby, October 31, 1965.

Caption by Richard Carroll.

