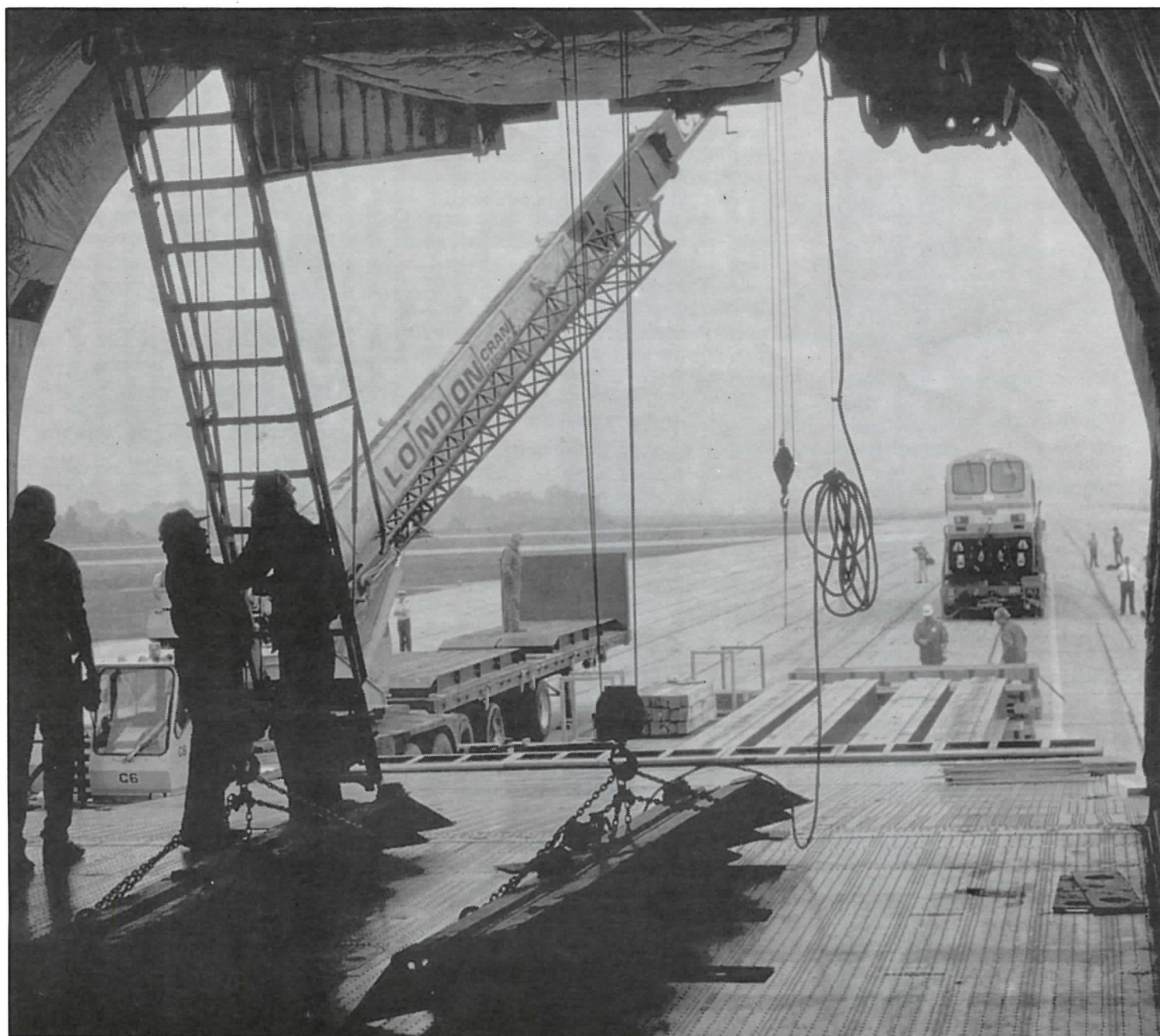


Rail & Transit

JULY 1994



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, August 19 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Please bring your slides and videos.

Friday, August 26 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

Friday, September 16 – UCRS Toronto monthly meeting, 7:30 p.m.

Friday, September 23 – UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTO

larnród Éireann 201 as seen from inside the Antonov "Ruslan" 124-100 at London.

—Photo by Gordon Webster



NUMBER 535 – JULY 1994

Newsletter

POOR PHOTO REPRODUCTION

Last month's *Rail and Transit* suffered from unusually poor photo reproduction, especially on Page 6 and the back cover. The key to increased numbers of photos in the magazine has been digital reproduction of colour slides, and we are still learning how best to convert the images to half-tones for printing.

In the June issue, there were mistakes made in every step of the process: the transformation of the image from the Photo CD to a black-and-white bitmapped computer file, the output of the file as a high-resolution half-tone, the creation of a photographic plate, and printing the final copies. We didn't see the poor results until just before they had to go in the mail, and we were disappointed.

For this month, we've made improvements in every step; we're confident that the results will be better, and we're hoping that we will continue to improve in future issues.

RUSSELL WHITMORE

Russell Whitmore, UCRS member No. 104, died in Brantford on May 23. He and his father looked after UCRS mailings over 40 years ago. Russ is recalled as a sensible, courteous, capable, good-natured person who could be counted upon to do things in the best possible way. An automobile mechanic by trade, he rose to be a manager at the Ontario Provincial Police main garage in Toronto.

READERS' EXCHANGE

I am a member of the Portuguese Association of Railway Friends, a Portuguese counterpart to the UCRS. I am writing to try to begin a railway correspondence with a Canadian *ferrovipathe* (railfan). It would be about trains there in Canada and here in Portugal, and if my hypothetical pen-pal wants, in Europe, subject to my limited knowledge about trains throughout Europe. That correspondence could be in either English or French. Anyone who is interested, please write to me at: Paulo Monteiro da Conceição, Apartado 50150, 1703 Lisboa Codex, Portugal. My fax number is 011 351 1 297 2503.

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

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

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Completed July 22, 1994

THE FLYING TRAIN:

New GM unit flown to Ireland

By Gordon Webster

Train and air transport history were made last month when, for the first time in the world, an assembled railway locomotive was loaded onto an airplane and transported to its new owner.

The story began with an order by Iarnród Éireann (Irish Rail) for ten 3300-horsepower six-axle broad-gauge JT42HCW units from General Motors Diesel Division. They are geared for 100 m.p.h. operation and will be used for passenger service during the day and freight service at night. GM made a commitment to IE for delivery of the first unit by a certain date, but production was delayed. To satisfy the customer, other methods of transporting the first unit across the Atlantic Ocean were examined.

The decision was made to hire Air Foyle, of London, England, to fly the locomotive to Ireland. Air Foyle is the worldwide sales agent for the Antonov Design Bureau, owner of the plane. These companies currently hold three world records for air movements. The plane used for this movement was an Antonov "Ruslan" 124-100, which is the world's largest commercial lifting aircraft. Antonov is based in Kiev, Ukraine, and built the plane for the former Soviet military. It is now operated for commercial purposes by Antonov employees with supervisors from Air Foyle co-ordinating the projects. In the month before coming to London, it had carried everything from helicopters and oil drilling equipment to live ostriches and visited places from St. Louis, Missouri, to Africa. As an added bonus, the plane arrived on the weekend before loading for the London air show.

The 109-tonne locomotive (IE number 201, serial number 928303-1, built 06-94) was trucked from the Diesel Division plant the night before it was to be loaded on the plane. It was moved by ETARCO of Cambridge, Ontario, on a 48-wheeled trailer with a police escort.

Work began first thing in the morning on June 7 at the west end of runway 09 (the east-west runway). The entire day was spent preparing the plane and the hardware to move the locomotive from its trailer to the plane. Special track for rollers to distribute heavy loads over the plane's floor was loaded, a platform was assembled on which to drive the trailer to bring the locomotive level with the floor of the plane, bridging



Iarnród Éireann 201 on the trailer, before being loaded on the AN-124

—Photo by Gordon Webster, June 7, 1994

was assembled to support the locomotive as it rolled onto the plane above the ramp, and the special track was installed across the bridging and under special frames affixed to the locomotive's trucks to carry it on the rollers. This was a very slow and tedious process.

During the day, hundreds of onlookers surrounded the airport, watching and waiting. Updates were broadcast on the local radio stations as the original 8:00 p.m. departure time arrived. By this time, the watchers were in the thousands, clogging roads to the airport.

The locomotive was eventually winched onto the plane at 1:30 the next morning. Once this was completed and it was secured with 96 tie-downs, the hardware required for unloading at the other end was also loaded onto the plane.

At 1:30 p.m. on Wednesday, June 8, the plane took off from the 8800-foot-long runway on its 12-hour journey across the ocean. Stops were made at Mirabel airport in Montréal, at Gander, Newfoundland, and at Reykjavik, Iceland, for fuelling, before the plane arrived in Dublin, Ireland, at 7:35 a.m. on June 9.

Unloading and delivery to IE's Inchicore yards "went off without a hitch," GM reported. It was placed on IE rails at 4:00 a.m. on June 11 and was operated at 90 m.p.h. the following Tuesday. The locomotive has since been named *Abhainn na Sionnainne*, meaning the River Shannon, Ireland's longest river. (This information is courtesy of Des O'Donoghue.)

IE has placed an order for an additional 22 of these units, which will be moved by ship, as will the remaining nine units in this order. ■

ART Gallery

A Rail and Transit Gallery

The **A-B-C's**
of Railways in Canada

A is for auto,
The train's biggest rival,
But if stalled on a crossing
Rare is survival.

B is for Big Red
Those hoppers we cherish,
And if not for poor hatch seals
Many pigeons would perish.

TRAIN GOES THROUGH BRIDGE; SEVERAL INJURED

★ THRILLING EXPERIENCE OF THOSE ON THE H&S DOWN TRAIN ★



ALBERT, NEW BRUNSWICK, FRIDAY, JUNE 29, '94 -

The Shepody River (Albert) bridge between here and Harvey collapsed about 2:30 this afternoon as the Harvey and Salisbury Railway's train passed over it. It may be regarded as a singular stroke of good fortune that at least half a dozen lives were not lost by the accident.

The train had left Albert and was on the centre of the Shepody River bridge when the driver realised that it had given away and was going down. Like a flash, he opened her out and his engine leaped forward, but the collapse came too quick for him. The engine and tender with a mighty effort cleared the falling span, though the

tender was thrown off the rails, but the two cars went down. The bridge, a wooden one, some thirty-five or forty feet high, consisted of a central span of about 100 feet, with a shorter approach at either end. The bridge has not been considered by many to be in a safe condition. In fact, the owners of the road were making preparations to have the structure put in thorough repair.

When two cars with a 100-foot span of bridge fall into ten feet of water in the bed of a tidal stream, there is bound to be a smash, and there is the additional possibility of somebody being drowned. And this last is just what several narrowly escaped this afternoon.



C

is for caboose
At the end of the track,
FRED's not as friendly:
He doesn't wave back.

D

is for Diesel
The power that moves,
It's the fuel of choice
For most railway crews.

E

is for E&N,
A line full of scenery.
The Supreme Court has just
Turned it all into greenery.

Several persons who saw the bridge go down ran to the scene. They have told me that the postal car went down end-first and turned a partial somersault upstream, so that it lay parallel with instead of across the stream. The passenger car fell flat and turned over on its side. Of course, the water at once began to rush into both cars. Fortunately the tides were low and there was only about four feet of water where the cars landed.

In the passenger car were Miss Coonan and a youth named Copp, and two men named Smith and Alward. In the combined baggage and mail car were mail clerk A. S. Belyea in one end, Conductor Downing, and brakemen McKay and Crossman in the other.

Conductor Downing, who was the first to get out of the wreck, came to the surface with a bad cut on his head. He told this reporter that his first sensation after the crash was the disagreeable one of muddy water finding its way into his mouth and throat. However, these did not lessen his energy, and he bravely went to work to relieve his fellow sufferers and with the help of bystanders succeeded in getting out Miss Coonan, who was so badly hurt, and would have drowned in the trap where she lay insensible.

A man called Smith received quite a bad cut on his head over the eye and with one arm apparently rendered useless, but he is doing well. Veron Copp escaped with no injuries to speak of. Mr. Alward, another passenger, escaped with a bad shaking-up. Dr. Murray, of Albert, was on the scene to help care for the injured.

Brakeman McKay had the cords of his ankle cut through in some way, but is quite comfortable now. Brakeman Crossman is quite badly hurt about the head.

Mr. Belyea, the mail clerk, told this reporter that he was sitting at his desk, when suddenly he found himself in the air, and a moment later thrown down, with crashing glass and breaking wood flying around him. Mr. Belyea, while not seriously hurt, is finding he is scarcely able to walk tonight.

While not sure how, Mr. Belyea got out of the postal car and upon it in some way, and made his way hurriedly to the other car. The end was partly smashed out of it. After seeing that the passengers were being taken care of, Mr. Belyea saved the mail bags, and whatever else movable was got out. The tidal stream, with its bed of soft mud, made the work more difficult.

The cars were half full of water in a very short time after the accident and at flood tide this evening, they



Above, the baggage and mail car in the Shepody River.

Left, the H&S bridge after the collapse.

—Photos from the collection of Normand Cormier

and the ruins of the bridge span floated away up the river. The whole wreck is practically worthless, and the people in the cars have cause for thankfulness that it was not flood tide when they went down, for in that case probably none of them would have escaped. The water is 25 feet or more in depth at flood tide. ■

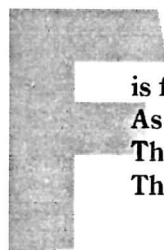
EXPLANATORY NOTE

The Harvey and Salisbury Railway was a short railway extension from Albert (later known as the southern terminal of the CNR Albert Subdivision) to Harvey. Both this extension and the Albert Southern Railway were removed about 1900.

I have been digging on the history of the Albert Southern Railway that extended from the Harvey and Salisbury Railway to the village of Alma, on the Bay of Fundy coast of New Brunswick. Various reports speculate that the collapse of a bridge near Albert was the cause for its abandonment.

Last Christmas, I came across news clippings on an accident that took place on Friday, June 29, 1894. A few days later, I was invited out to Normand Cormier's home to look at some old photos, and he had a couple of photos of this wreck. So, with this being the 100th anniversary of the bridge collapse, I, with tongue in cheek, combined material from the *Moncton Daily Times* and *Saint John Sun* into the above news items.

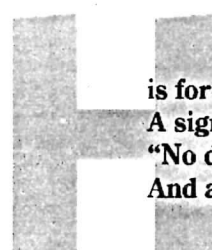
—Art Clowes



is for F-unit
As in F7 and 9.
The pride of the rails,
There are few left behind.



is for grain car,
The government kind.
There's a shortage this year.
We'll take any you find.



is for highball,
A sign meaning clear,
"No defects either side
And all dark to the rear."

THE GREAT CANADIAN GRAIN CAR CRISIS OF 1994

It is estimated that prairie grain farmers lost more than \$200-million this year in crop sales because of an unprecedented shortage of grain cars. The Canadian Wheat Board turned down over 2.2-million tons of grain sales, mainly because both CN and CP were short 5000 cars to meet grain sales from March to July.

An Alberta Wheat Pool representative said that the railways are not entirely to blame. Representatives from the railways met with the grain agency last September to project the demand for cars this year based on sales. A month later, the sales of prairie grain dramatically increased due to various factors, including a wet fall in Europe, resulting in shortages of canola, and a shortage of U.S. grain caused by their overselling.

Usually, additional cars can be leased from the U.S., but none are available this year. Freight that is usually carried by barge in the Midwest U.S. is moving by railway after the flooding, tying up all available cars. It was estimated that as many as 4000 Canadian grain cars were in the U.S. at any given time, with turn-around times twice as long as for Canadian shipments.

The Canadian Wheat Board has been forced to reduce its export program to 25-million tonnes of grain, one million less than projected. Grain shipments out of Vancouver and Prince Rupert were running four weeks behind schedule in March due to the car shortage and a 10-day longshoremen's strike.

In an attempt to alleviate the problem, AgPro Grain and CN tested the performance of 70 open-top coal hopper cars covered with tarpaulins to transport grain. The cars have been tested between Saskatoon and Thunder Bay, and if they are successful, the Grain Transportation Agency will approve their use for all shippers.

CN also brought 500 boxcars back into grain service in early April for shipments to Thunder Bay. The cars can only be used to Thunder Bay and Churchill, and Churchill was still ice-bound in May. The cars must be tilted and shaken when unloaded, and ports on the west coast no longer have the equipment for this. Boxcars carry about two-thirds of what a cylindrical hopper car can carry and they take longer to load.

CP is increasing its grain car fleet by 3500 cars,


bringing it up to 15 000 cars, the largest fleet of hopper cars ever assigned to transport Canadian grain in CP's history. In April, 1000 cars were leased from the U.S. and in May and June 2500 hopper cars were re-assigned from fertiliser and potash service to grain transportation.

The car shortage became worse in April when the St. Lawrence Seaway opened for traffic. Weekly targets of 5900 cars to the west coast were not being met before the opening, and an additional 3000 cars a week were needed for grain destined to Thunder Bay for seaway traffic. The Grain Transportation Agency said that 5000 cars were needed in addition to the existing 25 000 to get caught up by June.


During the third week of April, the Wheat Board started to truck grain from rural elevators to two terminals operated by AgPro Grain in Moose Jaw and Saskatoon. Trucking costs more but it made railway operations more efficient, keeping the cars on the main line, rather than on branch lines at elevators. Trucking was later expanded on May 13 to the Paterson grain terminal in Indian Head and the Weyburn Inland Terminal in Weyburn, Saskatchewan. Both of these terminals are located on main lines and have facilities to clean grain to export standards.

To examine grain shipment problems, the Senate is now investigating the slowdowns in getting grain to ships for delivery to impatient foreign customers. Senators are joining an increasing array of inquiries into grain-handling problems. Alberta Senator Horace "Bud" Olson asked the Senate to establish a committee to find ways to improve grain handling in Western ports. Meanwhile, a House of Commons committee is looking into shortages of cars, and an industry-government attempt to find solutions is being convened.

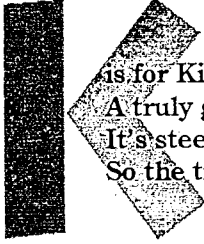
A study by the National Transportation Agency has stated that it costs more to haul Prairie grain east than west. It was generally assumed that shipping a tonne of grain through the mountains to the west coast was more expensive than moving it eastward, over relatively flat terrain to Thunder Bay. As recently as last month, St. Lawrence Seaway groups were in Ottawa saying the eastern export route was suffering because the freight rate structure didn't take that difference into account.



is for interchange
Where railways meet,
And cars are returned
To the rest of their fleet.



is for journal
Replaced by the bearing,
Kept wheels rolling
Without any wearing.



is for Kicking Horse,
A truly great pass.
It's steep up both sides,
So the train crews haul ass.

The agency found that in 1992 it actually cost \$1.04 less to carry a tonne of grain 1000 miles from the central Prairies to the west coast than to haul it to the Lakehead. The cost difference was less for shorter hauls and greater for longer distances. The agency cited reasons for the lower cost of westbound traffic: more grain moves west than east, the economies of scale reduce the per-tonne cost moving west, and completion of the Rogers Pass tunnel in 1988 significantly reduced CP's westbound costs.

As a result, the agency recommended that freight rates should be lower for hauling grain short distances and extremely long distances, and higher for average-length hauls. It has recommended to the minister of transport that if the government goes ahead with plans to reform the Western Grain Transportation Act (WGTA), the base rate scale should be adjusted. Under the agency's proposal, the rate to ship grain 700 km (435 miles), roughly the distance from Winnipeg to Thunder Bay, would drop from its current level of \$20.98 a tonne to around \$16.91. The rate for 1900 kilometres (1181 miles), from central Saskatchewan, would increase from \$36.16 to \$37.10. Farmers pay about 45 per cent of that total rate.

A Commons committee examining the grain situation urged the government to strip the Grain Transportation Agency of its role in allocating grain cars. MPs were highly critical of the GTA as a bureaucratic cause of this year's grain movement crisis. They asked Ottawa to appoint a "grain car co-ordinator" for at least a few months, to do the job that the GTA was supposed to do. They also asked the government to order the GTA to reverse itself and allow grain companies to add privately owned or leased cars to the fleet for their exclusive use. In addition, they called on the government to order the GTA to begin assessing the penalties called-for under the WGTA if the railways are responsible for any of the system failures this year. Meanwhile, the railways should also be allowed to charge demurrage against shippers who tie up grain cars by using them as storage. The MPs concluded that labour and management at the West Coast ports should be ordered to settle their differences and return the ports to seven-day-a-week, 24-hour operations. Shortly after the release of that report, the Grain Workers Union reached an agreement with the B.C. Terminal Operators Association for weekend loading of grain at Vancouver and Prince Rupert. The dispute between the parties had not been solved, but both sides decided that it was more important to move the product and settle the dispute

later. This was expected to cut down the back-log at that time by three weeks.

The federal government publicly confirmed in May long-standing U.S. accusations that subsidised Canadian grain was being shipped to the U.S. It was estimated that every week about 27 000 tonnes, or 300 carloads, of wheat and other grains were shipped to Thunder Bay grain elevators to qualify for federal transportation subsidies before heading to U.S. markets. One Canadian grain official said grain was shipped from as far away as Calgary to Thunder Bay to qualify for the average \$20-a-tonne subsidy under the WGTA before being re-shipped as far as California. "It's called going around the flag," the official said. The government later said it is planning to stop this misuse of the subsidy. This indirect routing of grain has also greatly contributed to the grain-car shortage.

The crisis seemed to be under control by the end of May. The railways will be called upon to haul 7 829 200 tonnes of grain to meet export sales commitments during June and July. The GTA says they will be able to move 7 954 990 tonnes. The addition of more rolling stock to the grain fleet, the introduction of weekend unloading, and a slowdown in sales have combined to ease pressure on the system.

Now that the "crisis" is over, many changes are expected to take place in the shipment of grain. The minister of transport told reporters that grain subsidies paid to the railways, which totals \$590-million annually, will be eliminated by July 1995. The elimination, he said, is required because of Canada's new international trade obligations. Under the Uruguay Round of the General Agreement on Tariffs and Trade (GATT), all trade-distorting export subsidies must be reduced by 36 percent over the next six years.

Officials from both railways said they were unaware of the plan, and the minister of agriculture said no final decision has been made, though he did announce changes on June 8 aimed at speeding grain movement. Included were: an end to the Crow's Nest subsidy on grain backhauled before going to the U.S., charging demurrage on cars, allowing shippers to bring in their own cars under certain conditions, and regulations allowing the federal government to penalise the railways for not performing. All of these changes require amendments to the WGTA and will not be implemented before January 1, 1995.

-Western Producer, Vancouver Sun, Vancouver Province, Manitoba Co-Operator, Regina Leader-Post, Financial Post and Canadian Press Wire via David Scott, Art Clowes, and Gordon Webster



L is for Lima.
(Which one do you mean,
The Shay loco builder
Or the green waxy bean?)

M is for MLWs
CP ran off the track,
We thought they were gone,
But they keep coming back.

N is for 928,
CP's train of importance,
It carries containers
To Montréal for exportance.

The future of railways in the east:

Consolidation, co-production, open access, or continued competition?

The chronic need for restructuring of Canadian National and Canadian Pacific in eastern Canada was the topic of a discussion paper by Malcolm Cairns and Terry Ganton at the recent annual meeting of the Canadian Transportation Research Forum. With both railways suffering large operating losses in recent years, the financial viability of both CN and CP is at risk. Both railways are facing competition from domestic trucks and U.S. railroads. Implementation of free trade will likely favour truck transport over rail, as manufacturing replaces resource industries. However, Canadian railways are significant to the Canadian economy, currently moving a 95 percent share of resource-based commodities (coal, iron ore, etc.). Railway transport costs can be up to 40 percent of the prices of these goods, which are largely exported. The railway industry is also important for the viability of Canada's ports. Shippers, carriers, and government have therefore recognised the need for significant restructuring. CN and CP are profitable in the west; the financial difficulties are in the east.

The authors examined four alternatives for railway restructuring in the east:

- A full merger (Newco), the most likely proposal;
- An extension of the developing partnership in the Ottawa Valley ("co-production");
- Creation of a common user railway plant; and
- Continuation of two independent railways.

Let us examine each of these alternatives.

Newco would not be very different from Burlington Northern in the northwestern U.S., a single railway company with a near-monopoly in a region. Canada would have two Class 1 freight railways in the west (CN and CP) and one in the east (Newco). The full merger would reduce railway lines, terminals, and yards. Redundancy of an additional 3000 employees could save \$200-million. The merger would also remove some shippers from railway access or increase costs through decreased competition.

Co-production, the partnership of CN and CP, would include a combined railway plant in the east. There would be fewer savings from reduction in equipment, facilities, and labour. Fewer savings imply a lower chance of achieving financial viability. However, fewer

shippers would lose rail service, and *all* shippers would be served by *both* CN and CP. CN would lose its advantage achieved by completion of the Sarnia tunnel.

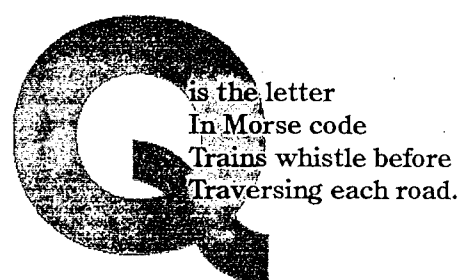
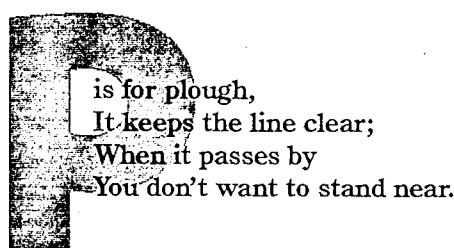
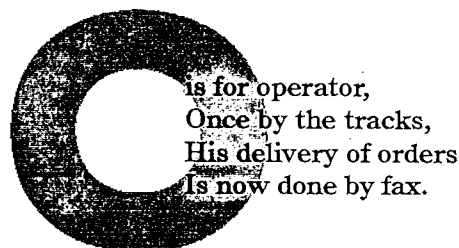
Creation of a new railway company ("Trackco") in the east – either privately or publicly owned – would favour a highly competitive market. The tracks could be used by CN, CP, shortline operators, and U.S. carriers. Access to Trackco would probably be subject to economic regulation. Operators could then be free to serve only the profitable large shippers, leaving others unserved. If Trackco were regulated with respect to abandonment, the extent of rationalisation of railway lines would be minimal and Trackco would require subsidy.

Continuation of two independent railways might include further localised abandonment, some co-production, altered labour practices, and a willingness by governments to reduce the tax burden of the railways. The extent of rationalisation would likely be inadequate and require an increase in branch line subsidies. Long-run financial viability for CN and CP is unlikely.

A smaller railway system might reduce the passenger train network. It might also cause traffic congestion at some bottlenecks, disrupting scheduling of passenger services. The labour unions will be wary of all restructuring proposals. The motor carrier industry will oppose any subsidies. Ports will support restructuring as long as they will be served. Thunder Bay and Saint John will be concerned about relegation to regional status. Churchill could lose its railway connection. Local governments will object to any loss of railway lines. Provincial governments will want to ensure continuation of connection of major population centres and service to strategic ports and industries. The federal government will be strongly influenced by fiscal realities: the effect on CN, the possibility of increased subsidies. Regional equity will also be a major concern for them.

In the final analysis, there are three choices for the railways: a restructuring, bankruptcies, or subsidisation. The full merger appears to have the best chance of ensuring long-term viability.

—Condensed by Gray Scrimgeour from the proceedings of the annual meeting of the Canadian Transportation Research Forum



CP Rail System says "Happy Birthday, Smokey Bear"

"Smokey Bear," the proper name of the mascot originally known as "Hot Foot Teddy," who symbolises forest fire prevention in North America, is celebrating his 50th birthday this year and CP Rail System has joined the festivities. A picture of Smokey Bear has been placed on both sides of the long hood of CPRS SD40-2 5902 on a 1.2-metre by 1.9-metre green reflective decal.

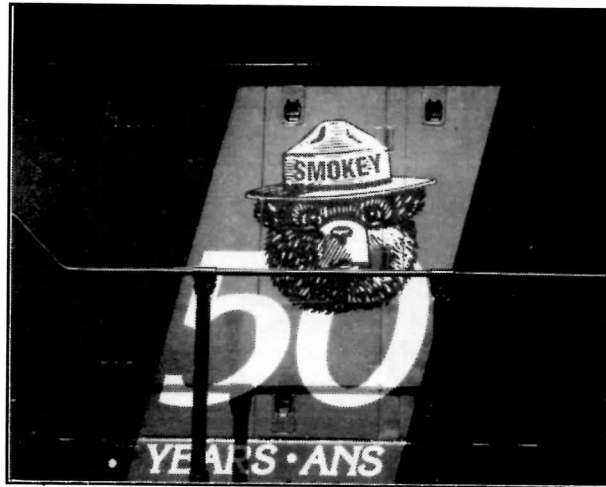
The project idea was that of Marshall Karn, a locomotive engineer on CPRS's Toronto Division. Marshall is also an Ontario Forestry Association councillor and has conducted forest wildlife awareness seminars at railway safety meetings. As well, he is active with the OFA's Forest Wildfire Education Committee.

Marshall presented his idea to CPRS management, hoping that the railway would help spread the forest fire prevention message. The idea was approved and Smokey Bear was given a ticket to ride the rails.

Four decals were made with Smokey Bear's face on a green background with the words 50 YEARS-ANS. They were applied by workers at Ogden shops to 5902 before it was released from a cab upgrade and overhaul. This unit was chosen because it is equipped to operate in both Canada and the U.S. The application of the decals was not as easy as one would think because they had to be trimmed around things such as hinges and latches and touch-up paint used to cover up the obtrusions to match the decal. Two decals were applied to the unit with the other two made as spares. Since there were no problems in the application of the first pair, the left-over decals may be applied to a second unit later this summer.

Smokey has started a CPRS cross-Canada and northeastern U.S. tour, in which he will be attending fire-prevention and education activities. His unveiling took place in Sault Ste. Marie, at the Algoma Central Railway station on July 16, at festivities organised by the Ontario Ministry of Natural Resources (MNR) Aviation, Flood, and Fire branch and the Ontario Forestry Association. No. 5902 was joined by a nine-storey Smokey Bear hot-air balloon on the Northern Ontario portion of its tour. Sault Ste. Marie was chosen for the unveiling because the MNR's AFF branch is based there.

The Smokey Bear message is the first public promotion message on a CP unit since six SD40-2s (5610, 5614, 5647, 5698, 5748, and 5775) were painted



with Expo 86 "Rainbow War" graphics to honour the exposition in Vancouver that year. Previous to that, CP FP9 1411 was renumbered as 1867 and painted in a Canada Confederation Train livery in December 1966.

On its way to the ACR station mall unveiling, 5902 was turned on the ACR turntable at Steelton to have it facing west (railway north) at the mall, and was backed down the track to the station by a yard assignment. This track normally only accommodates passenger trains to Hearst and tour trains to the Agawa Canyon.

Now, you may be saying to yourself, doesn't the railway start a lot of fires? Well, the railway's reply to that is that their units now have three fire detector sensors, two heat detector sensors, and spark arresting devices located inside the exhaust manifolds. These devices prevent any sparks from being released into the atmosphere and possibly lighting grass fires. CP inspects these devices every 30 days throughout the year, even though they are only required to inspect them in Canada during the summer season when grass fires are a threat, and there are no requirements to inspect them in the U.S. The installation of hot box detectors and the use of composite brake shoes further reduces the incidence of sparks igniting fires along the right-of-way.

Still, it is good that CP did not put Smokey Bear on a six-axle Alco. He would be busy.

—Information from Marshall Karn; CP Rail System photo

R is for red,
The colour signals glow
Whenever I look
To see what they show.

S is for subsidy,
A monetary source,
The railways expect it
As a matter of course.

T is for ties
That lie on the ground,
Keeping rails in place
So they don't move around.

Research and Reviews



Just A. Ferronut's

Railway Archaeology

Art Clowes

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How times have changed! As a kid on the farm, it always seemed to me that the completion of haying, which was a summer chore, signalled that it was time to get ready again for school and fall. What did I see on June 11, as I travelled along some of the railway lines north of the St. Lawrence River between Montréal and Québec City, but a farmer out haying? Thank goodness he was cutting and mulching green hay, so we should still have a few months of summer before fall.

After nattering about some of the lines south of the St. Lawrence for a few months, I decided it was time to look over some the area north of this waterway. I have made a few trips over parts of this territory, but there are still many questions that I haven't found answers for. I propose to start with an overview of the areas outside of the metropolitan areas of Québec City and Montréal. These urban areas, along with details on some of the roads, will be topics for future months.

While various writers have stated that the history of the Canadian National is one of the most complex in the world, if this is so, and I wouldn't disagree, the trackage in this small section along the north shore of the St. Lawrence River sure helps achieve this title.

Trackage of CP Rail

Today, CP Rail's main line in the area is its 155-mile Trois-Rivières Subdivision between Québec City and Saint-Martin Junction (junction with the Park Avenue Subdivision in the suburbs north of Montréal). This line, as shown on the map, parallels the river and passes through L'Épiphanie, Lanoraie, Berthier, Trois Rivières, and Cap-de-la-Madeleine.

Without getting too far into the politics of railways of Québec, this line was first desired in 1852 with many public meetings, at which, to quote a Québec historian, "There was much talk, but no practical aid."

The North Shore Railway Company was incorporated on April 22, 1853, with authority to build a railway from the City of Québec to the City of Montréal or to some convenient point on any railway leading from Montréal to the Western Cities of the Province and on

the North Shore of the St. Lawrence River.

Over the next 20 years there was a couple of mergers, name changes, and much talk, but it was on December 24, 1870, that the name was changed back to the North Shore Railway Company.

On July 18, 1872, the first sod on the railway was turned at Québec by Madame Joly, and Bishop (afterward Cardinal Archbishop) Taschereau in an elaborate ceremony gave the enterprise his episcopal blessing. Construction was slow; it took over five years before the first train was run from Québec to Trois-Rivières on December 18, 1877; and it was February 8, 1879, when the railway entered Montréal.

Before the line was opened, the Province of Québec, under an act dated December 24, 1875, and based on the wishes of the Directors of the North Shore Railway Company, transferred the rights, powers, assets, etc., of it to the Quebec, Montréal, Ottawa and Occidental Railway Company.

This corporate entity also constructed the 2.0-mile line from Berthier Junction to Berthierville that was opened about December 31, 1881, and the line from Lanoraie to Saint-Félix-de-Valois. This 17 miles was opened about February 27, 1883.

I am not exactly sure when the 27-mile line from Cap-de-la-Madeleine northeast to Garneau (Saint-Georges) and on to Grandes-Piles was constructed. It would be in this 1880 period since it is mentioned in 1882 documents. This line is now abandoned except for a short section in Cap-de-la-Madeleine used as an industrial spur. The portion north of Garneau appears to have been abandoned for quite a few years. The southern portion was probably abandoned in the early 1970s.

CP's 1983 timetable shows an interesting feature at Garneau. CP is shown with running rights over CN's line from Shawinigan to Garneau to reach 0.6 miles of their old Piles Subdivision that had been renamed the Piles Spur. This spur extended south from CN's Joliette Subdivision towards Lac-à-la-Tortue.

The North Shore Railway Company received a Dominion Charter in May 1883 and was declared a work for the general advantage of Canada. In December 1882, the Grand Trunk Railway Company of Canada had purchased control of the North Shore Railway and from about January 1, 1883, to September 19, 1885, the road was operated on behalf of the Grand Trunk Railway Company of Canada, under the direction of a Mr. William Wainwright as General Manager.

On September 19, 1885, an order-in-council was issued that resulted in the Dominion Government entering into an agreement to transfer the company and equipment of the North Shore Railway Company to the Canadian Pacific Railway Company.

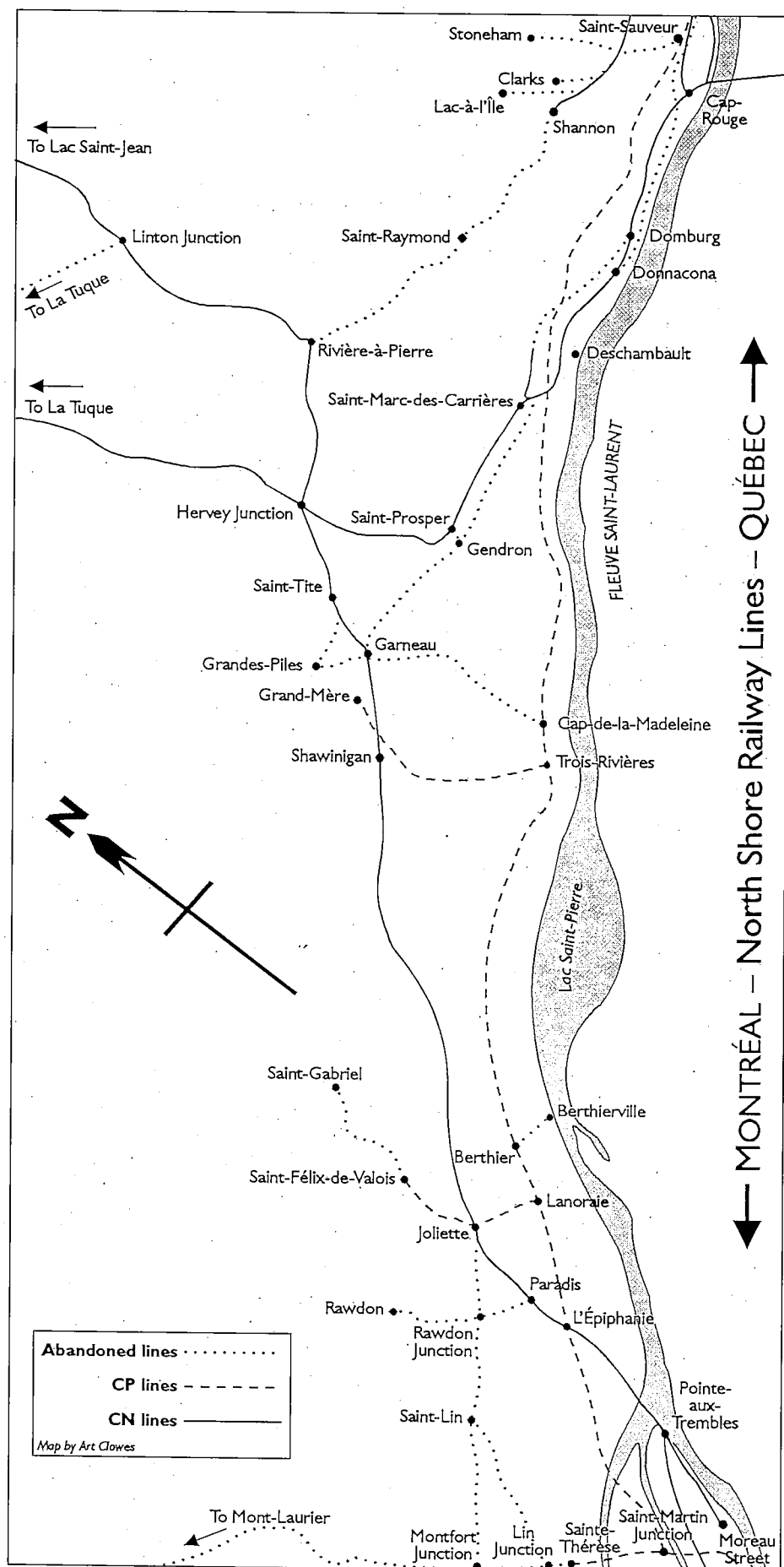
CP's Saint-Maurice Valley Subdivision extended from Trois-Rivières to Grand-Mère and was constructed by the St. Maurice Valley Railway Company. The line was constructed about 1910 and was leased to the CPR effective January 1, 1911. While some trackage in the Grand-Mère area has been abandoned, I am going to leave those details to include in a later article on the Shawinigan Falls Terminal Railway Company.

The 11 miles of CP's Saint-Gabriel Subdivision from Saint-Félix-de-Valois to Saint-Gabriel was constructed by the Montréal and Lake Maskinongé Railway and was opened north to Saint-Cléophas in 1887 and on to Saint-Gabriel in 1890. CP leased this line commencing on January 1, 1906. The portion of this line between Saint-Félix-de-Valois and Joliette has been sold to Bel-Gaz Ltée. The portion of this line from Joliette to Lanoraie is still operated by CP.

West of Joliette, CP's only other penetration into this area was with their 15.1-mile St. Lin Subdivision between Saint-Lin Junction on the Quebec, Montréal, Ottawa and Occidental Railway and Saint-Lin. The QMO&O is the line north from Montréal that became part of CP's Sainte-Agathe Subdivision that extended northward to Mont-Laurier. Again, I am going to ignore lines west of Saint-Lin Junction. (The name Saint-Lin is derived from St. Linus, successor of St. Peter as Bishop of Rome.) This line was constructed by the Laurentian Railway and was completed in the season of 1877, the first train operating from Saint-Lin Junction to Saint-Lin and return on November 6, 1877.

The Laurentian Railway's president was a J. H. Pangan and their one locomotive, a light 4-4-0, was named for him. This locomotive had originally been built by Danforth in 1858 for the Camden Amboy Railroad and had 68-inch drivers. The Laurentian Railway Company was purchased by the CPR on March 13, 1882.

While daily passenger train service was a feature on this line for many years, in the latter years it was a daily-except-Sunday passenger service, which lasted until April 1956, when passenger service was completely withdrawn. Total abandonment of this line became effective October 1, 1963. So today, it is just a memory.



CN's lines

The first line of the CN family in this area was the Quebec and Gosford Railway that extended for about 26 miles from the Saint-Sauveur bog on the outskirts of Québec City north-west to Lac-à-l'Île (or Lac-Sept-Îles?). For now, it is enough to say that this line was opened on November 26, 1870, and operated for a couple of years before closing.

Meanwhile, the Quebec and Lake Saint John Railway Company had been trying to get established following its incorporation in 1870. About 1880, this company started to re-activate the Quebec and Gosford Railway. On July 9, 1881, the Quebec and Lake Saint John Railway Company opened 18.17 miles of a new line from Loretteville Junction on the Quebec and Gosford Railway northwest to Lake St. Joseph. This was the first portion of what would eventually become CN's Bati-scan and more recently the Saint-Raymond Subdivision. The old Quebec and Gosford Railway line from Loretteville Junction into Québec City was rehabilitated and used for a few years.

The Quebec and Lake Saint John Railway Company continued its march northward when it opened the 13.19 miles into Saint-Raymond on November 3, 1881.

The Quebec and Lake Saint John Railway Company was renamed the Quebec and Lake St. John Railway Company in 1883 and opened an additional 9.02 miles north of Saint-Raymond on November 11, 1884.

Rivière-à-Pierre received its first railway traffic on November 2, 1885, and service was extended to Lac-Édouard, north of Linton Junction, by January 9, 1888.

Also in this part of Québec, the Quebec and Lake St. John Railway Company opened their 39.6-mile line from Linton Junction to La Tuque on November 23, 1907. This line was short-lived as it was abandoned in 1921 following the construction of the National Transcontinental Railway through La Tuque.

Back in the Québec City area, a new line opened from Whitehouse (near Loretteville Junction) to Québec on July 1, 1890. This permitted the abandonment in the same year of the original Quebec and Gosford Railway south of the Quebec and Lake St. John.



U is for UMLER,
 The reference computer,
 Tare weight and car lengths,
 But nothing much cuter.

The Quebec and Lake St. John Railway constructed a new 4.6-mile line into Clarks that opened on August 1, 1907. This short segment was abandoned in 1932. The Canadian Northern Railway acquired the Quebec and Lake St. John Railway early in 1907.

One other small railway in the Québec City area was the St. Charles and Huron River Railway Company, which built a line just before the first world war from Loretteville on the Quebec and Lake St. John Railway to Stoneham. This 9.95-mile line was abandoned in 1935.

In addition to the above abandonments, CN abandoned two substantial segments of the former Quebec and Lake St. John Railway. The first segment abandoned was the 19.07 miles between Rivière-à-Pierre and Saint-Raymond and was effective October 24, 1993, and the NTA has granted CN permission to abandon the 20.32 miles from Saint-Raymond south to Shannon. While many of the bridges are still in place, the track on the northern segment has been removed. On my recent inspection, the track on the south portion is still in place.

The other main north-south line west of the Québec City area is the National Transcontinental Railway. This line was part of the eastern half of what was to be the third national railway line. The portion from Québec City via Domburg, Saint-Marc-des-Carrières, Saint-Prosper, Hervey Junction, and north to La Tuque was officially opened on June 1, 1915. This was well within the railway depression that led to the demise of the Canadian Northern, Grand Trunk, NTR, Grand Trunk Pacific, Intercolonial, and other railways, followed with the formation of the Canadian National Railways.

The 17.38-mile portion from Cap-Rouge to Domburg is part of CN's present La Tuque Subdivision. Since by 1924 the NTR was under the CNR's control, a new 5¼-mile connection was completed between Domburg and the former Quebec, New Brunswick and Nova Scotia Railway at Donnacona. However, it wasn't until 1938 that the 22¼ miles of the NTR between Domburg and Saint-Marc-des-Carrières was abandoned.

The remainder of the NTR north of Saint-

Marc-des-Carrières in this part of Québec is still in use as CN's La Tuque Subdivision.

Before we leave the NTR we should mention that in 1991-92, CN Rail constructed their new 5.1-mile Deschambault Spur to serve the new Alcan plant. The head block for this spur is at Mile 38.6 of the present La Tuque Subdivision (formerly the Quebec, New Brunswick and Nova Scotia Railway) near Deschambault. The first 1¼ miles of this spur was constructed on a newly acquired right-of-way, but about another 3.75 miles of it was constructed on the roadbed of the long-abandoned NTR.

Paralleling the NTR from Cap-Rouge to Saint-Prosper and then on to Garneau was the line constructed by the Quebec, New Brunswick and Nova Scotia Railway Company. The eastern terminal of this line was at Limoilou, about 10 miles east of Cap-Rouge in Québec City. This eastern portion was sold to the NTR in 1915. The complete line, totalling 77.39 miles, was opened for traffic on July 30, 1909.

The Quebec, New Brunswick and Nova Scotia Railway became part of the Canadian Northern Railway family and then came into CN control. This permitted the 14.62 miles between Saint-Marc-des-Carrières and Gendron to be abandoned in 1920 following the construction of connecting tracks at both ends. In the early years of CN, the Quebec, New Brunswick and Nova Scotia Railway was operated as the St. Lawrence Subdivision and it is interesting to note in the January 15, 1922, timetable that operation over the above mentioned 14.62 miles is "via La Tuque Sub-Division."

The 18 miles from Saint-Prosper to Garneau was last operated as CN's Saint-Stanislas Subdivision. The Railway Transport Committee authorised CN to abandon most of this track in the spring of 1977. Short spurs were kept at both ends. My recent travels show that much of this line is still traceable and shows signs of being well-used by snowmobiles and ATVs.

The eastern portion of CN's main east-west line was constructed by the Lower Laurentian Railway Company. This company constructed a line from Rivière-à-Pierre west

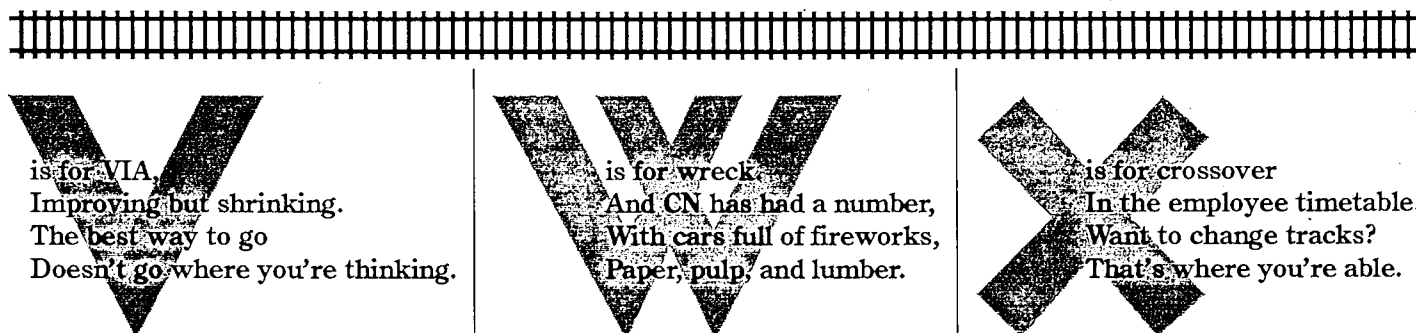
through Hervey Junction and Saint-Tite to Saint-Tite Junction and then on to Proulx (Grandes-Piles). This 39 miles of railway was opened on November 9, 1901. By the time this line was opened, it had been purchased by the Great Northern Railway of Canada. In 1906, this company, along with the Quebec, New Brunswick and Nova Scotia, and the Chateauguay and Northern Railway, were amalgamated into the Canadian Northern Quebec Railway Company. At that time, the 4.27 miles between Saint-Tite Junction, five miles east of Garneau, and Grandes-Piles was abandoned. The five miles east from Garneau, along with the Lower Laurentian Railway from Saint-Tite Junction east to Rivière-à-Pierre and the Quebec and Lake St. John Railway from there northward, is now operated as CN's Lac Saint-Jean Subdivision.

As mentioned previously, I am going to leave details of the trackage around Grand-Mère, Shawinigan, and Shawinigan Falls to a later article.

The Great Northern Railway of Canada was incorporated in 1883 and in addition to acquiring various lines proceeded to construct several lines that were eventually added to the CN group of lines. This company constructed a 20-mile line from Saint-Tite Junction west through Garneau (Saint-Georges) to Saint-Boniface-de-Shawinigan (west of Shawinigan Falls). The next 54½ miles, west from Saint-Boniface-de-Shawinigan to Montcalm, seven miles west of Joliette on the now-abandoned St. Lin (Lachute) Subdivision, was opened on April 1, 1901. In the meantime, the 7.8 miles from Montfort Junction east towards Joliette, again on the abandoned St. Lin (Lachute) Subdivision, was opened on December 19, 1884. The next 10 miles east on this line through Saint-Lin to Bissonette was opened about December 20, 1889. The remaining ten miles from Bissonette to Montcalm was opened about July 1, 1889.

CN abandoned this line from Joliette west to Montfort Junction in 1945, when the Saint-Laurent Subdivision bypass of Montréal was opened.

To complete our maze of railway lines in this part of Québec, we must look at the lines



of the Chateauguay and Northern Railway and a short section constructed by the Canadian Northern Quebec Railway.

The Chateauguay and Northern Railway built 36.21 miles from Moreau Street in Montréal northeast to connect with the Great Northern Railway's trackage in Joliette, and this was opened on August 9, 1904. This line crosses the CP's line at L'Épiphanie on a diamond.

The Chateauguay and Northern also built a line northward from Paradis, on the Moreau Street-Joliette line to Saint-Jacques, a distance of seven miles. This line was opened on September 7, 1905, and was extended north across the Great Northern Railway's St. Lin (Lachute) Subdivision at Rawdon Junction and on to Rawdon by the Canadian Northern Quebec Railway. The four miles to Rawdon Junction was opened on November 3, 1909, and the last 4.77 miles into Rawdon was opened on September 7, 1910.

The line from Moreau Street to Joliette is still operated by CN. The portion from Pointe-aux-Trembles to Joliette is part of the Joliette Subdivision and the remainder on the island of Montréal is designated as the Longue-Pointe Spur. The line from Paradis to Rawdon was abandoned in the 1960s.

Abandonments

CN, by authority of NTA order 1994-R-213, dated June 9, 1994, has been granted permission to abandon the operation of 5.6 miles of its Fonthill Spur; head block (H.B.) at Mile 5.2 Thorold Subdivision. This line, originally a part of the Niagara, St. Catharines and Toronto, was opened about July 1, 1906.

CN, by authority of NTA order 1994-R-214, dated June 10, 1994, has been granted permission to abandon the operation of 4.7 miles of its Petrolia Spur; H.B. Mile 46.3 Strathroy Subdivision. This line, constructed by the Great Western Railway, was opened in December 17, 1866, to serve the developing oil industry of Petrolia and surrounding area. Petrolia was also served by a second line, a spur north from the Canada Southern Railway's St. Clair Subdivision.

Information Network

Ottawa, Kitchener, and Toronto trolley coach matters

Message from: **Jack Knowles**

Ottawa's Bronson car line was an obvious candidate for an experimental trolley coach route, having a section of gauntlet track on Powell Avenue and a hump-back bridge with an extremely narrow (non-clearance) devil-strip.

The Ottawa trolley coaches which went to Kitchener Public Utilities in 1959 became 133, 135, 137, 139, and 131, with serial numbers 8223, 8221, 8220, 8222, and 8224, respectively. Kitchener converted four coaches to have five single seats on the "open" side; 133 was not converted. Kitchener trolley coach operation ended at 10:40 a.m. on March 26, 1973, when coach 107 ran out of service. At that time, coaches 101, 109, 121, 133, and 139 were in a small boneyard. All Kitchener coaches were sold to Vancouver.

Ottawa 2006 to 2010 became Toronto 9140 to 9144 and ran from Lansdowne Carhouse on west-end routes, particularly Ossington. The body of 9140 was used as the cabin on a steel-hulled boat built in 1972-74 at Centennial College, Warden Avenue campus. (Reference: *Toronto Star*, Friday, April 5, 1974, All Star Edition, Page B1.) This was not unique; a Fitzjohn Duraliner motor coach and a small city transit bus had been used earlier for amphibian boat cabins west of Port Colborne.

TTC 9144 was sent to Britain in May 1967 in connection with a builder's proposal to produce second-generation trolley coaches for Toronto. After much stalling, no sample TC was produced. A TTC draughting showed a body similar in appearance to TTC diesel demonstrator 507 of 1967.

Western Flyer was, of course, the only builder to actually produce second-generation trolley coaches for Toronto. Prévost was interested, but was eliminated. CC&F-Brill trolley coach 9020, damaged on the right side by a slide into a pole on an ice-covered

road while southbound on Lansdowne below Dundas, was shipped by railway flat car to Flyer in May 1967 in partly-stripped condition but fitted-out with freshly-overhauled running units. This provided Flyer with both design guidance for converting the Flyer model 700 diesel design to electric propulsion and the equipment to fit out the sample trolley coach, which arrived at Hillcrest Shops complete on a railway flat car in July 1968.

To conclude the Flyer E700 construction story, the other TTC coaches came in pea-green flat primer without seats, running units, or high-voltage wiring; these items were added in Hillcrest. Dayton, Ohio, No. 900 also came in January 1971 with seats and exterior final paint; Hillcrest installed the high-voltage wiring and the overhauled running units supplied by the Dayton system. Dayton 900 was given a short run on the Hillcrest test track for the purchaser.

Port McNicoll

Reply from: **Geoffrey Cooper**

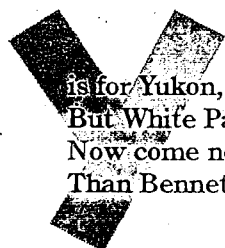
With reference to Scott Garrett's item in the May 1994 *Rail and Transit*, it is worthwhile to add that in later years, anyway, automobile ferry service was offered on the CPR steamers. One evening in 1964, I loaded my car and family aboard the *Assiniboia* at Sault Ste. Marie, disembarking at Port McNicoll the next morning.

Sculpture at Allandale

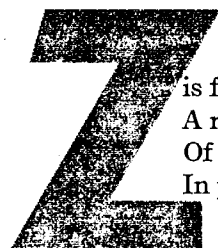
Question from: **E. Murray Cleland**

What became of the handsome bust of Fred Cumberland that used to stand on a short pillar in a green lawn behind Allandale Station, when Allandale was a thriving passenger junction with trains from Huntsville, Meaford, and Penetang being shuffled into trains for Toronto and Hamilton? It disappeared when the lawn did and the whole triangular area was paved for express trucks' use.

Cumberland was an important figure in the early Northern Railway days, not to mention as architect of St. James Cathedral and University College in Toronto. I don't recall any other monument to him.



is for Yukon,
But White Pass trains, you see,
Now come no closer
Than Bennett, B.C.



is for zero,
A rough estimation
Of railways' future
In parts of the nation.

The **A-B-C's**
of Railways in Canada

Poets:

John Carter, Ted Deller, Gord Webster,
Gray, Phyllis, Rob, and Pat Scrimgeour



THE RAPIDO



EASTERN CANADA

Gordon Webster

78 Scarboro Beach Boulevard

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CP RAIL SYSTEM

C.A.R. SALE NEGOTIATIONS

CP finally reached a decision in its quest for a successor for its track east of Sherbrooke, Québec: it has chosen to negotiate a sale to the Cantrak group. Two things helped the Cantrak bid beat the competing one from Guilford Transportation: Cantrak will operate the entire line and Cantrak will give preferential treatment to CP employees to fill positions. Guilford was only interested in the eastern portion of the line and was not going to hire any new employees, using their existing staff to operate the line.

An agreement has not been signed between the two parties yet but a draft agreement is expected to be made by the end of this month or early August. Cantrak wants to begin operation of the new line on January 1, 1995, the effective date of abandonment approval for CP, but CP officials believe it will drag on into next year. Cantrak will operate the line under three different railway charters, one in each of New Brunswick,

Maine, and Québec, to circumvent federal regulations. The headquarters will be in Saint John, and the line will employ 100 people, much fewer than currently working on the line.

NTA permission is not required in the transfer because its authority to grant a conveyance order can only be done if a line is considered to be operating. As of January 1, 1995, the line is officially abandoned and the NTA loses its authority once this date has passed. The sale will require some sort of ICC approval in the U.S., but the nature of approval required depends on the conditions of the proposed agreement.

NEWS FLASH: MERGER CALLED OFF

CP announced on July 20 that merger talks between it and CN for a merger of operations and plant in the east have been terminated without reaching an agreement. CP also announced that it is prepared to make an offer to purchase CN's railway operations east of Winnipeg and Chicago. CP has asked Paul Tellier, president of CN, to convey this message to the federal government.

CP says that they decided to offer to purchase the railway after an agreement could not be reached after months of discussions between the two railways. Differences in the way the two railways valued their assets and operations was cited as one of the obstacles to an agreement. CP says purchasing CN in the east will give the government a chance to retire a portion of CN's heavy debt.

No purchase price has been mentioned and no offer has been submitted yet. CP did

say that an offer could be submitted presented to the government at an early date.

NEW TRAIN

Train 511 is a new Toronto to Chicago (Bensenville Yard) train which handles over-flow traffic from Train 501. It operates as required, originating in Toronto, and lifting traffic at Lambton, London, and Walkerville. It is mainly comprised of box cars for Bensenville and containers for Kansas City, Milwaukee, St. Paul, and ICG's Venice Yard.

OTTAWA VALLEY APPEAL

The Federal Court of Appeal has decided to hear an appeal filed by seven companies and organisations, including the Sierra Legal Defence Fund, against the proposed Ottawa Valley Co-production between CP and CN.

The SLDF filed leave to appeal the NTA's permission for CP to abandon its North Bay and Chalk River subdivisions, and permission to combine the operations through Algonquin Park. The fund believes that the NTA's legal mandate to consider "public interest" requires it to also consider the environmental consequences, in addition to the economic effect. The other ground of appeal is that the NTA erred in deciding it was exempt from federal environmental assessment laws.

The group would like the co-production to take place on CP's line, rather than CN's. The railways are waiting for decisions on applications for appeal like these to be made before proceeding with their consolidation plans. Originally, co-production was to begin on July 1, and the appeal process could take another six months before a verdict is reached.

—Outdoor Life via Ted Wickson and Pembroke Weekend News

ABANDONMENT APPLICATION

CP submitted notice of intent to the NTA that it will be applying to abandon the Prescott Subdivision from Mile 35.5 (between Bedell and Spencerville) to the end of track in Prescott, a distance of 15.5 miles. This track is served twice a week by an assignment from Smiths Falls. CP would continue to compete for Prescott business, using the interswitching provisions of the National Transportation Act. A formal abandonment application will be filed by September 20.

OVERNIGHT FROM NEW YORK

Amtrak F40PH 265 and sleeping car Beech Grove-2450 lead the first run of Amtrak's Niagara Rainbow, with the equipment of VIA's General Brock trailing, on June 18.

—Photo by Scott Haskill



CN NORTH AMERICA

QUÉBEC LINES FOR SALE

Five thousand CN workers in Québec are being given the opportunity to purchase all of the railway's branch lines in that province. In other words, 85 percent of CN plant in Québec is for sale, including rolling stock, buildings, and property.

CN is conducting a series of seven meetings with its employees to encourage them to make the purchase. Two hundred employees showed up at the first meeting in Québec City. Last fall, CN agreed to sell its Murray Bay Subdivision to a short-line railway, and NTA approval is expected this summer.

CN has retained Burns Fry to act as financial advisers in evaluation of commercial bids from all prospective buyers. In addition to an employee offer, CN will also be accepting public offers of purchase.

In response to CN's announcement, the United Transportation Union is asking CN to establish subsidiaries to continue to operate the lines earmarked for sale. The UTU said it is prepared to offer CN greater flexibility and lower labour costs to make these subsidiaries viable. The UTU said it is already discussing, along with the Brotherhood of Locomotive Engineers, a similar deal with CP.

—Le Soleil and Montréal Gazette

ACCIDENTS

More than 30 cars of a 97-car eastbound freight train derailed at Lawlor Road between Jacquet River and Belledune, New Brunswick, on June 29. The derailment damaged 800 m of track and closed the Newcastle Sub. until the morning of July 1. • Two runaway boxcars damaged 250 feet of track in Kitchener when they derailed on June 23. Youths were seen on the cars, which rolled north from Lancaster Street and derailed near Weston Bakeries on Victoria Street.

CAPREOL SHOP CLOSURE

Employees at CN's \$30-million work equipment shop in Capreol may be able to buy the shop for \$1.75-million. Employees have formed a co-operative to either purchase the shop or go into partnership with a new owner. The employees have sent a letter of intent to the consulting firm Peat Marwick Thorne in Sudbury, who was hired to sell the facility for CN by mid-July.

The shop employees realise that they do not have the administration expertise to operate the shop independently. They are hoping to receive money from the government to train some of their employees to handle the administration.

—Northern Life; Hamilton Spectator via Doug Page

NTA DECISIONS

The NTA has approved the abandonment of the Midland Subdivision from Mile 52.00 at

Uthoff to Mile 75.21 at Midland, as well as the Midland Spur and the Coldwater Spur (24.84 miles in all). • The NTA ordered CN to retain the Meaford Subdivision between Mile 1.09, near Barrie, and Mile 31.40 at Collingwood, including the Penetang and Pretty River Spurs. This decision will be reviewed by the NTA prior to June 15, 1996.

OTHER RAILWAYS

ACR TAKEOVER UPDATE

The Wisconsin Central and the Ontario government have reportedly reached an agreement in principle for the WC to purchase the ACR with some money supplied by the government. The original plan was for the province to purchase the right-of-way and track material and lease it to the WC, who would purchase rolling stock and motive power from the ACR. Under federal regulations, however, only a company authorised to operate a railway can purchase another railway. The Ontario government would have been required to form a new railway company to acquire the track, which it did not want to do.

Instead, the government will give money to WC in the form of a loan, in exchange for preferred stock in the company, or as a grant with Ontario retaining rights to the line.

An application of conveyance is expected to be filed with the NTA after the deal is approved by the provincial cabinet. This is expected to take another couple of months. The ACR has received \$30.5-million in subsidies to keep it operating over the last six years, but the government refuses to subsidise it beyond June 30.

—Sault Ste. Marie Star

ONR STRIKE AVERTED

ONR unionised employees were set to walk off the job at midnight on July 3 if a new contract was not agreed upon. The unions' contracts expired on December 31 and 93 percent of workers voted in favour of a strike.

A work-to-rule campaign began in mid-June, and slowed freight movement substantially. One union official claimed traffic was backed up as much as three days in North Bay, Kirkland Lake, New Liskeard, and Cochrane. A few hours before workers were about to walk out, the ONR announced that a settlement had been reached. The deal is to be put to a vote on July 29, but until then no details are being released.

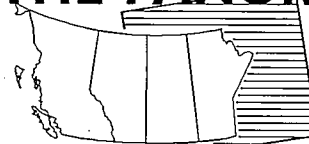
—North Bay Nugget

STCUM CONSTRUCTION

Construction of a new station at Deux-Montagnes began in May. The station complex, which will include administrative offices, will be built similar to stations constructed around the turn of the century. Further up the line, at Saint-Eustache, shop buildings for maintaining the new commuter equipment will also be built.

—La Presse and Tom Box

THE PANORAMA



WESTERN CANADA

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PASSENGER TRAINS

CALGARY

The Calgary Transportation Authority has been proposing a commuter train on the CP MacLeod Subdivision from the Anderson Road LRT terminus to Midnapore, at 162nd Avenue, a distance of four kilometres. This section of track passes the city's main north-south artery, MacLeod Trail, whose intersection with Canyon Meadows Drive has become a major bottleneck due to rapid growth in the southern part of the city. A major intersection reconstruction begins this summer and is expected to produce disruptions for the next two years.

This situation is perceived by the CTA as an opportunity for LRT commuters from the south to leave their vehicles at Midnapore and use a train service to Anderson LRT station. If the trial were a success, it might be a cost-effective way of extending the service to a suburban community such as Okotoks.

The CTA estimates service annual operating costs as \$1.5-million or at least \$512 000 for a six-month trial. Passenger potential is estimated at 2000 using the service every week. The CTA is asking the city to make a commitment to the project or even have more detailed negotiations with CP and VIA.

Stay tuned for further discussion.

—Bob Sandusky

VANCOUVER COMMUTER TRAIN

The double-deck coach used in the demonstration run of the proposed commuter train in Vancouver was No. 2304, one of 16 cars being built by Bombardier for service in San Diego, California. Eight cab cars and eight trailer cars are being built for the "Coaster" service between Oceanside and San Diego, which will be operated by Amtrak for the North San Diego County Transportation Board on former Santa Fe track. At the time, local railfans assumed the car would continue south for delivery to San Diego, but it was seen some weeks later passing through Kamloops on an eastbound CP freight.

The demonstration special did not travel from Port Coquitlam to Haney and back. On May 18, the trip was a brief three-mile round trip on the main line parallel to CP's Coquitlam yard. The car made another trip, this one

on May 24, from the CP station in Vancouver to Mission and back, with CP GP38AC 3007.

—Ian C. Smith

ESQUIMALT AND NANAIMO

An E&N Steering Committee has been formed on Vancouver Island to lobby for the saving of railway service. The committee had a successful conference in Nanaimo on the second weekend in July, with between 80 and 90 invited attendees. Committee members present represented all the communities served by the E&N and the First Nations. Also in attendance were government and opposition MLAs, opposition MPs, the president of Transport 2000, the mayor of Port Hardy, and a representative from CP Rail's headquarters in Montréal. The conference decided to fully support the B.C. government's position of trying to rescind the federal order-in-council that made the VIA cuts of 1990. The next step for the committee is to set up public meetings in Vancouver Island communities and to organise mall displays that show the history and potential of railway service.

—Patrick Hind on CFX Radio

BRITISH COLUMBIA RAILWAY

FINANCIAL REPORT

A lengthy strike hurt profits for the B.C. Railway Group in 1993 but the picture should improve this year. The group had a net profit of \$3.5-million in 1993, down from \$51.2-million the previous year, mainly because of a 37-day strike on BC Rail. A rebound to a net of \$45-million is expected this year, said Roger Clarke, group vice-president of finance. He also said the B.C. government has withdrawn subsidies for passenger train service and the Fort Nelson branch line. In 1992, the government gave \$6.5-million to the branch line and \$2.8-million to passenger

service between North Vancouver and Prince George. Clarke said the company has also had to set aside funds to meet an anticipated \$10-million one-time charge arising from the removal of cabooses from freight trains. The railway has transferred ownership of its car and locomotive fleets to a new division of subsidiary Vancouver Wharves Ltd., known as Wharves Leasing.

—Canadian Press

MAJOR EXCURSION

BCR is planning a four-day steam double-header trip using Nos. 2860 and 3716. The trip will leave North Vancouver on September 24, stop northbound overnight at Whistler, and continue to Exeter the second day. On the third day, the train will return to Whistler, and carry on to North Vancouver on September 27. The cost of the trip and accommodations is \$1695. For information, contact Connections Travel at 604 738-9499.

—BCRHA

CANADIAN NATIONAL

CROSSING ACCIDENT

Two people were killed and four injured on June 10 when a truck hauling buffalo collided with a train west of North Battleford, Saskatchewan, during heavy fog. The two people killed, who were in the truck, died at the scene. Three other vehicles crashed into either the stopped train or the trailer after the initial accident.

—Canadian Press

MANITOBA BRANCH LINES

CN has put the Rosburn Subdivision, a 103-mile line stretching from near Neepawa to Rosburn, up for sale. CN also wants to sell the Neepawa Subdivision, between Neepawa and Russell. The line is expensive to maintain and difficult to reach, as previous abandonments disconnected the line from CN's network. Manitoba Pool Elevators, which the

lines serve almost exclusively, said they don't want to get into the railway business.

Short lines may soon be established in Manitoba using tracks abandoned by CP and CN, the highways and transportation minister has announced. Under the Provincial Railways Act, which came into effect July 1, entrepreneurs will have the opportunity to acquire the lines, and the Motor Transport Board will issue licences to operate short lines.

—Western Producer, Manitoba Co-Operator

ABANDONMENTS

The NTA has approved the closure of the 29 miles of the Erwood Subdivision between Birch River and Baden, Manitoba, along with the 8.2-mile Genstar Ltd. Spur at Whitmore.

• CN has given notice of intent to abandon about 25 miles of the Blaine Lake Subdivision from Prince Albert to Shellbrook, Saskatchewan. The proposed closure is opposed by the Hudson Bay Route Association, local farm groups, and municipalities. Those opposing closure say that the line is a major link to the Port of Churchill.

—Canadian Press, Globe and Mail

CP RAIL SYSTEM

HH-US ON STRIKE

United Transportation Union workers on the former Soo Line set up picket lines at 23:00 on July 13, the result of a six-year dispute between which has gone through sporadic negotiations and mediation. The U.S. National Mediation Board released the parties from mediation in mid-June, which was followed by a 30-day "cooling-off" period, and one last meeting on July 11 to try to avert a strike.

The biggest hurdle in negotiations is crew size. Soo trains operate with three-person crews, while most major U.S. railways have two-person crews. There are also other disagreements on work rules, wages, and health care. Members of the UTU on the Soo have gone six years without a pay adjustment, but the other 16 of the railway's 17 unions have signed contracts. Soo is the only U.S. railway not to reach a settlement with the UTU.

The speed of Amtrak trains operating over HH-US has been reduced from 70 to 40 m.p.h., the *Empire Builder* is being detoured over Burlington Northern, and Amtrak's Chicago-Milwaukee route will have only four daily round trips, rather than the normal seven. Freight service is being maintained on the main line by management between Emerson/Noyes and Chicago and Kansas City. Other traffic moving between Minneapolis and the east was to be handled by WC, BN, and C&NW.

—Journal of Commerce, Financial Post

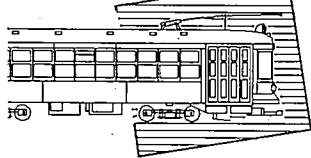
◀ VANCOUVER DEMO RUN

San Diego "Coaster" car 2304 with a flat car and CP GP38-2 3058 at CP's Coquitlam yard on May 18.

—Photo by Ian C. Smith



IN TRANSIT



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TORONTO

AIR-CONDITIONED STREETCAR

A prototype roof-mounted air-conditioner will be installed on one CLRV, as a test. Because the TTC's CLRVs and ALRVs were built with forced-air ventilation, conversion to full air-conditioning has always been an possibility. Factory-installed air conditioning is now standard on all new TTC vehicles, and air-conditioning the streetcar fleet (except the PCCs) would keep the comfort and attractiveness of the streetcars equal to newer buses and subway cars in the fleet. Aside from the cost of purchasing and installing air conditioners on all streetcars, it is not known if the extra power required by air-conditioned streetcars would require upgrading or installing new electrical substations.

SIGHTSEEING CARS RETURN

Gray Line has returned to the business of running vintage streetcar tours in Toronto. The tours make use of TTC A15H PCCs 4500 and 4549, based at Russell Carhouse, which were rebuilt to resemble their as-built condition. The cars run three trips a day, starting behind the Royal York Hotel on Wellington Street, and then going north on York Street to pick up at the Sheraton Centre Hotel. The route from there is east on Queen Street, south on Church Street, west on King Street, north on Spadina Avenue, east on College and Carlton streets, south on Parliament Street, west on King Street, south on Church Street, and west on Wellington Street back to the hotels. The trips leave from the Royal York Hotel at 10:00 a.m., 11:30 a.m., and 1:00 p.m., and the fare is \$18 for adults, with cheaper fares for children and families.

Gray Line is competing with a private operator that has started Toronto tours this summer with small buses masquerading as olde-tyme streetcars. In addition to using real streetcars, Gray Line fares are four dollars cheaper than on the decorated buses.

CONSTRUCTION WELL-ADVANCED

There is ample evidence of new transit-facility construction in Metro Toronto these days.

Since early this year, Spadina Avenue south of Bloor Street has been reduced to one lane each way as the portal for the underground loop of the Spadina streetcar line

takes shape. Viewed from the south, the ramp and portal are both visible. Lessons have been learned from the too-steep Harbourfront ramp, and the Spadina ramp has an easier grade on the southbound track. Early in July, work on the surface trackwork from the portal to College Street has begun with the removal of long-buried track from the old Spadina and Harbord car lines, and excavation for the track bed of the new line.

Farther north, the right-of-way of the Spadina Subway extension to Sheppard West Station can be seen from any TTC bus travelling north out of Wilson Station. Tracklaying has begun on this section. The portal under the Allen Road is visible to the north. The extension is due to open in the spring of 1996.

This summer, the first construction for the Eglinton and Sheppard subways will begin. A large water main will be relocated away from the Sheppard and Yonge intersection, and digging will also begin for the construction of the tail track, immediately to the west of Sheppard Station. On Eglinton, piles will be driven and utilities relocated in preparation for the tail track of that subway, which will extend east from Eglinton West Station, at Eglinton and the Allen Road.

ZOO ACCIDENT

On the afternoon of Monday, July 11, there was an accident involving two trains on the Canadian Animal Domain Ride at the Metro Toronto Zoo. These electrically-powered (from a third rail) trains ride on rubber tires with horizontal tires to guide it in its concrete guideway. The ride takes visitors through an area of the zoo property that is inaccessible by foot, and which features animals living in natural surroundings.

One train had just left the Weston Station, near the bear and wolf area, where it must climb a hill. When the train reached the top of the hill, it lost its power and brakes and began to move backwards. On many weekdays, the headway between trains is about 15 to 20 minutes. However, due to the large crowd at the zoo that day, the trains were running more frequently, and there was a second train already stopped in the Weston Station when the first train returned backwards.

The runaway train reached speeds estimated at up to 45 km/h, and upon contact over-rode the standing train by one to two metres. As soon as she saw the runaway train approaching, the driver of the standing train successfully off-loaded passengers from the front of the train, where the most damage occurred. There were about 50 people on each train, and 27 were taken to hospital, eight of those with serious injuries. One person who was on the train was interviewed and said she feared that the train would fly

off the tracks with the way it took a curve. She described it as being like a roller coaster.

The Canadian Animal Domain Ride makes use of 24 cars, all built new for the line in 1975 by Bendix, with bodywork by Prévost. The cars operate in trains of two or four cars, and are 30 feet long and seven feet wide. The seating capacity of each car is 40, with five eight-passenger compartments, with forward- and rearward-facing seats. The body sides of the cars are made of aluminium, while the ends are fibreglass mouldings. Control of the trains is simple — three push-buttons for forward motion at 5, 8, and 20 m.p.h., the maximum speed. The cars have air-operated brakes, as well as independent emergency brakes on each wheel.

The ride has been shut down until independent investigators can determine why the brakes failed, and what can be done to improve safety. There have been other minor mishaps in the 19 years the line has been opened, including a slow-speed collision in 1991, but this is the first serious accident.

—Calvin Henry-Cotnam, SH

OTHER CITIES

MONTRÉAL

Since June 1993, trains on Montréal's Line 1, its busiest Métro route, have been operated by one-person crews.

By phasing in single-operator trains since 1966, STCUM figures it has saved millions of dollars, with no detriment to passenger safety. In 1966, when the Métro opened, it took as many as four staff to manually operate the trains. As new equipment and lines were added over the next two decades, single-operator trains became the norm on all but Line 1, which still used two-person crews.

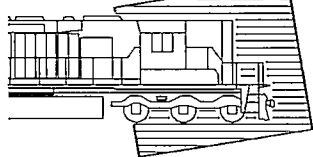
Safety features added to allow one-person operation include the installation of a continuous speed control device; systems that detect short-circuits and check tires; fire detection instruments at each station; an emergency lighting system; passenger evacuation ladders; and water supply points every 150 metres on both sides of the tunnels.

—CUTA Forum

VICTORIA

A regional transportation study for Victoria, after nearly three years of work, has recommended \$189-million in improvements to highways and arterial and collector roads. The study concluded that LRT lines to the Western Communities and the University of Victoria do not make economic sense. Advocates of commuter railway service say that the cost estimates in the report were much too high. The provincial government has not excluded the possibility of LRT, however. In addition, the government is planning to increase car pooling among its employees to ease driving and parking problems.

MOTIVE POWER



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CP RAIL SYSTEM

LEASED POWER

The newest additions to CP's leased fleet are HATX GP38-2s 210 to 216, which are the former MP 2106, UP 2077, UP 2079, UP 2082, UP 2085, UP 2105, and UP 2110. • CP is continuing to lease four F40PH-2s from VIA, but five units are being used on a rotating basis. As of early July, the units in service on CP are 6452, 6453, 6454, and 6458, and 6438 was back at VIA. • The three NRE SD40-2s that D&H purchased were not renumbered in numerical order, but as follows: NRE 6910 is CP 5447, NRE 3130 is CP 5448, and NRE 5402 is CP 5449.

AT THE SHOPS

Former GATX SD40-2 2005 emerged from overhaul at Ogden on July 12 as CP 5427. • GP30 5001 has been returned to service after repairs for frost damage. • D&H GP38-2 7305 is at Ogden and will be released as CP Rail System 7305. • GP9s 1521 and 1557 have been converted so that they can supply electricity to slug units, and F7B 6800 has been made a slug. • Soo Line GP9 405 has been returned to service after six years in storage, and repainted at Shoreham Shops in Minneapolis in the red-and-white colours.

SIX-AXLE MLWs

M636 4721 was returned to service on June 17, with M630 4570 following on June 22. • CP re-retired six-axle MLWs 4511, 4707, and 4719 on June 21, and 4557 on June 27.

CN NORTH AMERICA

NEW POWER

CN has announced that it has ordered 26 4000-horsepower SD70M-I locomotives from GM, equipped with isolated "Whisper-cabs." The order is valued at \$47-million, and delivery is scheduled for mid-1995.

At the same time, CN has tagged five more units onto their current order of 18 Dash 9-44CWs from GE, scheduled to be delivered by the end of 1994. The GE units will be numbered 2500 to 2522. These will be CN's first new power without Draper Tapers and the full-width cowl since the ten HR412s arrived in 1981, coincidentally also then numbered in the 2500-series.

REBUILDING SD40s AND SD40-2s

CN will have 10 more of its SD40s rebuilt at AMF this year into the 6000-series, in a \$12-million project. The first five to have arrived at AMF for the work are 5009, 5033, 5045, 5047, and 5059.

The 24 former Union Pacific SD40-2s now in service and temporarily numbered in the high 6000- and low 6100-series will be renumbered and classified in two groups:

GF-30v 5364-5381 (18)
GF-30w 5382-5387 (6)

The units in Class GF-30v will have positive traction control added, and the last four in the group will also have dynamic brakes installed. The units in Class GF-30w will be fitted with a Woodward CLC microprocessor (as on the QNS&L SD40-2s being refurbished by AMF) and dynamic brakes.

—Mike Cleary via FidoNet, BRS Branchline

OTHER RAILWAYS

ONTARIO NORTHLAND

ONR FP7 2000, the former 1502, was released from the shops in North Bay on July 11, following some road testing, and then was to enter service on the *Northlander*. Some of the changes to the locomotive include the installation of a 2000-horsepower Caterpillar 3516 engine, a new desktop control console identical to that on a GO Transit F59PH, and a microwave oven (which is powered from the passenger train's electrical supply). It was on display in Englehart on July 13 and 14 and in Cochrane on July 15 and made its first trip in service on July 18, but was taken out of service en route. Two more units are to be converted (1509 by the end of 1994 and 1521 in early 1995), at a total cost of \$3.5-million. ONR is also considering installing Caterpillar prime movers in two GP9s.

ONR has purchased GO Transit auxiliary power unit 801 (originally Northern Pacific F7B 6014B) and will install in it two Detroit Diesel auxiliary-generator sets removed from the FP7s that pulled the TEE equipment on the *Northlander*. The unit arrived in North Bay on June 30. It will be used as a spare EGU for the *Northlander* and on the "Little Bear" mixed train between Cochrane and Moosonee.

SD40-2 1732 is going to be overhauled and returned to service. The unit had been stripped of many parts, in preparation for scrapping, but with recent increases in traffic is now required.

ALGOMA CENTRAL

ACR has received two second-hand GP40s from National Railway Equipment in Illinois, and both are now on the property, repainted in ACR colours. ACR 190 was originally Milwaukee Road 192, built in 1966, and was later renumbered as 2018. ACR 191 was

originally Milwaukee 161, built in 1967, and later became 2034.

—Marshall Karn, BRS Branchline

GM DIESEL DIVISION

DELIVERIES IN PROGRESS

General Motors is still delivering new SD70MACs to Burlington Northern. Deliveries to BN through June include the following:

9450	May 25
9453 and 9454	June 2
9457 and 9458	June 4
9449 and 9456	June 6
9461 and 9463	June 24
9464 and 9465	June 25
9466 and 9467	July 7

Also through June were the deliveries of the first SD70Ms for Southern Pacific. Nos. 9800 to 9814 had all been delivered by the end of June, with the exception of 9802, which had been shipped to Blastech Corp. in Brantford, where it was reportedly having its unsatisfactory clear coat over the paint removed, so that a new one could be applied.

BRS Branchline reports that the eight SD38-2TCs for Orinoco Mining Co. in Venezuela were shipped from Halifax on June 13. The units, Nos. 1041 to 1048, were painted by AMF in Montréal.

NEW MODELS

Union Pacific has placed a \$220-million (U.S.) order for 108 new locomotives from the GM Locomotive Group. Each year from 1995 to 1998, 27 units will be delivered. In 1995 and 1996, the units will be SD90MACs, 4300-horsepower units with 16-cylinder 710G3B engines. In 1997 and 1998, the units will be 6000-horsepower SD90MACs with a new "high-technology" engine that is not yet in production. From 1998, the engines in the first 54 units would then be changed from the 710 to the new 6000-horsepower design. GM's six-axle line now offers these models:

SD70 — 16-710G3B engine with AR20 main generator and D90 DC traction motors.

SD70M — Same as above with "North American" comfort cab.

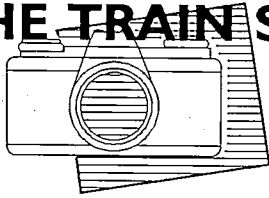
SD70MAC — 16-710G3B engine with TA17 main generator with AC traction system.

SD80MAC — 20-710G3B engine with a bigger main generator to take 5000 horsepower, and bigger AC traction motors.

SD90MAC — Initially, the same engine as the SD70MAC, with the same main generator and traction motors as the SD80MAC. Retrofittable in 1997 with the new 6000-horsepower "H" engine.

The SD80MAC and SD90MAC are "platform" locomotives; that is, all SD units will be built on the same basic platform, regardless of the horsepower and of whether DC or AC traction. This will allow parts to be standardised as much as possible.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

EASTERN CANADA April 16-27 Pat Scrimgeour

April 16:

Saint-Pascal, 18:56, CN Train 310 with 3501-3544-3586-EML 775-CN 2110 and 70 cars

April 17:

Saint-Joseph, 11:20, CN Train 130 with 9478-9607
Baker Brook, 13:52, CN Northbound with 9498-9677-9436
Green River, 14:50, CN Train 131 with 9439-9502 and 9 multi-platform cars
Quisibis, 15:10, CN Southbound with 9511-2102-3571
Cyr Junction, 17:00, CN Northbound with 5311-2316

April 18:

Grand Falls, 12:55, CN Work Train with 3560-8708
13:20, CAR Southbound with 8019, 2 cars, van
Edmundston, 14:40, CN Train 308 with 6007-6002
Glendyne, 15:35, CN Train 130 with 9553-9419

April 27:

Toronto, Bathurst Street, 12:10, CP Train 504 with CPRS 6607-Soo 760-HATX 507-SRA 9016-9017-9018 and 48 cars
SRA units are exports from GM in London to Australia

COBOURG April 29-May 10 Dennis Taylor

April 29, 12:20, CN Eastbound with 9510-2313 and 35 cars
15:52, CP Westbound with 5837-4209-4241 and 103 cars
May 1, 12:00, CN Eastbound with 5342-5341 and 35 cars
May 2, 13:50, CN Train 518 with 4103-4121 and van 79382
May 10, 14:10, VIA Train 57 set out an LRC 3300 series coach in Cobourg. Train 43 stopped to pick up the passengers who were riding aboard the car which was set out.
16:22, CN Train 518 with 4108-4138 and van 78109
16:25, CP Eastbound with 8210-4221 and 12 cars

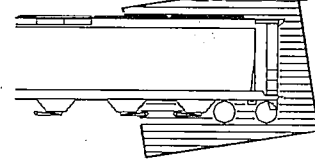
HAMILTON AREA April 29-May 14 Greg Smith, Todd Badour

April 29, 17:15, CP Train 270 with CPRS 6607-Soo 760-CPRS 776
CP Train 2-522 with CPRS 5639-HATX 505
19:37, CN Train 392 with 6000-CR 6748-CN 6007
20:00, CP Train 519 with Soo 6610-CPRS 5562-CP 5509-5587
May 1, 19:10, CN Train 489 with 7041-4127-4113
20:40, CP Train 558 with CPRS 5421-CP 5741-674
May 4, 18:31, VIA Train 98 with VIA 6402-Amtrak 349
18:37, CN Train 392 with 9570-6091-6097-UP 4094-4109-4100-4099-4092
20:08, CP Northbound boarding train with 5600-HELM 6201
May 5, 15:30, CP Train 271 with CPRS 778-GATX 2009-CP 5573-CPRS 5862
May 6, 19:21, CP Train 558 with 5751-HATX 509
19:35, CN Train 392 with 2111-3525-2113
May 7, 08:52, CN Eastbound with 3531-3578-6113
20:05, CP Train 271 with 5579-HLCX 4057-GATX 7361-CP 3030-4209-3068
May 8, 19:00, CN Train 392 with 5354-6093-CR 6579
May 11, 01:27, CN Train 403 with 4125-6104-4116
05:32, CN Train 332 with 9656-EML 775-GCRC 7488-7498
10:35, CP Train 523 with 4236-4715-8208
May 13, 20:21, CN Train 392 with 9306-GTW 6204-CN 2102
May 14, 15:35, CP Train 521 with 4222-1824-3114-HATX 511
18:30, CP Train 270 with 5626-5513-HLCX 3065-CPRS 5421

WOLVERTON June 5 Sean Robitaille

16:25, CP Eastbound with 4216-5516-5748-1809-6030 and 63 cars
16:30, CP Train 528 with 3087-4228-4715-5574 and 69 trailers
17:35, CP Eastbound with Soo 763-CP 4221-4236 and 36 cars
18:06, CP Eastbound with 5716-HATX 517-CP 4740-5531-5504 and 31 cars
18:35, CP Train 923 with 5918-1804-1824-8232-8240 and 64 cars

ROLLING STOCK



Don McQueen
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London, Ontario N6H 3Z3

CP HOPPER CAR ORDER

CP has placed a \$65-million order with National Steel Car for 900 covered hopper cars. The cars are specially designed to carry a heavier payload of 110 tons, a 10 percent increase over the largest cars in CP's covered hopper fleet. The cars will also incorporate features which customers have identified as desirable: interior lining, double-hinged aluminum top hatches, and premium unloading gates. The cars will be equipped with self-steering trucks which reduce rail and wheel wear.

Production will begin in August with delivery completed by December 1994, in time for the fall grain harvest. CP is considering whether to purchase further cars for next year.
—CP Rail System

GO EQUIPMENT BACK FROM LA

Metrolink has returned some of the equipment which it was leasing from GO Transit. Coaches 2014, 2017, 2018, 2020, 2022, 2024, and 2032, along with APCU 906, returned to Toronto on June 17. This equipment was never used, and the APCU was returned with a seized engine. Metrolink is expected to return all of the remaining equipment except for five coaches, now that the damaged highways have been repaired.

The city of Seattle is interested in leasing some GO equipment for a temporary commuter service there. The equipment would be used for special trains to basketball games in Tacoma while the Seattle Center Coliseum is being refurbished next year. If GO equipment is used, two trains will be used for the service.
—Various Fidonet and Internet news sources

BACK COVER

CAPE BRETON AND
CENTRAL NOVA SCOTIA RY.,
MAY 29, 1994

TOP — CB&CNS C630Ms 2035, 2029, and 2016 lead the daily main line train eastbound from Truro to Sydney, approaching the bridge at Iona and Grand Narrows.

BOTTOM — CB&CNS RS18 3627 and leased CN RS18 ("RSCI4") 1765 at New Glasgow, with empty coal hopper cars from the Trenton generating station.

—Both photos by Ted Wickson

