

# Rail & Transit



AUGUST 1994



Newsletter of the Upper Canada Railway Society



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## ON THE CALENDAR

**Friday, September 23** - 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, September 23** - 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, October 21** - UCRS Toronto monthly meeting, 7:30 p.m.

**Friday, October 28** - UCRS Hamilton monthly meeting, 8:00 p.m.

## COVER PHOTO

On Sunday, May 10, 1959, CN E-10a Mogul 90 and an N-4a Consolidation were the star attractions on a fantrip sponsored by the UCRS and the CRHA, seen here south-bound near Bancroft. This line was removed in the early 1980s.

—Photo by Alan Crompton



NUMBER 536 - AUGUST 1994

## Newsletter

### MERGERS, NAMES, IDENTITIES

It is again a time of mergers, consolidations, and new corporate identities in the railway industry. America's largest railroad, Burlington Northern, plans to merge with perhaps the best-known, the Atchison, Topeka and Santa Fe Railway. Further combinations may happen - Conrail and Norfolk Southern, Union Pacific and Chicago & North Western, even (don't hold your breath) selected parts of CP and CN.

New railways need new names, and here, extracted from the many helpful, even frivolous, suggestions from a railfan electronic forum, are possible identities for the combined BN and ATSF:

**American Rail** - Colours: Red, White, and Blue  
**AmRail** - Too similar to those fictitious railways in movie crash scenes?

**Burlington, Utah, Spokane and Tacoma** - the BUST; suggested by a merger opponent?

**Chicago and Everything Western** - C&EW reporting marks, just to confuse with Chicago & North Western.

**Chicago, Hutchinson and Everywhere West** - CHEW is cute, but ATSF's Hutchinson, Kansas is perhaps too obscure.

**Chicago, Hutchinson, Omaha and Oklahoma** - this one features even better CHOO initials.

**Great Northern, Northern Pacific, Spokane, Portland & Seattle, Chicago, Burlington & Quincy, Frisco, and Atchison, Topeka & Santa Fe** - Historical, inclusive, and how about those GNNPSP&SCB&QF&AT&SF reporting marks!

**Mississippi River and Western** - Describes the territory, although a bit vague.

**Santa Fe & Burlington Northern** - The smaller SF is, after all, the dominant partner.

**Santa Northern** - Combines geography and history, and great for special Christmas units. Could sport a red and green paint scheme.

**US Rail** - It would be the largest in the country, by far.

Alas, the merger announcement included the already-selected name: The Burlington Northern and Santa Fe Railway Company. At least that sounds like a railway, a lesson that Cantrak could take to heart.

PUBLISHED BY

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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 August 31, 1994

Ride 'em before they're gone!

# VIA TRAINS IN NORTHERN MANITOBA

By David Hales

Is the southern terminus (or is it western?) of VIA trains 294 and 295 really Wabowden? The following is based on our trip to Churchill last fall.

Going through Wabowden in both directions, I noticed that the yard was empty. No doubt during the grain season cars may be held there. There is a wye with a short tail just west of the station, which for the most part is boarded-up. The small village was named for W. A. Bowden, Chief Engineer of the Department of Railways and Canals; its former name was Setting Lake.

Basically, there are three trains or classes or groups of trains on the Churchill line, north of The Pas. First is the *Hudson Bay* (VIA Nos. 692 and 693, formerly numbered 92 and 93) on its thrice-weekly run to Churchill from Winnipeg. There are the weekly mixed trains between Wabowden and Churchill, Nos. 294 and 295, travelling during daylight hours only; this is no doubt helpful during those long cold dark winter months. Lastly, there are the grain trains for the five-million-bushel elevator at Churchill.

I found out that there is very little freight traffic on the Thompson branch. The *Hudson Bay* is the only regular train to Thompson, and northbound it picks up two or three piggyback flats there for Churchill. The train is wyed prior to arrival at the station by a back-up operation, and thus the locos do not have to venture too far down the tail. I guess in this way the whole wye does not have to be maintained to support the weight of two locos. Interestingly, the locos operate "elephant-style." There are two locos to handle a steam generator, baggage car, two coaches, cafe-lounge, and up to four "E" series sleepers.

Now, getting back to Trains 294 and 295. As mentioned, there is no other freight on the line, so how do the cars for the weekly mixed get to and from Wabowden and The Pas? The whole train must run on through to and from The Pas with no passengers being carried... as CN freights Nos. 543 and 544? Wabowden is accessible by road. Interestingly, the *Canadian Trackage Guide* 1994 edition also indicates CN freight trains Nos. 428 and 429 operating between The Pas and Thompson but does not indicate the frequency, even though employees said there was very little freight traffic in and out of Thompson. The switching chores are done during the mixed train's one-day layover at Churchill. The passenger component of Nos. 294 and 295 is one of the two combination baggage-coaches assigned to The Pas. Number 7201 was built in 1919 by Pullman Standard and 7209 in 1928 by National Steel Car. Both were originally colonist cars.

There are a number of other trains into and out of The Pas, most notably the Lynn Lake mixed, VIA trains 290 and 291, with Coach 5186 (the last of its class, built in 1937 by Canadian Car and Foundry). There is also a baggage-express car, the details of which I do not know.

This run is very scenic and apparently well worth taking. CN also operates a number of freights out of The Pas to Flin Flon and Regina. The *Trackage Guide* lists grain trains for Churchill originating from places as far away as Saskatoon and Winnipeg.

As one travels west and north from Winnipeg, the change in geography is quite apparent: the flat prairie landscape changes to lakes and forest, with spruce and hemlock – no pines! – north of The Pas. The farther north one goes, the shorter the trees. Upon awakening in the morning of arrival in Churchill, the trees are short and sparse. In October, the ground is snow-covered.

This way one mixes with life along the line by seeing people get on at places like Thicket Portage and Pikwitonei and go to Thompson for shopping and visiting. The remaining telegraph poles are the tripod type due to the nature of the soil. One of the attractions at Churchill in the fall is the polar bears, and bears we did see! By taking a day-long Tundra Buggy Tour, one goes out onto the tundra along the shores of Hudson Bay to see plant life, animals (such as Arctic fox), birds, and the bears.

Two great rivers are crossed along the route. At The Pas, the Saskatchewan River (from its headwaters at the Columbia Icefields), is crossed, and at Mile 240.9 of CN's Hudson Bay Railway, the Nelson River is crossed, and again at Mile 331.5. The waters of the Nelson have come not only from the icefields but also from the Red and Assiniboine river systems. Here, the railway leaves the Laurentian Plateau of the great Canadian Shield and enters the Hudson Bay Lowlands.

Enquiring at the hotel in Churchill as to how well the tour business was doing following the cancellation of VIA tours, I was told that business was slowly picking up after a severe drop. For a community of 1200, there are some fine stores, restaurants, and hotels, plus an Inuit museum, a library, and the Parks Canada interpretive centre.

This is a great way to see the varied Canadian landscape while keeping one's feet on terra firma.

## Equipment Data:

Train number	Train 92	Train 93
Date	October 7	October 3
FP9s	6304, 6301	6300, 6303
Steam generator	15477	15484
Baggage car	9663	9673
Coaches	5653, 5649	5650, 5648
Cafe-lounge	762	755
Sleepers	<i>Evelyn, Emperor, Enfield</i>	<i>Elmsdale, Eldorado</i>
Piggyback flats	3	3

## References:

- *Canadian Trackage Guide* 1994 (Ottawa: Bytown Railway Society)
- *Scenic Rail Guide to Western Canada*, Revised, by Bill Coe (Montréal: VIA Rail Canada)



# THE YORK-DURHAM HERITAGE RAILWAY

By S. I. Westland

A third southern Ontario heritage railway — or tourist train operation — has quietly been taking shape in Toronto's north hinterland. (The other two railways are, of course, Port Stanley Terminal Rail and the South Simcoe Railway.) The York-Durham Heritage Railway, based at Uxbridge, Ontario (some 40 miles from Toronto Union Station, measured along the CN Kingston and Uxbridge subdivisions), intends to establish a tourist train operation over 12.2 miles of the CN Uxbridge Subdivision between Uxbridge and Stouffville.

The group was formed in 1986, was incorporated in February 1990, and now has something in excess of 100 members. The railway was formed at just the right time in order to obtain not only a viable, but a quite strategic operating location. CN has been progressively divesting itself of its former Toronto and Nipissing line, which, when built in the 1870s as a 3'6" gauge line, extended for 77.02 miles north from Scarboro Junction to Coboconk, with running rights over the Grand Trunk Railway's main line from Scarboro Junction into Toronto.

The portion of the original T&N north of Blackwater Junction, which was later designated as the Coboconk Subdivision, has been abandoned for about 30 years. The Lindsay end of the Uxbridge Subdivision was formed by the 1883 construction by the Midland Railway of Canada of the so-called Wick Extension, from Blackwater Junction to Manila Junction, and a connection there to the former Whitby, Port Perry and Lindsay Railway. All of this northeasterly end of the Uxbridge Subdivision has had the track lifted only in the last two years. The contractor who dismantled the line removed track from

Lindsay to Mile 27, some 1½ miles north of Uxbridge station. The contractor stopped at this point, which has no other significance, ostensibly because 100 lb. rail terminated here and 85 lb. rail, which he did not want, continues south from Mile 27.

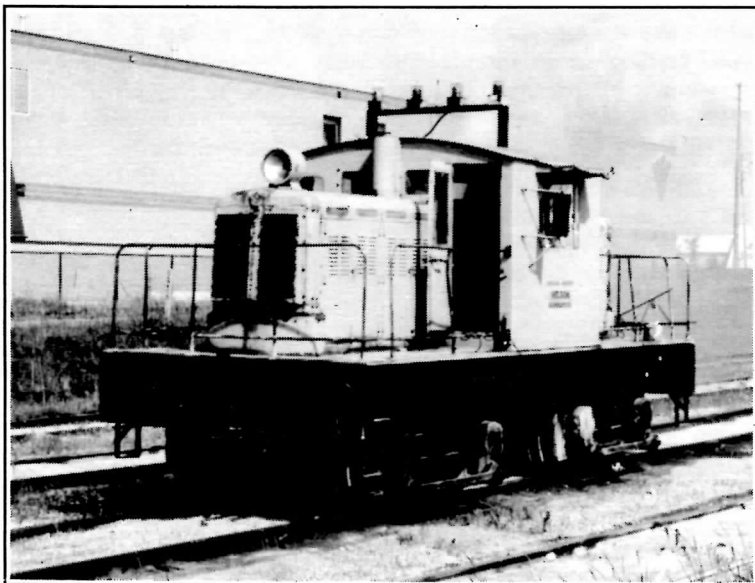
CN's programme of phasing out the Uxbridge Subdivision focussed next on the Uxbridge-Stouffville section, which would have seen track removed back to the point to which GO Transit rail operation presently extends from Toronto Union Station (two trains each weekday in each direction). The province of Ontario has intervened to prevent this track from being removed by purchasing the line from Millard Street in Stouffville (now marked by a CN end of track sign), to the aforementioned Mile 27, north of Uxbridge Station. The price to the province to landbank (and "trackbank") this section of the Uxbridge Subdivision was \$1.3-million.

GO Transit at present operates only a limited bus service to Uxbridge, and extension of the Stouffville trains is not in the foreseeable future. The extensive growth of the Greater Toronto Area to the west and north, however, seems bound to swing more to the east and northeast in the future, and the Stouffville line extension to Uxbridge may be expected to occur eventually.

In the meantime, prospects for renewed operation on the line seem bright with the advent of the York-Durham Heritage Railway. The province is to lease the line to the local municipalities (the town of Whitchurch-Stouffville and the township of Uxbridge). The towns, in turn, are expected to sub-lease the railway to the YDHR. These local municipalities are respectively located in the regional municipalities of York and Durham, hence the new railway's name.

YDHR will establish its operating headquarters and a railway museum in the 1904-vintage Grand Trunk Railway Company of Canada station at Uxbridge. This structure, with a witch's hat roof and a basement, is a fine example of early 20th century GTR station architecture. The building is owned by the township of Uxbridge, which is financing the restoration work now underway. Such work has included removal of the later-added false ceiling, revealing the original high ceilings and their distinctive woodwork. In the meantime, YDHR track forces have been busy replacing ties, particularly at the Uxbridge end, and have cleared brush from the line to south of Goodwood. Work is also underway at road crossings to make them passable again for railway traffic. The track is expected to be brought up to standard for 15 m.p.h. operation. Certification by a consulting railway engineer will be required in order to secure Ontario Municipal Board approval of the start-up of operation.

In the matter of equipment, York-Durham in 1992 obtained former CPR heavyweight coach 1462, built in 1926, which from about 1970 was used by the Ontario Hydro Employees' Model Railroad Club at the R. L. Hearn generating station on Toronto's eastern



Nelson Aggregates CLC 50-ton locomotive at Milliken, Ontario, on June 17, 1994, being demonstrated for the York-Durham Heritage Railway.

—Photo by John D. Thompson

waterfront. The car lost its seats in the course of this former use, but YDHR has acquired a stock of used school bus seats which will be installed in No. 1462, at least on a provisional basis. The car has been repainted in a medium green at Uxbridge, and considerable interior refinishing work has been accomplished.

Also acquired in 1992, by donation, was CP Rail steel caboose 434411, built in 1972. A second steel caboose, CP Rail 434908, built in 1953, was obtained in May of this year by way of donation by a private individual who had acquired it from CP.

This equipment is now all at Uxbridge, as is a section speeder equipped for weed spraying, which has already been in use on the line.

In the matter of motive power, the railway has very recently concluded a yearly lease agreement with Nelson Aggregates Ltd. (Milliken Division) for the latter's 50-ton centre-cab, twin-engine, side-rod diesel locomotive (built by CLC in 1950, with serial number 2368). The unit, numbered 07040, is essentially surplus to Nelson's present requirements, although they wish to retain ownership for now. On the evening of July 21, the locomotive was moved by truck from the Milliken plant, on the Uxbridge Subdivision at Steeles Avenue, on the northern boundary of Metropolitan Toronto, to a fenced area near the station in Uxbridge.

The locomotive, which is reportedly in good operating condition, was originally used by Limestone Quarries at Uthoff, Ontario. The intention of York-Durham, which has permission to repaint the unit in YDHR livery, is to use it on work trains and for crew instruction purposes.

Obtained earlier, and now in the ownership of a YDHR member and stored at Oakville, Ontario, was CP Rail C630M 4500. There has been concern, particularly on the part of GO Transit, about the weight of this locomotive, relative to its regular use on the line. However, the unit is expected to be moved to Uxbridge later this year, essentially for static display purposes.

Also expected at Uxbridge later in 1994 are two RS3s. One of these is Domtar 68, now at Red Rock, Ontario. This Alco product of 1952 was originally Reading Railroad 4485, and subsequently Roberval and Saguenay 30, Quebec North Shore Paper 30, and United Railway Supply 485. YDHR has obtained the unit through trade with equipment dealer Andrew Merrilees Ltd. for British Columbia Railway 715, a non-operational M630 which YDHR had obtained through donation from General Electric.

The second RS3 is former Ontario Northland Railway 1310, built by MLW in 1951, which since 1985 has operated in the orange livery of Abitibi-Price Ltd. at Iroquois Falls, Ontario, where it has been in active use to date.

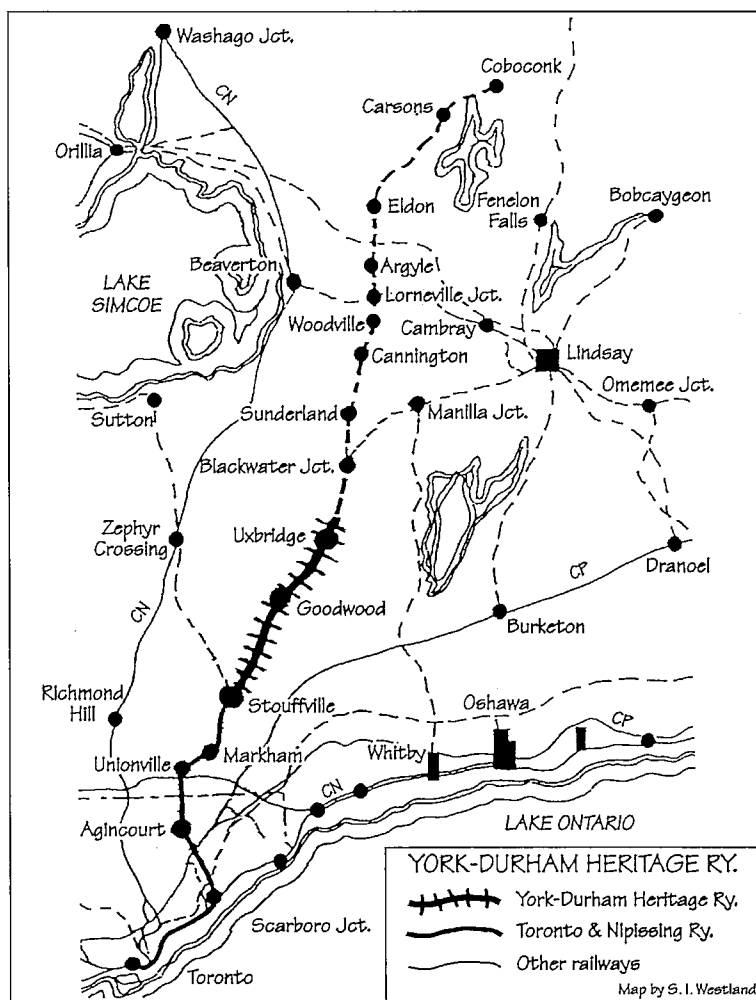
The YDHR is also "In Search of Steam," although there are no definite leads as yet.

Other items of car equipment are under active pursuit by York-Durham, including about five passenger train cars, steel and wood box cars for storage and artifact purposes, a flat car, a ballast car, and one or more high-rail vehicles with dump bodies, all of the latter for track maintenance.

The railway intends to restore eventually the passing siding at Goodwood (roughly the halfway point along the line) in order that two trains might be operated simultaneously. This siding, together with the length of the line, would make a variety of operating patterns possible, including shorter Stouffville-Goodwood or Uxbridge-Goodwood turns. A station and run-around track will have to be constructed at Stouffville, probably on the west side of the right-of-way, as GO Transit uses the main line track for overnight and weekend train storage.

It is hoped, if all continues to develop in the positive manner which it has to date, to have public train operation in place in the second half of 1995. With a southern terminal at the edge of the urbanized Greater Toronto Area, the potential for patronage should be quite substantial. The line, with its hills and curves, is quite scenic, and both Stouffville and Uxbridge are good locations for tourist layovers, with the downtown areas in both cases quite close to the stations. If GO Transit does extend its Stouffville trains over the line to Uxbridge, it is unlikely that the operating periods would conflict with those of YDHR.

To join the York-Durham Heritage Railway Association, one may send a cheque or money order for \$30.00 to the railway at P.O. Box 462, Stouffville, Ontario L4A 7Z7. Further information may be obtained by calling 905 642-1155 or 905 640-2438. ■



# World Speed Review '94

By Richard Carroll

Each year brings its own round of improvements to city-pair routes around the world, and this year is no exception. Following, then, is a tabular listing of passenger-train progress on a country-by-country basis. As usual, the sources are the Thomas Cook European and International timetables. Thanks also to John F. Legg for help with distances on TGV lines in France.

FRANCE			
Route	Distance (miles)	Time in 1993	Time in 1994
Lille-Lyon	403	4 h 24 min	2 h 49 min
Paris-Calais	208	2 h 46 min	1 h 38 min
Paris-Dunkerque	188	2 h 00 min	1 h 32 min
Paris-Tourcoing	149	1 h 42 min	1 h 22 min
Paris-Marseille	487	4 h 40 min	4 h 11 min
Paris-Nice	626	6 h 56 min	6 h 24 min
Paris-Montpellier	473	4 h 43 min	4 h 10 min

## Notes:

All of these times are for TGV runs, except for 1993 on the Calais route. Needless to say, all of the above times in the right-hand column are the best ever advertised. In the past year, no less than four new portions of high-speed line have opened, and these completions have directly resulted in the fine accelerations listed. Unfortunately, it has been difficult to obtain exact distances for new trackage in France, so the distances shown are necessarily approximate, but should be nearly accurate. Average overall speeds for these runs range from around 98 m.p.h. for the Paris-Nice route to about 143 m.p.h. for the Lyon-Lille run. An example of progress: two years ago, the best time on the Dunkerque route, using conventional trains, was 2 h 48 min – virtually twice as long. Finally, regarding the Channel Tunnel: as this report is prepared, it's not clear when revenue service will begin, but reports indicate that the best London-Paris time will be 2 h 54 min, an average speed of 106 m.p.h. over the 306 miles.

GERMANY			
Route	Distance (miles)	Time in 1993	Time in 1994
Berlin-Hamburg	180	3 h 22 min	2 h 59 min
Berlin-Hannover	177	2 h 49 min	2 h 29 min
Berlin-Köln	383	5 h 57 min	5 h 03 min
Berlin-Munich	415	8 h 21 min	7 h 53 min
Berlin-Leipzig	113	2 h 14 min	2 h 01 min
Erfurt-Chemnitz	109	2 h 52 min	2 h 37 min
Kassel-Halle	141	3 h 22 min	2 h 51 min
Hamburg-Munich	488	5 h 39 min	5 h 30 min
Hamburg-Köln	280	3 h 40 min	3 h 20 min
Hannover-Dortmund	129	1 h 36 min	1 h 27 min
Dortmund-Köln	73	1 h 10 min	1 h 00 min

## Notes:

Inter-City Express equipment is being used for the first time on the Berlin-Cologne, Hamburg-Cologne, Hannover-Dortmund, and Dortmund-Cologne routes. The highest

average speed on the routes listed is 89 m.p.h., Hannover-Dortmund and Hamburg-Munich. Time continues to be lopped off at the rate of 25 to 30 minutes a year from the Berlin-Munich route.

SCANDINAVIA			
Route	Distance (miles)	Time in 1993	Time in 1994
Stockholm-Nässjö <i>Sweden</i>	205	3 h 23 min	3 h 00 min
Oslo-Göteborg <i>Norway and Sweden</i>	222	4 h 25 min	4 h 05 min
Copenhagen-Århus <i>Denmark</i>	208	4 h 20 min	3 h 53 min
Copenhagen-Hamburg <i>Denmark and Germany</i>	219	5 h 01 min	4 h 42 min

## Notes:

Nässjö is a new destination this year for the X2000 trainsets. Introduction of a new limited-stop Inter-City Express service (not the same as the German trainsets) brings the time down on the Århus run. The reason the accelerated average speed on the Hamburg run is so conservative (47 m.p.h.) is that part of the time is spent aboard a train ferry.

ITALY			
Route	Distance (miles)	Time in 1985	Time in 1994
Naples-Taranto	196	4 h 43 min	4 h 11 min

## Notes:

The above listing is an interesting exception in that the time in the left column pertains to the summer of 1985; from that time until this year, the line had been closed for electrification and general upgrading.

SPAIN			
Route	Distance (miles)	Time in 1993	Time in 1994
Madrid-Barcelona	434	6 h 35 min	6 h 25 min
Madrid-Alicante	288	3 h 45 min	3 h 35 min
Madrid-Valencia	307	3 h 55 min	3 h 50 min
Madrid-Cartagena	332	5 h 05 min	4 h 41 min
Madrid-Pamplona	321	5 h 05 min	4 h 48 min

## Notes:

Although the accelerations on the first three routes are modest, all are new best-ever times. Average speeds on both the Alicante and Valencia runs are a creditable 80 m.p.h. Most of these services use Talgo equipment, similar to the trainset being demonstrated this year between Portland and Seattle in the U.S.

POLAND			
Route	Distance (miles)	Time in 1993	Time in 1994
Gdynia-Lodz	255	5 h 32 min	5 h 16 min
Gdynia-Poznan	208	4 h 21 min	3 h 57 min
Poznan-Wroclaw	103	2 h 05 min	1 h 45 min
Warsaw-Nowy Sacz	282	5 h 33 min	5 h 15 min

JAPAN			
Route	Distance (miles)	Time in 1993	Time in 1994
Takamatsu-Nakamura	171	4 h 16 min	3 h 56 min
Takamatsu-Matsuyama	121	2 h 43 min	2 h 20 min

AUSTRALIA			
Route	Distance (miles)	Time in 1993	Time in 1994
Sydney-Canberra	203	4 h 38 min	4 h 08 min
Sydney-Melbourne	601	13 h 00 min	10 h 23 min

#### Notes:

For several years in the 1980s, Express Passenger Train (XPT) equipment was operated on the Canberra route, with a best time of about four hours even; this is the first time that non-XPT equipment has been accelerated to approach four hours. The tremendous acceleration on the Melbourne run is the result of extension of XPT service to that city, operating overnight with sleeping cars. This time improves on the best previously operated by about 90 minutes.

NEW ZEALAND			
Route	Distance (miles)	Time in 1993	Time in 1994
Wellington-Napier	199	5 h 30 min	5 h 15 min
Christchurch-Greymouth	146	4 h 15 min	4 h 05 min
Christchurch-Picton	218	5 h 20 min	5 h 15 min

#### Notes:

Again, all modest reductions, but all are new best-ever times.

IRAN			
Route	Distance (miles)	Time in 1993	Time in 1994
Tehran-Mashhad	575	14 h 10 min	11 h 15 min

#### Notes:

In 1975, four French turbotrains were purchased for service on this route. The best time was initially set at only 8 h 20 min, but this proved to be too optimistic for the running conditions, so by 1978 it had been lengthened to 9 h 50 min. By 1981, this type of equipment was no longer used in Iran.

BRAZIL			
Route	Distance (miles)	Time in 1993	Time in 1994
San Luis-Parauapebas	528	13 h 28 min	12 h 20 min

PORTUGAL			
Route	Distance (miles)	Time in 1993	Time in 1994
Lisbon-Braga	243	4 h 54 min	4 h 40 min

GREECE			
Route	Distance (miles)	Time in 1993	Time in 1994
Thessaloniki-Florina	122	3 h 45 min	3 h 19 min
Thessaloniki-Kozani	138	3 h 57 min	3 h 45 min
Volos-Kalambaka	101	3 h 28 min	3 h 18 min

## France's high-speed network

**TGV Sud-Est** — TGVs use classic lines for 29 km from Gare de Lyon in Paris to Lieusaint. The line extends from Lieusaint to Sathonay, a distance of 389 km. From Sathonay to Lyon, about 10 km, trains use the classic lines.

**TGV Atlantique** — The line begins at Malakoff, 3 km from Montparnasse station in Paris. At Courtaulin, 124 km west, the line splits into two branches. The branch for Tours runs 87 km to Saint-Pierre-des-Corps, then a further 17 km to Monts, where it joins the classic lines that form the Tours bypass. The branch for Le Mans extends 52 km to Connerré, 23 km on classic lines from Le Mans. Plans have been drawn-up for an extension that will bypass Le Mans and join the classic lines 10 km to the west.

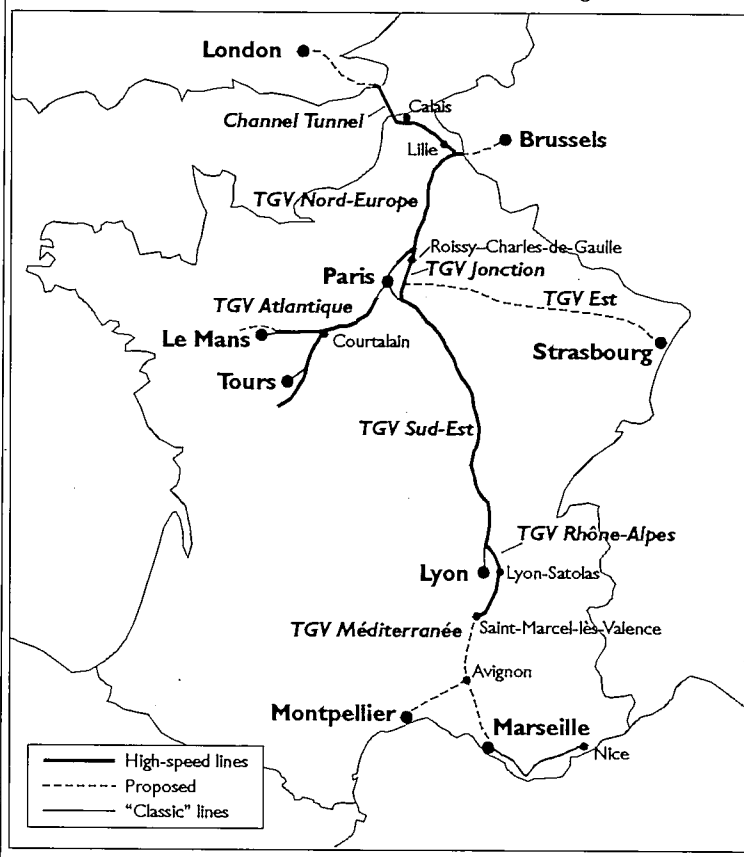
**TGV Nord-Europe** — There are two sections to this line. The first is from Paris to the border with Belgium and starts at Gonesse, which is 16.2 km from Gare du Nord in Paris. The distance from Gonesse to Belgium is 210 km. At Frétil, 198 km from Gonesse, the 117-km section to the Channel Tunnel branches-off. Along this section are Lille Europe and Calais Fréthun stations, and junctions with classic lines for Dunkerque and Calais.

**TGV Jonction** — This line is a 69-km bypass of Paris on the east, and connects together the TGV Nord-Europe, the TGV Sud-Est, and the future TGV Est. A future section of this line will be a branch into Paris from the southeast, which will replace the present approach of the TGV Sud-Est on classic lines. Along the TGV Jonction are the stations at Roissy-Charles-de-Gaulle airport and at Marne-la-Vallée, within EuroDisney.

**TGV Rhône-Alpes** — This recently-opened line is a bypass to the east of Lyon. It begins at Montanay on the TGV Sud-Est, and extends 115 to Saint-Marcel-lès-Valence.

**TGV Méditerranée** — This line has been authorised for construction, but work has not yet begun. It will run from the end of the TGV Rhône-Alpes at Saint-Marcel-lès-Valence to Avignon. There, two branches will extend further, one to Montpellier and one to Marseille.

**TGV Est** — This line has also been authorised but not begun. It will connect with TGV Jonction east of Paris and will run to Strasbourg.



# Directory of Railways in Canada, 1994

Railway	Marks	Territory	Length	Equipment
Algoma Central Ry. <i>Agreement to sell to Wisconsin Central</i>	AC	Sault Ste. Marie – Hearst, Ontario	322 miles	23 engs, 1134 cars
Algoma Steel	—	Sault Ste. Marie, Ontario	<i>Industrial</i>	12 engs
C.F. Arnaud Wabush Lake Railway	—	Arnaud – Pointe-Noire, Québec Emeril – Labrador City, Newfoundland	23 miles 38 miles	11 engs
Arnprior and Nepean Ry.	—	Arnprior – Nepean, Ontario <i>Operated by CN under contract</i>	27 miles	<i>CN equipment used</i>
Asbestos and Danville Ry.	—	Danville – Asbestos, Québec	<i>Industrial</i>	6 engs
BC Rail	BCOL	North Vancouver – Fort Nelson, B.C. Pratt – Roberts Bank, B.C.	1410 miles	120 engs, 11 906 cars
Burlington Northern Railroad	BN	White Rock – Vancouver, Waneta – Nelson, and Grand Forks, B.C.	100 miles	<i>Fleet based in U.S.</i>
Burlington Northern (Manitoba) Ltd.	BNML	Freight trains on CN line Emerson–Winnipeg, Manitoba	—	1 eng, 1 car
CNCP Niagara-Detroit <i>Owned jointly by CN and CP</i>	—	Windsor – Niagara Falls, Ontario <i>CP operates at Windsor and Welland – Niagara Falls, CN operates Windsor – Welland</i>	241 miles	<i>CN and CP equipment used</i>
CSX Transportation	CSXT	Blenheim – Sarnia, Ontario	106 miles	<i>Fleet based in U.S.</i>
Canada and Gulf Terminals Ry. (C.F. de Matane et du Golfe) <i>Owned by CN but operated separately</i>	CGT	Mont-Joli – Matane, Québec	36 miles	1 eng
Canadian National Railways (CN North America)	CN	Vancouver, B.C. – Halifax, N.S.	19 880 miles	1668 engs, 65 060 cars
MonTrain	—	Operates commuter trains under contract for STCUM	—	—
Canadian Pacific Ltd. (CP Rail System)	CP	Vancouver, B.C. – Mégantic, Québec	19 163 miles	1269 engs, 56 685 cars
Canadian Atlantic Ry. <i>Agreement reached to sell to Contrak</i>	CAR	Mégantic, Québec – Saint John, N.B.	371 miles	<i>CP equipment used</i>
Dominion Atlantic Ry. <i>Agreement to sell to Windsor and Hantsport Ry.</i>	DA	New Minas – Windsor Jct., N.S.	60 miles	<i>CP equipment used</i>
Esquimalt and Nanaimo Ry.	EN	Victoria – Courtenay, B.C.	278 miles	<i>CP equipment used</i>
Québec Central Ry.	QC	Sherbrooke – Lac-Frontière, Québec	236 miles	<i>CP equipment used</i>
Canfor	—	Nimkish – Beaver Cove, B.C.	56 miles	4 engs
Cape Breton and Central Nova Scotia Ry. <i>Owned by RailTex</i>	CBNS	Truro – Sydney, N.S.	242 miles	10 engs
Carol Lake Ry. <i>Owned by Iron Ore Co. of Canada</i>	—	Carol Lake, Newfoundland (Schefferville; Québec)	<i>Industrial</i>	9 engs
C.F. Cartier <i>Owned by Québec Cartier Mining</i>	QCM	Port-Cartier – Fermont, Québec	260 miles	32 engs, 1356 cars
Central Western Ry.	CWRL	Dinosaur – Camrose, Alberta	250 miles	4 engs, 12 cars
Cogema	—	Car ferry operation Matane – Baie Comeau, Québec Switching at Baie-Comeau, Québec	<i>Terminal</i>	1 eng
Conrail	CR	Sainte-Agnès-de-Dundee – Kahnawake, Québec	55 miles	<i>Fleet based in U.S.</i>
Devco Ry.	DVR	Sydney – Glace Bay, N.S.	88 miles	15 engs, 567 cars
Dofasco	—	Hamilton, Ontario	<i>Industrial</i>	14 engs
Essex Terminal Ry.	ETL	Sandwich – Windsor, Ontario	54 miles	5 engs, 10 cars
Falconbridge	—	Falconbridge (Sudbury) and Kidd Creek (Timmins), Ontario	<i>Industrial</i>	9 engs
GO Transit <i>Toronto Area Transit Operating Authority</i>	GOT	Commuter trains on CN and CP lines in Toronto area Owns line Pickering – Oshawa, Ontario	264 miles	49 engs, 344 cars



Railway	Marks	Territory	Length	Equipment
Goderich-Exeter Ry. <i>Owned by RailTex</i>	GEXR	Goderich – Stratford, Ontario	70 miles	3 engs
Grand Forks Ry.	GFR	Grand Forks, B.C.	1 mile	2 engs
Great Canadian Railtour Co.	GCRC	Tour trains over BN, CN, and CP lines in B.C. and Alberta	920 miles	2 engs, 22 cars
Greater Winnipeg Water District Ry.	GWWD	St. Boniface – Waugh, Manitoba	97 miles	4 engs, 163 cars
Hull-Chelsea-Wakefield Railroad	—	Hull – Wakefield, Québec	18 miles	2 engs, 11 cars
Inco	INCX	Thompson, Manitoba; Copper Cliff (Sudbury), Levack, and Port Colborne, Ontario	<i>Industrial</i>	29 engs
International Bridge and Terminal Co. <i>Owned by Minnesota, Dakota and Western</i>	IBT MDW	Switching at Fort Frances, Ontario	<i>Terminal</i>	<i>Fleet based in U.S.</i>
C.F. Lanaudière <i>Owned by Bell-Gaz</i>	CFLX	Joliette – Saint-Félix-de-Valois, Québec	9 miles	1 eng
Mattagami Railroad <i>Owned by Abitibi-Price</i>	—	Smooth Rock – Smooth Rock Falls, Ontario	3 miles	2 engs
Norfolk Southern Corp.	NS	Freight trains on CN lines in southwestern Ontario	—	<i>Fleet based in U.S.</i>
Ontario Northland Ry.	ONT	North Bay – Hearst, Ontario	684 miles	32 engs, 1093 cars
Port de Montréal	—	Montréal, Québec	<i>Terminal</i>	6 engs
Port Stanley Terminal Rail Ontario Southland Ry.	<i>PSTR</i> <i>OSR</i>	Port Stanley – St. Thomas, Ontario Operations under contract at Clarkson, Ontario	7 miles —	6 engs, 40 cars 4 engs
Québec North Shore and Labrador Ry.	QNSL	Sept-Îles – Schefferville, Québec	390 miles	54 engs, 2749 cars
C.F. Rivière-Romaine <i>Owned by QIT-Fer et Titane</i>	QIT	Havre-Saint-Pierre – Lac-Allard, Québec	27 miles	7 engs
C.F. Roberval-Saguenay <i>Owned by Alcan</i>	RS	Jonquière – La Baie, Québec Saguenay Power – Alma, Québec	29 miles	12 engs, 396 cars
Shawinigan Falls Terminal Ry. <i>Owned jointly by CN and CP</i>	—	Shawinigan, Québec	<i>Terminal</i>	1 eng, alternating from CN or CP
Société de transport de la Communauté urbaine de Montréal	STCUM	Commuter trains on CN and CP lines in Montréal area	57 miles	11 engs, 80 cars
South Simcoe Ry.	SSR	Tottenham – Beeton, Ontario	4 miles	5 engs, 20 cars
Southern Rails Co-operative	SORA	Parry – Avonlea, Saskatchewan Killdeer – Rockglen, Saskatchewan	47 miles	1 road-railer
Southern Ry. of British Columbia	SRY	Burnaby – Chilliwack, B.C.	75 miles	19 engs, 489 cars
Stelco	—	Nanticoke and Hamilton, Ontario	<i>Industrial</i>	27 engs
Toronto Terminals Ry. <i>Owned jointly by CN and CP</i>	TTR	Toronto, Ontario	31 miles	—
VIA Rail Canada	VIA	Passenger trains on CN and CP lines across Canada Owns line Smiths Falls – Richmond, Ontario	8600 miles	89 engs, 442 cars
White Pass and Yukon Corp. White Pass Transportation	WPY	White Pass, B.C. – Whitehorse, Yukon No operation between Bennett, B.C., and Whitehorse	110 miles	15 engs, 37 cars
Windsor and Hantsport Ry.	WHRC	<i>Agreement to buy Dominion Atlantic Ry. from CP</i>	—	—
Winnipeg Hydro	—	Pointe du Bois, Manitoba	8 miles	1 eng, 3 cars
Wisconsin Central Railroad	WC	Switching at Sault Ste. Marie, Ontario <i>Also, agreement to buy Algoma Central Ry.</i>	<i>Terminal</i>	<i>Fleet based in U.S.</i>

#### Notes:

- Includes railways and major industrial operations.
- Railway is abbreviated as "Ry."
- Chemin de fer is abbreviated as "C.F."
- Marks shown in italics are not official reporting marks.
- Length in italics are included in parent railway.

#### Sources:

- *The Pocket List of Railroad Officials*
- *Statutory History of Railways in Canada*
- *Canadian Trackage Guide*
- Employee timetables
- And you! — Further updates are welcomed.

# Research and Reviews



Just A. Ferronut's

## Railway Archaeology

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The perennial complaint about summer has been that it is too short! For years, I joined the standard chorus on the subject, but as time marches on, I am coming to a different conclusion: the days are too short, no matter what the season. There are too many things to fit in the 24-hour day. Summer does add a few extra pressures – besides all those things to do, there is the matter of how one is able to indulge in all the fresh farm produce (including the real whipped-cream on strawberry shortcake), while they are available. But such problems mix nicely with one's hobby as one scoots around the countryside.

### Leftover notes

A couple of extra items to tack onto last month's column, or at least that's what my computer tells me. I didn't mention them last month since I thought I had mentioned them earlier. There are two interesting stations along CP's Trois-Rivières Subdivision existing from the days prior to CP coming on the scene in 1885.

The first is about 20 miles east of Trois-Rivières in the community of Sainte-Anne-de-la-Pérade (CP La Pérade, at Mile 107.2 of the Trois-Rivières Subdivision). This station is a 1½-storey long, narrow, frame station. It is quite different from most in that it has a medium-pitched gable roof, but the single dormers, one facing the track and one on the back side, have very steep roofs. While these dormers are quite narrow, their peaks are at the same elevation as the main roof. The roof overhangs are quite wide and extend about the same distance on all sides. The original depot was a plain rectangle with a single bay window on the track side. The small extension under the overhang at a back corner looks like it was added to permit a couple of indoor washrooms. While the rear dormer has a small balcony, there is no sign of a stairway access. One would expect that the second-floor rooms were probably used more for bunking crews than actual living quarters. This station is still mostly clad in clapboards that appear to be showing their original light-brown paint. Like many small community stations, this one had space at one end for baggage and express.

The second station of the same generation on this line is 72 miles to the west, at CP Lanoraie, Mile 35.7 of the Trois-Rivières Subdivision. As pointed out in last month's column, this is the junction with CP's line to Joliette and Saint-Félix-de-Valois. The railway junction is a couple of kilometres north of Autoroute 40 or about a half a dozen kilometres north of the community of Lanoraie. This station is slightly longer but otherwise generally very similar to the one at La Pérade. The Lanoraie station, however, has two steep-roofed dormers on the front and back. It has a balcony similar to La Pérade, but the Lanoraie station has a set of stairs to reach the second floor at the back of the station. The Lanoraie station has had a couple of small additions over the years. The one at the back, like the one at its eastern counterpart, appears to be for washrooms, while the single-storey windowless one on the west end is a puzzle.

### Bridge memorial

This next point of interest is neither a station nor on a railway line, but it does tie into major events in railway construction in Québec. It is located on rue de l'Église in Saint-Romuald, across the river from Québec City. The item is the monument to the workers who lost their lives in the two collapses of the Québec Bridge, on August 29, 1907, and September 11, 1916.

I haven't researched the details on this monument, but a friend, whose family plot is located in the same cemetery, tells me that it was built from metal from the original bridge and was mainly in remembrance of the German bridge workers who were lost in the 1907 collapse. His description was to look for a monument that reminds one of the Eiffel Tower. The four-sided monument, twenty-odd feet high, sits on a concrete base. The bottom portion is fabricated from rolled shapes, with a tall slender pyramid above, topped with ornamental decorations and a cross. The east side of the pyramid section has a series of rungs like a bridge inspection ladder.

It is too bad that this monument is missing any plaque to describe what it is. The bridge collapse of 1907 took at least 65 bridge-workers to their deaths. The failure of the lifting mechanism in 1916 caused the centre span to fall into the river and took 10 or 12 workmen to their deaths. Thirteen months after this second accident, the first train passed over the bridge, on October 17, 1917. Regular railway traffic started using the bridge on December 3, 1917.

I am certain we all still marvel at this great bridge, either as we travel over it or watch a train cross it, but if you are in the area, go the mile or so east to rue de l'Église in Saint-Romuald and have a look at a less-known part of the Québec Bridge.

### The "Valley Railway"

As in most summers, I travelled to New Brunswick in early July to visit family and to spend some time tracking down Maritime railway history. While I probably have a weak spot for many of the small, lesser-known eastern railways, I also keep the railways of my home town high on the list.

The Saint John and Quebec Railway (locally known as the "Valley Railway") was the last major railway to pass through Woodstock, New Brunswick. While it had been discussed and proposed in many formats since the earliest days of railways, it was not until the beginning of the first world war that this railway was finally constructed and put in operation. Politics definitely played a major role, as no doubt did the expectations in the form of business promises from the Canadian Northern organisation.

As I have mentioned previously in this column (January 1993), the "Valley Railway," coupled with Canadian Northern's plans, would have fulfilled the original concept of the 1830s for an intercolonial line through what is now northern Maine. Also, many people around 1900 strongly believed and argued that communities needed a second railway to ensure competitive freight rates. Had the plans to join the Saint John and Quebec with the Canadian Northern through Maine been completed, this would have provided a competitive parallel route to the CPR "Short Line."

The Saint John River provided the first communication line through western New Brunswick. Canoes in summer and sleds in winter were the first vehicles, followed by tow boats drawn by horse or oxen, and finally steam-powered river boats, before railways came on the scene.

The river north of Fredericton is very different from that to the south, and posed more problems for the steam-powered river boats. Rapids, low water, and shifting sand bars became less problematic as the New Brunswick and Canada Railway and the New Brunswick Railway constructed lines to Woodstock. They then joined forces and continued up the river to Edmundston. Limited boat traffic continued above Fredericton into Woodstock until about 1906.

South of Fredericton, both the river and valley widen, with much more interval land as you proceed south. Except for the spring freshet, the water levels are more consistent, partially helped by the effect of the Bay of Fundy tides. Even today, a trip along the river between Fredericton and Saint John reveals numerous concrete wharves, especially in the villages — wharves which served the river-boat traffic that continued on this portion of the river well into this century. The last river boat, the *D. J. Purdy*, operated until about the end of the second world war.

These physical characteristics helped the river boats, but hindered railway construction. This area had no railway service until the "Valley Railway" arrived in the era of the first world war. The 32 miles from Fredericton south to Gagetown was opened on March 2, 1915, but the 33 miles south of Gagetown, with access to Saint John, didn't go into operation until March 31, 1920.

The first plans for the Saint John and Quebec Railway envisaged the railway crossing from the west bank of the Saint John River south of Gagetown to the east side and then south and across the Kennebecasis River to connect with what is now the CN Sussex Subdivision, the Saint John—Moncton line, at Rothesay, nine miles east of Saint John. While this route would have been shorter, it would have been very expensive, since provisions would have needed in the bridges to permit passage of boats. The flat terrain would have made high-level bridges very expensive and difficult to construct. Lift or swing spans in low-level bridges would have had a continual disruption on both modes of traffic.

The railway's limited bank account, along with the changes during the war, solved the problems, and forced the railway to stick to the west bank of the river and even fall short of its goal of Saint John. The line, as indicated above, got 38 miles south of Gagetown, but only to Westfield Beach, where a connection was made with the CPR's "Short Line." Trains of the "Valley Railway" used running rights over the 14 miles of the CPR to enter Saint John.

Of the original 158 miles of the Saint John and Quebec Railway, only the approximately 14 miles between Fredericton and Camp Gagetown (Oromocto) remains, and CN has applied to the NTA for permission to abandon even that.

### Three stations on the "Valley Railway"

This summer's wanderings led me to three former stations of the "Valley Railway," all different and all interesting. Visiting these three stations definitely drove home the limitations of the federal legislation towards heritage railway stations. Two of the three fall into a group that appears to be generally

absent from the "heritage station" lists. They are very small, yet these small stations once dotted the Canadian landscape.

The first of these has been relocated about a half mile from its original site at Lakeville, Mile 149.42 on the CN Centreville Subdivision. Lakeville is about eight miles south of Centreville and northwest of Woodstock. The 1921 Canadian National timetable indicated the existence of a water tank and a 32-car passing track, as well as other sidings capable of handling an additional 10 cars.

This frame station, about 10 by 18 feet or so, is now sitting in a homeowner's yard and used for storage. The new owner has painted the clapboards of this low hipped-roof structure a deep maroon with black on the window and door trim as well as on the corner boards. This station was divided into two rooms. The track side had a standard door for passengers, as well as a larger door for the sectionmen's hand or motor car, or perhaps leading to a baggage section. There was a chimney in about the centre of the building which would permit a stove in the waiting room and this room had a window in the end of the building that permitted patrons to at least look down the track in one direction.

A few days later, at Queenstown, south of Fredericton, I passed a home-made sign indicating a photo display. I almost went by, but then I decided to stop for a few minutes. The roadside building was typical of the frame community halls of the type built a hundred or so years ago to serve the various local lodges, women's groups, and as a place for community gatherings. On entering, I was greeted by two friendly ladies, and we were soon discussing their photo displays and local history, including, of course, railways. In small communities like Queenstown, all aspects of community life are intertwined.

In addition to looking over the photos of the railway construction and operation, those of the river boats and community businesses are interesting to obtain a better overview of the impact of the railway on the community. While finishing our discussion on the photographs and the characteristics of the hall, the husband of one of the ladies came by. When we started discussing the village's station, I was told that it still existed and that Mr. Page was willing to take me up the hill to see it.

The station had been relocated several hundred feet up the hill from the community hall and had been used for a number of years as the change house and locker room for the local outdoor ice rink. With changing social patterns, as well as the age and interest of the village's children, it had not been used for a number of years. Since the rink is not being used, the local farmer's cattle have found this station a shelter away from some of the flies and summer storms.

The Queenstown station is a boxy frame structure like Lakeville, but slightly larger. Its low-pitched hip roof has been covered with galvanised iron roofing. The Queenstown station was divided about two-thirds for passenger service and one third for either baggage or use by sectionmen. The track side elevation had a larger baggage or hand-car door near one end, with the passenger section being symmetrical about the front patrons' door.

The station is clad with shaped clapboard on the lower three feet of the walls and with shingles on the upper portion. On each side of the front door, from the clapboards up, is a three-pane side-light window. In addition, the front elevation had another window each side of the door, about centred on the remaining wall space of the waiting room. The back side of the station had a single door from the waiting room area as well as a window. Again, like Lakeville, this station had a window in the end wall of the waiting room facing down the track. Neither this nor the Lakeville station offered patrons any protection in the form of an enlarged roof overhang.

Queenstown is shown at Mile 29.29 of the CNR Centreville Subdivision in the 1921 timetable, with a 35-car passing siding and seven car spots on other trackage.

The third station that I visited on this line was Grand-View, at the south end of what the highway maps define as Browns Flat, 20 miles south of Queenstown. It, like the other two stations, is a frame structure, but considerably larger and with an operator's bay window. This station appears to have been moved back about 75 feet from its original site and placed on a concrete foundation.

As the station at Queenstown, this one has the bottom portion of the exterior walls clad with clapboards and the top portion done with shingles. The front of the station has the equivalent to a chair-rail strip between the clapboards and shingle, and as the present owner has it painted white to match the trim, it really stands out against the dark brown of the exterior walls. The name Grand-View still shows, stencilled on one end, therefore, it must be assumed that this station was painted dark brown. This is interesting since Queenstown also has its name stencilled on one end, but is painted standard station red.

Grand-View also has a low hip roof. The south or baggage-room end of this station is windowless except for one small window on the back side. The track-side door to the waiting room, like the one at Queenstown, has side-lights above the bottom clapboards. While the back of the waiting room had two sizable windows as well as one on the north end, there is no indication that there ever was more than one entrance. Keeping in

mind my comment about the money situation for this railway, the roof overhangs and brackets are interesting. This station only has an overhang along the front of the building with a limited return at each end, but the sides and back have nothing. The roof brackets are made of straight squared timber, but the addition of slightly longer sections behind the main bracket detracts a little from their pure plainness.

In the year following the opening of the total "Valley Railway," the 1921 CNR timetable shows one passenger train each way, six days a week. The down train would leave Centreville at 6:00 a.m., arriving in Saint John at 2:05 p.m. The up train left Saint John at 12:55 p.m. and was expected to reach Centreville at 9:00 p.m. In addition, there was a tri-weekly way-freight service, but it was run in two sections, one covering Saint John to Fredericton and the other from Fredericton to Centreville. While indicating that these trains could handle passengers, the schedule and connections definitely didn't encourage them.

#### The eastern sojourn continues

Heading on into Saint John, I stopped briefly at the tourist information caboose at Grand Bay. This former CP wooden caboose is sitting where the original station sat. The second station was a few yards farther west and across the track on the north side. The track through Grand Bay, now listed as Mile 9.9 on the CP McAdam Subdivision, was constructed by the Western Extension Railroad (part of the European and North American Railroad). This line from Saint John to Bangor, Maine, was opened in October 1871 and except for the crossing of the river at Saint John, provided a continuous line from Shediac, New Brunswick, the ocean port, to Bangor.

Having time after leaving Saint John, I stopped by Rothesay to look at the station there. This station is now occupied by an art galley and has been nicely maintained with numerous features restored. Adjacent to the station, a former CN caboose has been placed to act as the gallery's frame shop. It, like the main station, is painted station red with cream trim.

The building is a relatively large two-and-one-half-storey structure with a gable roof. While the building is a basic box with an operator's bay and one dormer projecting on the side away from the track, the treatment of the trim and details changes its character to that distinguished look. The main feature is the all-around bracketed canopy. The brackets for this are curved and detailed. Similar, though smaller, brackets are placed under the eaves of the main roof. The windows have a substantial treatment of trim to give a mullion effect and the wide trim over them gives the appearance of a small canopy.

Since I have been collecting data on the St. Martins and Upham Railway, I decided to stop at Hampton, the northern terminus of this railway and its junction point with CN's Saint John-Moncton line.

While discussions with the young lady at the library first seemed to indicate that they did not have much railway information, things changed when she mentioned that a local resident had presented them with a number of scrap books of news clippings. Among the many topics covered, these books included several interesting stories on railways around the province.

In addition to the information gleaned at the library, a trip down to the station revealed activities as the town's information centre was in the process of relocation into the building. The town has purchased the station from CN. This single-storey, mid-sized station, with a hip roof and wide roof overhangs, remains in its original site next to the Sussex Subdivision. This station has a bay window on the track side and a similar protrusion on the back, but this one contains an entrance door to form a foyer.

#### Follow-up on June's bridge collapse

Further to the article in the last *Rail and Transit* about a bridge collapse on the Harvey and Salisbury Railway, a visit to the site, via the local papers, revealed a couple of interesting items.

The collapse caused two locomotives to be relocated. The locomotive that wound up on the east side when the bridge went out was that normally used on the passenger run between Salisbury, Albert, and Harvey. As luck would have it, an Albert Southern engine was in Albert, on the west side, at the time of the collapse, and it was able to handle the regular train to Salisbury and back.

The collapsed bridge also created a minor problem for the approximate 200 excursionists from Alma who were going to Riverside for the glorious Orange Celebrations on July 12. Apparently no one thought to have a train on the west side of the collapsed bridge to take the passengers the couple of miles to Riverside, so they had to walk. However, there was a train available to return them to the bridge for their return journey.

#### Other tidbits

Discussions are under way in Sioux Lookout, Ontario, as to whether the CNR station there, presently designated as a heritage station, should be demolished to make way for a new commercial complex. This should be an interesting case to follow.

Further west, it is expected that the official documentation will be approved shortly to permit the sale of the CN Jasper station to Parks Canada. It too is a heritage station.

## Information Network

### CN's *Panorama* and VIA's *Canadian* Message from: David Hales

When reading the "Panorama" section of *Rail and Transit* recently, I thought of CN's *Panorama* and the similarity of its eastbound schedule to that of the present-day *Canadian*.

The *Panorama* was a new transcontinental train service introduced by CN in the 1960s. It did not really replace the *Continental Limited* because that train continued in service but only as far west as Saskatoon. The first trip of the *Panorama* was on May 24, 1964, and the last trip was in 1970. In between those dates there were some variations in schedules.

After Expo 67, in October 1967, the schedule was split at Winnipeg. East of Winnipeg, the schedule resembled that of the *Continental Limited*. For the 1969 summer season, a through service was restored but only as far as Jasper.

1994	.....	Canadian	.....	1994
1964	....	Panorama	.....	1964
12:45	23:30	Lv	Toronto	Ar 21:00 21:00
02:09	14:09		Oba	07:00 06:51
03:10	15:00		Hornepayne	05:55 05:25
17:35	06:00	Ar	Winnipeg	Lv 16:00 13:35
18:35	08:20	Lv		Ar 15:25 12:35
01:55	18:00		Saskatoon	05:40 02:40
08:25	00:10	Ar	Edmonton	Lv 22:00 20:35
08:55	00:30	Lv		Ar 21:40 20:05
14:20	06:00	Ar	Jasper	Lv 16:40 14:55
15:30	06:00	Lv		Ar 15:40 13:45
08:30	21:30	Ar	Vancouver	Lv 22:30 20:00

### Railway line in Madoc

Question from: Julian Bernard

I am looking for information on the railway line in Ontario which once ran between Madoc and Actinolite (formerly known as Bridgewater). Who built it, when and why, and when and by whom was it closed? At its east end, did it have a physical connection with the Bay of Quinte Railway (Canadian Northern)? Is there any evidence of the line still visible? Is the apparent right-of-way running along the north edge of the ball park in Madoc part of it?

### Passenger stations in Canada

Message from: George Dutka

The 102-year-old CPR station in London has been renovated at a cost of about \$700 000 and opened as "The Shot Pool Pub." The owners bought the station in July 1993, began renovations in October, and opened the pub in May. Future plans call for a dance bar in the basement and a patio outdoors.





## THE RAPIDO



### EASTERN CANADA

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## CP RAIL SYSTEM

### NEW TRAIN

CP has added a new train, Train 413, that operates from Vaughan (Toronto) to Coquitlam (Vancouver). The train operates on Tuesdays when there is insufficient traffic to operate Trains 401 and 407 separately. The train handles intermodal and pool traffic for Thunder Bay, Regina, Calgary, and Vancouver. It is scheduled to depart the Vaughan Intermodal Yard at 04:00 and arrive in Coquitlam at 19:00 on the third day.

CP made another change to its freight trains recently, as Trains 923 and 925 were abolished with the opening of the enlarged north tube of the Detroit River Tunnel.

### CP ACQUIRES CAST

CP has announced that an agreement in principle has been reached to acquire the container shipping business of the CAST Group. Closing of the take-over is expected to take place on or before October 31, after necessary approvals are obtained.

CP will operate Canada Maritime, its wholly-owned shipping subsidiary, and CAST independently of each other. Canada Maritime owns or operates a fleet of 15 ships in its service between North America and Europe, while CAST owns or operates nine ships.

—Toronto Star via Rex Rundle

### DAR SALE APPROVED

The transfer of the Dominion Atlantic Railway, the last railway line in Nova Scotia's Annapolis Valley, to the Windsor and Hantsport Railway Company Limited took place on August 29 at about 16:00. The new railway operates between Windsor Junction and New Minas, Nova Scotia. The new employees were awaiting the phone call advising of the final transfer, after which they took their first train of empty cars from Hantsport to Millers Creek around 18:00, and returned with a loaded gypsum train.

The W&H has purchased 76 gypsum cars

(in the series CP 352924 to 358299), two cabooses (CP 434676 and 434678), and eight RS23 locomotives: CP 8026, 8027, 8036, 8037 (lettered CAR), 8038, 8041, 8042 and 8046. The first four units to arrive (8026, 8027, 8038 and 8041) were handled by CN from Saint John to Windsor Junction, arriving on August 22. The units were picked up by CP on August 24 and ran to Hantsport. The CP SW1200RS units that were on the DAR, 1273, 1274, 1275 and 8138, were interchanged to CN at Windsor Junction on August 26 and were returned to CP at Saint John on August 30.

The consist of the train picking up the W&H units at Windsor Junction on August 24 was CP 1273, 1274, 1275, 8038, 8046, 8027, 8026 and van 434678. The train taking the DAR units to CN at Windsor Junction on August 26 was: CP 8027, 8038, 8138, 1275, 1274, 1273, with CP caboose 434676. On the return trip, CP 8038 and 8027 took two cars received from CN at the interchange to New Minas.

The new owners have been talking to a number of businesses about new traffic, but nothing is concrete as of yet. All rolling stock and engines must have CP markings removed within 30 days of the transfer, and these will be replaced with W&H markings.

Iron Road Railways Inc., the owner of the W&H, was named the winning bidder for the Bangor and Aroostook Railroad in Maine last month. The BAR stretches from Searsport in the south to Madawaska and Van Buren in the north. IRR chief executive Robert Schmidt said his company is also interested in acquiring CP track now for sale between Delson, Québec, and Newport, Vermont. IRR also recently acquired the Iowa Northern Railroad.

—Financial Post and CP Wire

### CANTRAK'S PLANS TO EXPAND

The Delaware-registered consortium of Canadian and U.S. investors known as Cantrak, who will negotiate to purchase CP's Canadian Atlantic Railway, hopes to extend its new line west to Delson, Québec, and east to Moncton, New Brunswick. Cantrak vice-president Paul Power said that the company is looking at purchasing CP's track from Sherbrooke to Delson and CN's Sussex Subdivision from Saint John to Moncton. The company wants to offer full intermodal service between Montréal and Moncton. Power added that there could be some future collaboration between Cantrak and Iron Road Railways (present W&H and future BAR owner). The State of Maine has promised up to \$10-mil-

lion in state funding to preserve service across the northern portion of the state. Power also stated that traffic on the CAR has increased by 40 percent since CP applied for its abandonment.

Cantrak has selected a president but his name will not be released until he negotiates his way out of a contract with a major U.S. railroad. Vice-president Paul Power spent 15 years working on railway issues at the National Transportation Agency and will be joined by Louis DiFrusca, a long-time CP Rail executive and former manager of CP's Atlantic Region, who will be in charge of marketing. Owners of the company will not be announced until after an agreement has been concluded with CP.

—CP Wire

### QCR ABANDONMENT

The NTA has granted CP approval to abandon a total of 230 miles of track on the Québec Central Railway. The abandonment includes the Vallée, Chaudière, Lévis, and Tring subdivisions. According to the NTA, CP filed losses of more than \$4.6-million on these lines between 1991 and 1993.

But, like a lot of CP's other tracks in the east, abandonment may be stayed. A feasibility study is being completed for Marco Express, a East Broughton, Québec, highway transport firm, into the acquisition of these tracks for a short-line railway. The report is expected in mid-October for the track that runs from Sherbrooke to Lac Frontière, Québec. The company's owner said there are six partners considering the venture and he estimates that there is a 70 percent chance that it will go ahead.

—Le Soleil and La Presse

### CN PURCHASE OFFER

Barry Scott, chairman of CP Rail System, said a formal offer for the eastern network of CN North America will be ready by September to present to the federal government. Within hours of announcing the failure of merger talks, CP assembled a team of 12 finance and railway experts to work on the bid. They are trying to determine how complex the offer should be.

In response to CP's announcement, CN president Paul Tellier said one of the alternatives being considered by CN was a purchase of CP's rail lines east of Winnipeg. But for now, CN's counter-strategy is to wait for CP's offer.

—Knight-Ridder Tribune

### HH-US STRIKE UPDATE

Management continues to operate as many trains as possible during the strike of United Transportation Union workers on CP's HH-US

(Soo Line) in the US, but not without difficulty. Some service is being maintained on the corridors between Canada and the Twin Cities, down to Milwaukee and Chicago and over to Kansas City. Service between Chicago and Louisville, Kentucky has been suspended.

A management crew operating a train about 12 miles north of Chicago ran a red signal on July 18 and was removed from service, adhering to Federal Railroad Administration requirements. The train was changing tracks when the incident occurred, resulting in an estimated 10 000 commuters being delayed while a relief crew was brought in to move the train.

Many of the management workers that are working in the US during the strike are Canadian, and the union claims this is in violation of the North American Free Trade Agreement. A U.S. senator has asked the Attorney-General to investigate if the U.S. Immigration and Naturalization Service should be denying immigration documents to the workers. CP says the managers do this as a normal part of their business and are working on both sides of the border.

A second union officially joined the picket lines on August 15, when the Brotherhood of Maintenance of Way Employees went on strike. The BMWE had been honouring the UTU strike by not crossing picket lines but CP said it was preparing bidding documents to contract out work not being performed by the workers. This work includes large projects such as yard construction at Muscatine and Bensenville. Once the BMWE strike is over, the workers may be laid off because contractors will be finishing the work they were performing.

Canadian and American union officials were organising a "corporate strike" against CP at its headquarters at Windsor Station in Montréal on August 17. Before pickets were started, CP chairman Barry Scott and a vice-president met unexpectedly with union officials at the Bonaventure Hotel where the union members were holding their strategy meeting. Less than one week later both sides were back at the negotiating table on August 22, their first official meeting since July 25.

On the same day, members of the Brotherhood of Locomotive Engineers decided to cross picket lines and return to work. The union was honouring UTU pickets, but the BLE felt that the UTU started to make demands to the railway that did not involve the UTU. So BLE members decided to protect their own jobs and return to work. Their return has increased the amount of service being provided.

The strike has increased traffic over CP through Toronto. Train 580 (normally Coquitlam to Chicago) and unit potash, molten sulphur and coal trains are being rerouted through Thunder Bay, Toronto and Detroit to

Chicago. A number of Soo SD40s have been put to work on the Wisconsin Central. At press time, SD40 754, and SD40-2s 760, 6614 and 6615 were working on the WC. Other units that have made appearances on the WC since the Soo strike began are: SD40-2s 756 and 6619, GP40s 4600 and 4601, SD60s 6001, 6011, 6019, 6023 and 6054, and SD60M 6060.

Just before press-time, workers were ordered back to work by US President Clinton on August 29. Under the US legislation, a Presidential Emergency Board will have 30 days to recommend a settlement, after which both sides will have another 30 days for consideration. After these cooling-off periods, either side can reject the offer and the strike may continue. Before the back-to-work order, the UTU was planning to expand its strike by using its secondary boycott right to picket other railways. The UTU said it would give 48-hours notice of such an action.

—*Journal of Commerce, Globe and Mail and Minneapolis Star Tribune via PS*

#### FATALITIES

Two teen-aged girls were killed on CP tracks in two separate incidents on June 4 near Toronto. In the morning, a 14-year-old Oshawa girl was struck by a freight train while taking a shortcut home across a CP bridge. In the second accident, a 15-year-old girl was struck at a level crossing in Streetsville in the middle of the afternoon. After a westbound train had passed, the girl stepped out onto the tracks, on which an eastbound train was travelling, and the train struck her. A Peel coroner researched school railway safety programs before deciding that an inquest was not needed in this incident.

On July 28, a 17-year-old boy whose tricycle became stuck in the flangeway of a crossing was struck and killed by a CP freight just north of Highway 90 near Barrie. The boy, who suffered from Down's syndrome, was killed instantly. The engine crew is still off work.

—*Toronto Star*

#### DERAILMENTS

Three flatcars derailed on a CP train in Sudbury on Friday, June 2, shortly before 19:00. The cars derailed next to Lorne Street and were at the tail end of a westbound train. Evidence indicated that at least one car jumped the track at the Martindale Road level crossing. There were no injuries reported in the incident.

Another CP freight in Northern Ontario derailed nine cars near Shabague, Ontario, 35 miles west of Thunder Bay. The June 17 derailment of the eastbound train closed both tracks of CP's main line. There were no injuries reported and no hazardous goods were aboard the derailed cars. A cause was not released, but there was heavy rain in the area and two sections of the Trans-Canada

Highway had been washed out or blocked with mud.

CP suffered a second derailment in Sudbury in the same month when six cars derailed around 18:00 on June 28 near College Street. The line was blocked until 05:20 the next morning, when one track was reopened.

Three cars derailed on July 28 in the east-end of CP's Toronto Yard early in the morning, spilling hydrogen peroxide. A "track problem" caused the cars to derail at 02:20. Two cars were empty and the third was the tank car that leaked the hydrogen peroxide. Police believed the car to contain sulphuric acid and evacuated the nearby area. There were no injuries in the accident.

—*Sudbury Star, Thunder Bay Chronicle-Journal, and Toronto Star*

#### REMOTE HUMP

Remote operation of Toronto Yard hump assignments is scheduled to begin by the end of August. So far, GP9s 1519, 1537, and 1558 have been equipped with remote-control hardware.

#### SHORTS

The radio frequency used for communications between trains and the yard coordinator at Toronto Yard has been changed. A yard channel of 160.185 MHz is now used. • Magil Construction has been chosen to construct the new Montréal Forum on the site of CP's Windsor Station. Magil presented the lowest offer out of the four companies who submitted bids for the project. • The base of the Second Emery road switcher assignment has been relocated from Toronto to Alliston, Ontario. The train originates in Alliston and switches the Honda plant there before heading to Toronto, performing any other work along the way. It then sets-off auto traffic at Leaside to be lifted by Train 520. • CP's Toronto Division will be called the Ontario South Division, effective September 1.

### CN NORTH AMERICA

#### SARNIA TUNNEL UPDATE

Digging on CN's relocated St. Clair Tunnel between Sarnia and Port Huron was scheduled to resume on August 15. The cutting head of "Excalibore" was finally removed from the boring shaft in Sarnia on July 4 and returned to manufacturer Lovat Tunnel Equipment Inc. in Toronto for repairs. The main bearing and bearing case were returned to Sarnia by July 27 and the cutting head was to return in the first week of August.

A 100-foot-deep shaft, supported by more than 2000 piles, was dug to remove the head. The shaft was to take eight to ten weeks to dig, but instead took four months to complete.

The tunnel is now scheduled to be opened by late summer or early fall of 1995.

The tunnel was originally to be completed by the end of this year.

—CP Wire and Journal of Commerce

#### MOQ RAIL INC.

CN and MOQ Rail Inc. have signed an operating agreement to move highway trailers on the rails with special bogies, a system invented by a former CP Rail employee. An application was filed with the NTA by MOQ Rail Inc. for permission to operate its equipment over CN track in Ontario and Québec. CN had opposed the idea for two years before changing its mind, becoming an MOQ Rail shareholder, and participating in tests and development of the equipment.

The innovative equipment, which consists of a computerised cab control unit, two power units, and bogies that carry ten highway trailers, was tested by CN and MOQ from March 7 to the end of July. The tests consisted of hauling woodchips between Saint-Félicien and Donnacona, Québec (see January *Rail and Transit*), for Alliance Forest Products, the former Domtar.

The equipment uses its own motive power to haul the trailers, rather than a conventional locomotive. Each bogie has a standard truck fifth-wheel to support the highway trailers. The NTA has cleared the equipment, with the exception of the control cab, to operate in regular service across Canada. Approval for the control cab is expected within a month or two. There will be an unveiling of the equipment and its new paint scheme within the next couple of months. MOQ Rail received an \$8.5-million investment from CN, Société générale de financement du Québec, and Société Innovat-ech du Grand Montréal. MOQ Rail says their system saves 25 percent in costs compared to other shipping methods in corridors of between 250 and 750 miles in length.

—La Presse and the Financial Post

#### WORKER FATALITY

A CN maintenance of way employee was struck and killed by a freight train while working in Markham, Ontario, on July 21. York Region police said the 37-year-old man was working with a crew on the York Subdivision between McCowan and Kennedy roads when he walked down the tracks by himself for an unknown reason. He did not hear the whistle of an approaching train and was struck.

—Toronto Star via Rex Rundle

#### MAINE INTERMODAL TERMINAL

A new \$2.9-million (U.S.) intermodal terminal to serve northern New England is being built in Auburn, Maine, by CN North America and the Emons Transportation Group of York, Pennsylvania. Larry Grossman, president of the St. Lawrence and Atlantic Railroad (SLA), which Emons purchased from CN five years ago, said the terminal will open this fall.

CN will supply locomotives and cars to the SLA to operate trains from Auburn to Island Pond, Vermont, where CN will take them over. The terminal is being built with funds from the U.S. Intermodal Surface Transport Efficiency Act, the State of Maine, and the city of Auburn. Auburn will own the terminal and lease it and 42 acres of land to Maine Intermodal Transportation Inc., an Emons subsidiary. CN will market the service to shippers in Canada and the United States and will also contribute about \$1-million worth of equipment to the project.

—Knight-Ridder Tribune

#### DERAILMENTS

Thirteen of the 90 cars on Train 302 (Edmonton to Toronto) derailed July 22 on the siding switch at Waterfall, six miles north of Burwash, Ontario, on the Bala Subdivision. All of the cars were empty and there were no injuries in the accident. Trains were detoured over the Newmarket Subdivision through North Bay between Washago and Capreol until the siding track was reopened the next afternoon. About 800 feet of main line track was damaged and was not reopened until the evening of July 24. The northbound VIA *Canadian* was detoured over the CP MacTier and Parry Sound subdivisions between Toronto and Sudbury, arriving in Sudbury 43 minutes late after having to wait an hour and 40 minutes for a CP pilot in MacTier. The cause of the derailment is still under investigation.

Train 450 (North Bay to Toronto) collided with a loaded gravel truck at a private crossing near Trout Creek, Ontario, on Friday, August 5, causing the lead three locomotives (SD40-2 5314, SD40 5082, and SD40-2 5308) and 26 cars to derail. The truck had just picked up its load of gravel when it entered the crossing at the same time as the train. Twelve of the derailed cars were carrying sulphuric acid; one completely ruptured, and another fell onto Highway 11, blocking the road. An estimated total of 45 000 gallons of sulphuric acid was spilled. Fortunately, the ditch between the highway and the railway right-of-way collected and contained most of the acid.

Limestone and soda ash were dumped into the acid pool to neutralise it, but before this was complete, an unknown quantity of acid escaped when a culvert that was blocked by a derailed boxcar was opened when the car was lifted on Sunday afternoon. The acid ran into Trout Creek for three to four hours before the culvert was plugged, killing a number of fish, and lowering the pH of the water substantially.

The CP auxiliary crane from Sudbury was going to be called to the scene, but because all of the derailed acid cars were being cut up for scrap, CP's help was not required. A local

restaurant remained open continuously during the clean up operation to feed the 100 workers. During the line's closure, freight traffic was rerouted through Sudbury and the ONR *Northlander* was replaced with buses between North Bay and Toronto. The highway was reopened the following Tuesday evening, and the track was reopened on Wednesday, August 10.

The truck driver was pronounced dead at the scene. One of the train crew members and an off-duty CN employee who stopped at the accident were taken to hospital after inhaling sulphuric acid fumes; they were later released.

On Saturday, August 6, CN had another derailment at the siding switch at Leigh, on the Caramat Subdivision, 25 miles west of Hornepayne. Train 302 was coming out of the siding when six empty cars derailed at the switch. Because all available crews in the area were still working at the Trout Creek derailment, the removal of cars was delayed until Sunday evening. The cause of this derailment is still under investigation.

During the blockage, freight traffic was held. The eastbound VIA *Canadian*, which was right behind the derailed train, was reversed 75 miles to Longlac, and rerouted down the Kinghorn Subdivision to the CP at Red Rock, then over CP track the rest of the way to Toronto, arriving in Toronto 23 hours and 15 minutes late. Passengers for local points on the CN line were taken by taxi or bus from the nearest stop on the CP.

On August 24, 6 freight cars derailed on the tail-end of CN Train 337 at Brent, Ontario, in Algonquin Park. The 17:55 derailment occurred when a train was backed through a switch lined in the opposite direction as part of a "pull-by" inspection. The speed of the train was only 10 miles per hour and there was approximately 800 feet of siding and mainline track damaged. Two of the derailed cars were empty tank cars and the other four cars were On Company Service tank cars of diesel fuel. All of the cars remained upright. Traffic was rerouted through Toronto before the line was reopened the next morning at 10:00.

The derailment was so minor CN was not required to report it, but as a courtesy the provincial Ministry of Natural Resources was advised. One CN employee said this created a "tempest in a tea pot" in the local community and media; the CN line through Algonquin Park has fallen under many watchful eyes as CN and CP propose to combine their lines through the Ottawa Valley along this same track. Most of the opposition to the now-stalled CNCP Ottawa Valley Partnership has focused on environmental concerns about continued rail operation through Ontario's best-known provincial park.

# ABANDONMENT APPLICATION

CN has filed notice of intent to abandon its Chatham Subdivision between Tecumseh and Chatham, Ontario, a distance of 35 miles. VIA has said that it will maintain its service to Windsor despite the fact that all Windsor trains operate over this stretch of track. A total of 226 000 passengers boarded trains in Windsor last year, making it the sixth-busiest VIA station in Canada, after Toronto, Montréal, Ottawa, London, and Kingston. The abandonment process is expected to take at least two years.

If CN is allowed to abandon the tracks, VIA will consider their purchase. VIA will also examine using CP's Windsor Subdivision between Chatham and Windsor, and the CN freight train route over CSXT between Chatham and Fargo, and then over CN's Caso Subdivision between Fargo and Windsor.

—Windsor Star

# BRIDGE BOMBED

Two 14-year-olds and a 13-year-old were arrested by Halton police after they set fire to CN's Kerr Street bridge in Oakville with Molotov cocktails on July 14. The fire closed the bridge during the afternoon rush-hour while fire crews extinguished the fire. One track on the bridge was reopened later that night and remained restricted to one track the next day.

—Toronto Star

# CV UPDATE

RailTex announced that it has set October 1 as the target date for the purchase of Vermont's largest railroad, the Central Vermont, from CN. RailTex officials have filed an application with the Interstate Commerce Commission seeking permission for the purchase.

—Journal of Commerce

# CAPREOL SHOP DRAWS INTEREST

CN's Capreol work equipment shop is for sale, and has drawn interest from an American railway, an Ontario engineering firm and a New York steel company. Representatives from Santa Fe, Marsh Engineering of Port Colborne and Parker Steel Industries of New York, have sent representatives to tour the shop. The Brotherhood of Maintenance of Way Employees, the union representing the shop's workers, released a statement saying that any deal signed will not be successful. Ninety-nine percent of employees in the shop voted in favour of a buy-out.

—Sudbury Star

# CORPSE RIDING THE RAILS

Police in Dartmouth, Nova Scotia, were called around 06:00 on the morning of July 22 by a man who spotted a corpse riding the roof of a tri-level autorack. Police guess that the 21-year-old man from Barrington Passage climbed aboard the train in the Truro area, and during the 60-mile ride to Dartmouth he "encountered some obstruction". An autopsy

concluded the death was accidental, but the cause was not released.

—Halifax Chronicle Herald via Art Clowes

# TELECOMMUNICATIONS DEAL

CN has signed a deal with Fonorola Inc. to develop CN's fibre optic cables for use as a third national long-distance telephone carrier in Canada. CN's telecommunications assets include almost 1400 miles of fibre optic cable between Montréal, Ottawa and Toronto in the east and Edmonton and Vancouver in the west. The new partnership is owned equally by both companies, with CN providing facilities and Fonorola the financing, development, managing and marketing of the service.

—Globe and Mail

# NTA APPEAL

The NTA has been asked by Avenor (formerly CP Forest Products) and the Buchanan group of forest companies to overturn or delay a ruling permitting CN to abandon its Graham Subdivision in Northern Ontario. CN can start tearing up the track on September 1, and has already called for tenders for the task. A transportation consultant representing the forest companies wants more time to find a short-line operator. They claim that the Graham Subdivision is the most efficient and logical means of moving large quantities of wood to Thunder Bay, where their pulp and paper and sawmills are located.

—Thunder Bay Chronicle-Journal

# OTHER

## WINDSOR UPGRADE

Work is expected to be completed before VIA's next change of timetable on October 30 to improve trip times between Toronto and London and Windsor. VIA originally expected to cut 28 minutes from a Toronto-Windsor trip, but track improvements that CN were planning on their own were cancelled. So, VIA will now cut 22 minutes from a Windsor-Toronto trip and 10 minutes from a London-Toronto trip.

The program, which is costing VIA \$7.5 million, will include upgrading crossing circuits, bridges and curves, increasing train speed in many places from 80 to 95 miles per hour. With the introduction of rebuilt stainless steel equipment on these trains in 1995, VIA expects to recoup its cost within nine years by attracting an additional 64 000 passengers a year.

—Vialogue

## FREIGHT TRAFFIC UP

Canadian rail freight volume totalled 4.18-million tons in the week ended July 7, up two per cent from a year earlier, Statistics Canada said. The number of railcars loaded during the week was up 7.1 per cent from a year earlier. In the year to date, rail-freight volume was up 4.3 per cent from a year earlier.

—Montréal Gazette

# NEW WINDOWS FOR GO

GO Transit is going to install shatter-proof material in the outer pane of its windows in its fleet of commuter cars to ward off injuries from vandals throwing stones at trains. The three-year, \$6.6-million program, will involve replacing the outer pane of the double-paned car windows with Lexan, a tough polycarbonate material.

—Toronto Star via Rex Rundle

# ACR PURCHASE AGREEMENT

A deal was signed July 28 between the ACR and Wisconsin Central for WC's purchase of the ACR. WC Canada Holdings Inc., a new company for this purchase, will acquire the ACR's operating assets for \$11.6-million, its rolling stock (966 freight and passenger cars) and 23 locomotives for \$15.5-million, and all shop equipment, communications equipment, buildings, inventories and miscellaneous assets for \$6.5-million.

The deal is heavily financed through the Ontario government's Northern Ontario Heritage Fund with an interest-free \$4-million loan, a \$6.6-million grant and a purchase of almost \$1-million worth of preferred, non-voting stock in the new railway company, Algoma Central Railway Incorporated.

Revenues on the ACR for 1993 were \$28.9-million. Once the purchase is approved by the NTA, which is expected to take approximately six months, the workforce will be cut from roughly 500 to 217. Workers laid off are eligible for a previously-negotiated severance package. The ACR has required over \$40-million in subsidies from the Ontario government to remain operating over the past six years.

—Minneapolis Star-Tribune via Fred Hyde, and Ottawa Citizen, Toronto Star and Journal of Commerce via Art Clowes

# ONR DERAILMENT

Twelve cars including the caboose on a northbound ONR freight train derailed at Mile 5.0, Temagami Subdivision, in North Bay at 16:50 on August 6. The cars, consisting of boxcars and centre-beam flat cars, were all empty. One crew member who was in the caboose was sent to hospital for bruises and was later released. The cause is still under investigation, and the line was reopened at 21:30 on Monday August 8. During the closure, Northlander service was replaced with buses in its entirety also because of CN's derailment at Trout Creek. Full Northlander train service resumed on August 12.

# QNS&L WORKERS KILLED

Two workers on the QNS&L Railway were killed June 3 in Sept-Iles, Québec, when they were buried under several tons of iron ore. The victims were Gaby Gagnon, 26, oper-



ations supervisor, and Gaetan Gagnon, 48, mineral handling operator. Police are investigating why the iron ore fell on the workers.

—Le Soleil

**WATERFORD & NORTHERN BANKRUPT**  
Backers of the Waterford and Northern Railway have finally confirmed what many have thought for over a year, that the project had failed. One Waterford man estimated he lost about \$12 000 and a half a dozen Waterford businessmen poured a total of \$60 000 into the venture. This is in addition to \$40 000 contributed by other investors, \$50 000 from the province, and a \$25 000 federal loan from the Norfolk District Business Development Corp.

Some of the investors are now turning their attention to bringing a tourist train to Brantford. Corey Hinrichs, the man behind the WNR, is trying to set up a tourist railway in another un-named community in southern Ontario.

—Hamilton Spectator via Art Clowes

#### OTTAWA COMMUTER UPDATE

As interest in more efficient mass transit grows around the Ottawa area, the aging, lightly used CP Ellwood and Lachute subdivisions are at centre stage. Transurb Inc. of Montréal, in association with Delcan of Ottawa, is doing an appraisal of a CP Rail proposal to operate a commuter service in the national capital region. After the appraisal is complete, expected in August, funding must still be raised. Carleton University is behind the project and is lobbying for a stop on campus. If approved, the line could be up and running in two years.

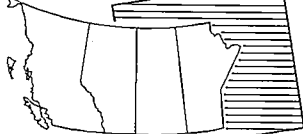
An interim report says that nearly 10 000 people per day will use a commuter rail line in the capital region. As a comparison, initial ridership figures for the GO Lakeshore line were 15 000, and the line now handles 75 000 riders per day. A down-side to the report is that travel times are estimated to be longer than bus and much longer than car trips. This is caused by the need for shuttle buses to transfer train commuters to downtown Ottawa.

Now that CP knows the number of riders, it will prepare an operating plan for the task force that is examining the proposal, and give the consultant some cost estimates.

The commuter plan is favoured by some as a cheaper alternative to the construction of a new inter-provincial bridge, which has caused much debate. Residents on the Québec side are in favour of a new bridge, but Ottawa residents do not want the increased traffic. Proposed locations for a new bridge include: Orleans and Masson-Angers, Kettle Island (linking Gatineau and Manor Park in Ottawa) and Britannia-Deschenes.

—Le Droit, Ottawa Sun, Ottawa Citizen and West Québec Post and Bulletin

## THE PANORAMA



### WESTERN CANADA

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### BRITISH COLUMBIA RAILWAY

#### DOUBLEHEADED STEAM

Consolidation No. 3716 was used for a special doubleheader to Squamish with Royal Hudson 2860 on May 29. On the southbound trip, with 3716 leading, it developed a hot-box on its third driving axle and was set out at Brunswick siding. No. 2860 took the 17-car consist back to North Vancouver and 3716 later limped home at five miles per hour.

—Brian Peters in The Sandhouse

### CN NORTH AMERICA

#### DERAILMENT

The CN line north of Kamloops was shut down on July 9 when an 80-car freight loaded with lumber derailed. The derailment delayed both the eastbound and westbound *Canadians*. Passengers were taken by bus to Kamloops and Edmonton. There were no reports of injuries.

—Canadian Press

#### MOVE OUT OF STATION

CN employees in Winnipeg's VIA station will move this fall to the former United Grain Growers office building around the corner. CN has leased eight floors there, at a better rate than could be had in the VIA, ex-CN station. The new location will include a fitness centre and cafeteria for the 300 CN employees making the move.

—CN West

#### NEW BUSES MOVE BY RAIL

Greyhound Lines shipped eighteen of their buses from Calgary to Toronto in early June, on a regular CN freight train. This was the first time Greyhound has used rail to move their fleet.

—CN West

### VIA RAIL CANADA

#### E&N SCRAPE

The northbound E&N dayliner drove into a car that was stopped in its path at the Allenby Road crossing south of Duncan on August 4. A mother and her three young sons escaped with bruises when the car was struck by the train and spun around. The driver said she stopped once she heard the horn, put the car in reverse, and got out of the way as best she could. The engineer hit the brakes but the train slid into the car. The train wasn't damaged and no passengers were injured.

The train continued north after a 20-minute delay.

—Victoria Times-Colonist

#### VIA TRACKMOBILE

When the Pacific Coast Division of the CRHA had a field trip to the VIA Maintenance Centre in Vancouver, they noted that a four-wheel hi-rail trackmobile, numbered 4500, was handling car movements within the maintenance centre. Despite being in service for some two years, the trackmobile hadn't been reported before.

—The Sandhouse

### CP RAIL SYSTEM

#### ALBERTA INTERMODAL TAKEOVER

CP Rail is taking over the container terminal operation of Alberta Intermodal Services Limited, effective December 1, 1994. The railway will acquire a four-hectare freehold terminal in Edmonton and a 3.4-hectare leased terminal in Calgary at an undisclosed price. Alberta Intermodal was formed with the financial backing of the Alberta government to offer reduced rates on container movements between Edmonton and Calgary and Lower Mainland ports.

—Vancouver Province

### THE TOURIST TRADE

#### CP F-UNITS PRESERVED

The West Coast Railway Association has added two former CP F-units to its collection. WCRA had originally agreed to purchase FP9 VIA 6557 (ex-VIA/CP 1409) from VIA through Canac. Instead, 6557 has been acquired by the Canadian Museum of Rail Travel in Cranbrook, where it will join F9B VIA 6651 (ex-CP 4474 and 1901). The WCRA has purchased VIA FP7 6569 (ex-VIA/CP 1425, ex-CP 4069). No. 6569 will be joined at the WCRA museum at Squamish by F7B 4459, purchased from the Alberta Pioneer Railway Association.

—WCRA News, BRS Branchline

#### RIDERSHIP UP OUT WEST

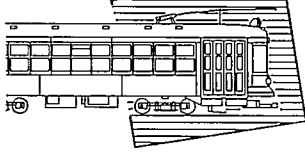
Riding the tide of increased tourism all across Canada this summer, passenger train ridership has increased in British Columbia. VIA's Canadian has often been sold out between Calgary and Vancouver. On the E&N, the two-car VIA dayliner, with a capacity of about 170 people, has also been overbooked on occasion this summer.

Rocky Mountaineer Railtours expects to carry 25 000 customers this summer on its two-day, one-night Vancouver-Calgary trips. This is a 20 percent increase from last year, and more than twice as many travellers as in its first season, four years ago.

B.C. Rail sold about 13 000 tickets in June alone for the Royal Hudson steam trains between North Vancouver and Squamish. Ridership is up 12 percent from last year, and the number of customers in 1994 may exceed the peak year of 1992, when 91 000 people rode the steam train.

—The Globe and Mail

# IN TRANSIT



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## VICTORIA

### TRANSIT AT THE COMMONWEALTH GAMES

The XV Commonwealth Games began in Victoria on August 18. BC Transit will be busy providing much extra service for competitors, officials, and spectators. During the Games, the transit fleet has been temporarily increased from 161 to 213 buses, service has been added to existing routes, and several new routes have been introduced to serve the games directly.

The 39—Royal Oak/UVic, 51—Western Exchange/UVic, and 59—Western Exchange/Royal Oak are new routes connecting the three main venues (Saanich Commonwealth Place Pool, UVic Stadium, and Juan de Fuca Recreation Centre). As well, there is no parking near any of the venues, and special bus routes are operating between Park'n'Ride locations and the competition venues. These special routes are the McKenzie Shuttle between the University Stadium bus stop and McKenzie and Borden, the Gordon Head Shuttle from the Stadium to Ferndale and Tyndall, the Foul Bay Shuttle from the Stadium to Fort and Richmond, and the CanWest Shuttle from the Juan de Fuca Recreation Centre to CanWest Mall. There is also a Park'n'Ride shuttle between a parking lot on Willis Point Road and the Heal's Range shooting venue.

The regular 14—University bus service has been doubled to operate every six minutes from downtown. The 23—Esquimalt service will be increased for boxing events at the Archie Browning Sports Centre. Twelve other regular routes will also have extra service, which will vary day-by-day, depending on the schedule of events.

The extra buses have come from several other B.C. cities. Since all transit operators in B.C. are nominally part of the same organisation, BC Transit, there is a common fleet throughout the province, and some swapping of buses between communities has always taken place. Volunteers, athletes, and officials can use their accreditation as a transit pass, and tickets for Games event are also valid as a transit pass on the day of the event, so ridership will be higher than a normal August.

Each country participating in the Commonwealth Games has two buses named after it. There are 67 countries, so a total of 134 buses are named. These buses have name decals on their windshields that read "Spirit of (Country)." One "Spirit of Canada" is Flyer D40LF 8001, which was specially painted a year ago to commemorate and advertise the Games.

UVic Transit Exchange was closed for the Commonwealth Games. Construction is to start on a new exchange in September. Until its completion, BC Transit bus routes will terminate on Ring Road. —Gray Scrimgeour

## ALBERTA

### NEW BUSES

Calgary Transit will tender for ten additional low-floor buses this year to go along with 51 other low-floor buses from New Flyer Industries already in the fleet.

St. Albert Transit, northwest of Edmonton, has two Orion II buses and three high-floor, lift-equipped articulated buses on order. St. Albert plans to order three accessible buses per year until reaching full accessibility of its small fleet in 1997.

Medicine Hat Transit will receive one Orion II from OBI and one 40-foot low-floor NFI bus late this year.

A prototype NFI low-floor articulated bus is scheduled to be delivered to Strathcona County, east of Edmonton, in the spring of 1995.

### TROLLEY COACHES

Edmonton Transit will spend \$8.5-million over the next five years to upgrade the city's trolley coach infrastructure, following a city council decision to retain the existing route network. Only 55 to 60 of the fleet's 100 trolley coaches, built in 1982 by Brown Boveri Canada with General Motors bodywork, are required for service at present. The 40 trolley coaches that were on lease to Toronto have been returned to Edmonton. The decision to retain trolley coaches means that Edmonton Transit will not make any new diesel bus purchases until at least 1997. In the last few years, Edmonton had resumed purchases of diesel buses to replace older buses, after a hiatus of almost ten years. Funds from the lease of trolley coaches to Toronto were used to rebuild and upgrade older diesel buses that were retained.

### ALTERNATE FUELS

Calgary Transit and Edmonton Transit are testing a bus fuelled by compressed natural gas. The bus was in Edmonton for six months ending in March, and is now operating in Calgary for a six-month period, to end in December. The test bus has got around in the last five years — it is a 40-foot, 96-inch wide Orion I, built in 1989, and was one of the

two test units operated in Toronto up to 1991. The tests were successful, and led to purchases of OBI CNG-fuelled buses by the TTC, Mississauga Transit, and the Hamilton Street Railway. After its stint with the TTC, it was repainted from TTC colours into GO Transit's white and green, and operated for a short time in local GO service north of Toronto. It still wears the GO colours for its service in Alberta.

In Medicine Hat, a multi-year experiment with methanol fuel has ended. The transit system had tested the fuel extensively, and purchased eight methanol-powered buses from Motor Coach Industries. All eight buses have been converted back to all-diesel fuel, after experiencing engine failures and high maintenance costs with the methanol-diesel fuel mix. —CUTA Forum

## TORONTO

### INFO-BUS TO NEW OWNERS

The Canadian Transit Heritage Foundation will acquire the TTC's Info-Bus. The display and community relations bus, numbered 0015, was converted in the 1980s from 3315, a retired 1963 General Motors TDH-5303 40-foot bus. It hasn't been used by the TTC for several years now, and the foundation intends to use it for a national, travelling, urban transit heritage display.

This is the second vintage bus acquired by the CTHF. In 1993, the Commission de transport de la Communauté urbaine de Québec (CTCUQ) donated its bus 6120 to the foundation. The bus was built in 1962 by GM of Canada, and is a model TDH-5301. It was originally sold to Autocar Fournier, a former private suburban operator in the Québec City area (the company still exists as a charter bus operator). The CTCUQ acquired the bus when it assumed responsibility for the suburban services around Québec.

Bus 6120 was the tenth bus off the GM Diesel Division production line after it started building transit buses in 1962 in London, Ontario. At the time it was acquired by the CTHF, it was the oldest Canadian-built GM bus still operating in regular service in Canada. —CTHF Bulletin

### NEW INTER-REGIONAL WEEKLY PASS

A new weekly transit pass is now available in the greater Toronto area, and is valid for use on the TTC, Mississauga Transit, Brampton Transit, Vaughan Transit, Richmond Hill Transit, Markham Transit, and the local bus services operated for York Region by GO Transit. This is the first tangible benefit of the ongoing fare integration and service coordination talks between the transit agencies and the provincial transportation ministry.

The new GTA pass sells for \$30, and is valid from the end of the overnight service early on Monday morning, to the beginning

of the morning service the next Monday. It is a one-piece plastic credit-card size design, and has the week number prominently displayed on the front. As another first, the pass is transferable, and can be used by anyone, as long as its only used by one person at a time. Because it is transferable, the pass requires no photograph.

The \$30 pass will cost more than five weekday return trips using the corresponding adult tickets from the TTC and any of the other regional transit operators. The transportation ministry and the participating transit agencies are counting on the convenience of using a pass, of not having to pay two fares at the Metro boundary, and the ability to lend the pass to friends and family, to help sell the pass.

#### AIR-CONDITIONED STREETCARS

Two streetcars will experimentally receive air-conditioners, not one as reported in the July *Rail and Transit*. CLRV 4089 will be fitted with a 5-tonne capacity unit. This car has been in the TTC's Harvey Shops since February 28, and should be completed first. ALRV 4238 has been in the shop since February 21, and will have an 8-tonne unit.

—Ray Corley

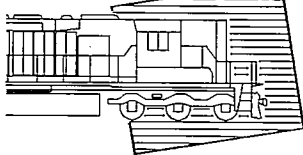
#### EXTRA SERVICE TO CNE

TTC ridership to the annual Canadian National Exhibition has declined in recent years, paralleling the reduced attendance at the "Ex" itself. This year, for the first time, the TTC has not held an operators' sign-up for scheduled service to the CNE, but instead is operating extra service and the two special CNE routes (93—Exhibition West Express buses, 521—King-Exhibition streetcars) as unscheduled services.

On Tuesday, August 23, the CNE offered free admission before noon, and far more customers than anticipated took up the offer. TTC services were overwhelmed, though more than 40 extra streetcars and buses were called out. Traffic near the CNE was at a standstill, adding to the difficulties. Bathurst Station was so overcrowded that for a short time trains on the Bloor-Danforth subway were run through the station without stopping, so as to not add to the crowds.

On August 31, the next free Tuesday, both the CNE and the TTC were better prepared. Parking restrictions on much of Bathurst and Dufferin Streets kept the traffic moving, and fifty extra streetcars and more than sixty extra buses were used. The TTC even set up its little-used mobile Command Unit — a former intercity bus, fitted with radios, telephones, and the all-important coffee pots — outside of Bathurst Station. Flooded with extra operators and supervisors, the service ran smoothly, and the TTC carried a large number of customers without incident.

## MOTIVE POWER



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### CP RAIL SYSTEM

#### MORE LEASED POWER

The lease fleet continues to change through the summer. New additions are ex-Southern Pacific SD45s 7489-7498, which have since become Helm Leasing 915-924. These units are, for the time being, still in grimy SP gray and red with the SP reporting marks changed to HATX. They arrived on CP in late July and were quickly moved to Winnipeg where their SP identification and numbers were changed to HATX before entering service. • Also new on CP are HATX 175 and 404, ex-CSXT GP38 2162 and GP40 6650. • In mid-August, VIA 6455 replaced 6458 in the continuing shuffle of F40PH-2s leased to CP for freight service. The four units on CP at press time were 6448, 6452, 6454, and 6455.

#### STRIKE RELEASES POWER

With the strike on the HH-US (ex-Soo), many units have been reassigned to other parts of CPRs, or have been leased out to other railways. On August 19, SD60s 6022, 6042 and 6061 were on CP potash train 673 at Kingsgate, BC. Several SD40s and SD40-2s have been assigned to the Wisconsin Central, and between 10 and 15 units have gone to Burlington Northern. GP7 375, GP9s 2401, 2402, 2409, 2412, 4202, 4204 and CP 1513 have gone to the Minnesota Commercial Railway in St. Paul, Minnesota.

In one other HH-US note, SD10 534, an ex-Milwaukee Road unit, has been painted in the CPRs Dual Flags scheme.

### GM DIESEL DIVISION

#### LATEST DELIVERIES

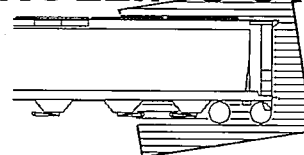
Deliveries through mid-August include most of the remainder of the SP SD70s: 9802, and 9815-9823. A handful of Burlington Northern SD70MACs have been completed and shipped. Recent deliveries to BN were:

9472	.....	July 25
9470 and 9471	.....	July 28
9468 and 9469	.....	July 29
9473	.....	August 5

Of the above units, BN 9472 was sent via CP to VMV Paducah for unknown work.

Several JT42HCWs for Iarnród Éireann have been finished, and will be sent by ship to Ireland. —Fred Hyde, Gordon Webster, FidoNet

## ROLLING STOCK



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### TRENTON ORDER

Trenton Works of Trenton, Nova Scotia, has been awarded two large contracts in the past two months. The first is a \$24-million contract to build 150 centre-beam flat cars and 150 box cars for BC Rail. Work on the cars is expected to begin in October with delivery commencing in December.

The second contract is a \$12-million order by CN for 150 high-roof boxcars, which will be used to move rolls of paper. The first cars will be finished later this year and production of the order will be complete by January 1995. These new 13-foot-high boxcars have a capacity of 110 tons.

—Financial Post via Art Clowes

### COASTER DELIVERIES

Bombardier bi-level commuter coaches (see picture in July *Rail and Transit*) built for North San Diego County Transit have been passing through Toronto. Some of the coaches are being returned to Thunder Bay for repairs, necessitated by problems encountered in transit (vandalism and a derailment). The cars are being handled by CP from Thunder Bay to Chicago, where they are interchanged to Santa Fe for delivery to Fallbrook Junction, California. Many of the cars have been handled through Toronto on detoured CP Train 580 on their way to Chicago. Coach 2202 and cab cars 2301 and 2304 to 2307 were delivered to California in mid-July, coaches 2201 and 2203 departed Chicago on August 21 on their way west, cab cars 2302 and 2303 were in Toronto on August 20 on their way back to Thunder Bay and coach 2204 was in Winnipeg on its way west.

### BACK COVER — TOP

A year before the end of regular service for the type, TTC Small Witt 2766 is on King Street on a UGRS charter, March 25, 1962. Built in 1923, the car is still owned by the TTC, and is stored at Wychwood Carhouse.

—Photo from the collection of Dave Smith

### BACK COVER — BOTTOM

CN GP40-2 9577 leads a westbound freight at Newtonville, July 15, 1990.

—Photo by Peter Raschke

