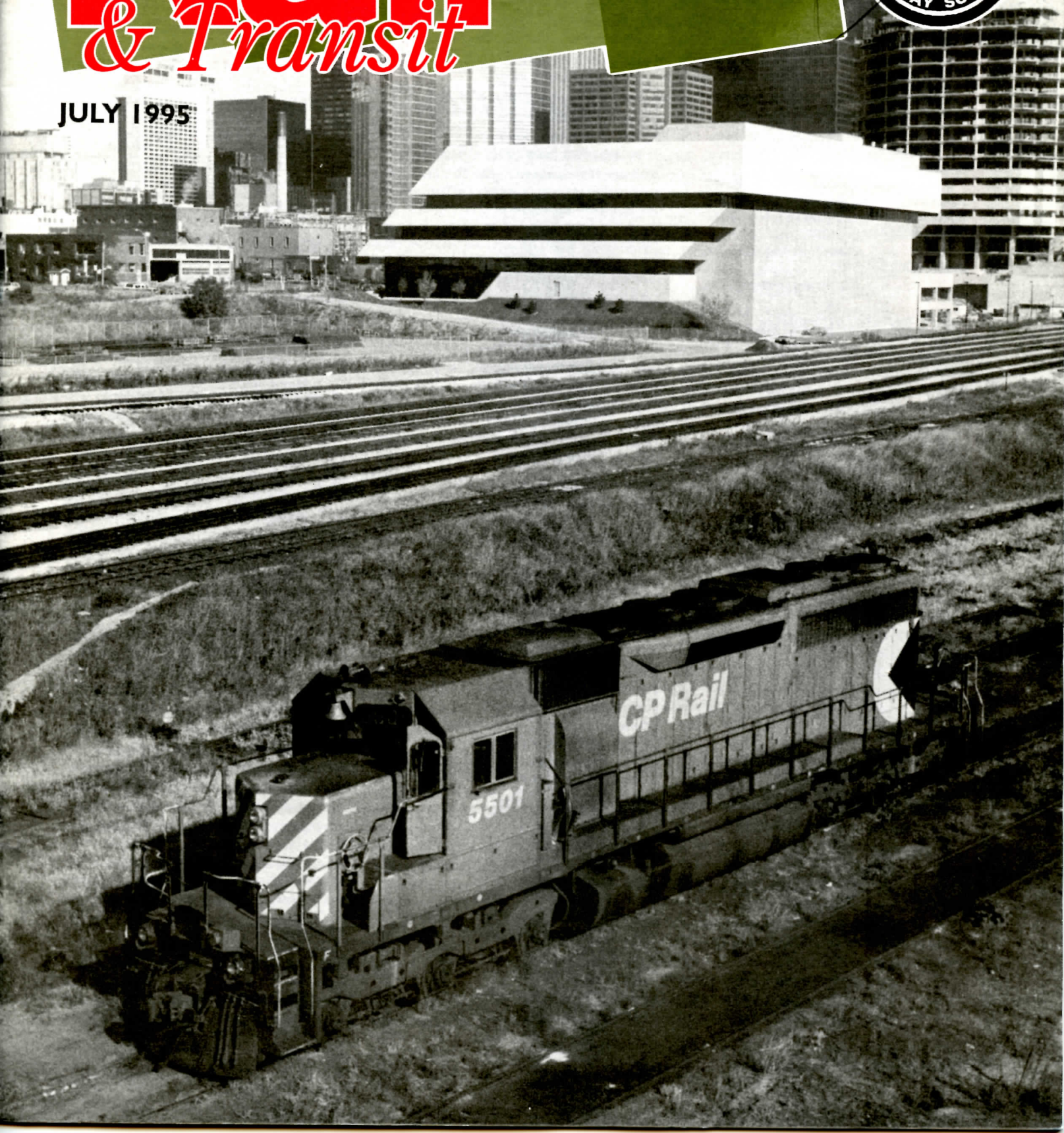


Canada's Railway Magazine since 1945

Rail & Transit

JULY 1995



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ON THE CALENDAR

Friday, September 15 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Hydro offices, 14 Carlton Street.

Friday, September 22 – 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 20 – UCRS Toronto monthly meeting, 7:30 p.m.

Friday, October 27 – UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTOS

FRONT COVER – A lost SD40. CP Rail 5501 at CN's now-demolished Spadina roundhouse in Toronto after having rescued the VIA Canadian the previous day.

—Photo by Steve Danko, October 29, 1983

BACK COVER – Two photos from Alberta. In the top picture is the new "dome coach," RMR 9501, on the tail end of the westbound Rocky Mountaineer in Calgary on June 15, 1995. Below that is Central Western's engine house in West Stettler, as it was being built, seen on August 2, 1992.

—Both photos by Bob Sandusky



NUMBER 546 – JULY 1995

Newsletter

TORONTO MEETING LOCATION

With one more change to the Toronto meeting location in September, we are hoping that our nomadic existence of this summer has come to a pause. We had to move our meetings from the Metro Archives after budget cuts led to the closure of the building during the evenings. Al Maitland has since found for us a number of temporary meeting locations, and we thank him for his efforts and our host organisations for their hospitality.

The September meeting will be at the head office of Toronto Hydro, very conveniently located at 14 Carlton Street, steps away from the College subway station at Yonge Street. On September 15, Al will meet members in the lobby of the building and direct them to the meeting room.

READERS' EXCHANGE

Julian Bernard would like to buy a copy of *Lost Horizons* by Donald M. Wilson. The book is the story of the Bay of Quinte Railway, and Mika, the publisher, does not have a single copy left and a search of second-hand and new book shops has not produced anything. Please contact Julian at 249 Yonge Boulevard, Toronto, Ontario M5M 3J1, telephone 416 483-6722, or fax 416 486-2416.

Dave Savage called to say that Canadian Station News now has available a large collection of photographs of CNR and CPR steam locomotives and a very large collection of electric railway photographs, including TTC in the 1920s, the London and Port Stanley, the Niagara, St. Catharines and Toronto, and European traction. Prints (5" x 7") are \$7.00 each. Please write with your requirements or for more information to Canadian Station News Photographs, P.O. Box 171, Cobourg, Ontario K9A 4K5, or fax 905 373-6023.

THANK YOU

The UCRS would like to thank two members who have recently made generous donations to the Society.

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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, Word, 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 \$35.00 (or \$27.00 in U.S. funds) 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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THE TORONTO CAR WHEEL WORKS

By Dana Ashdown

The cast-iron wheel

In North America, cast-iron wheels were used well into the twentieth century on both railway passenger and freight cars, much to the dismay of British and European railway engineers who considered cast iron too brittle a metal for such use. On their side of the Atlantic, fabricated wrought-iron wheels, and later steel wheels, became standard; in fact, the use of cast-iron wheels was outlawed in almost every European country by 1890. North American engineers, led by the Americans, found cast iron a most suitable material for railway car wheels, being cheaper and lighter, in comparison to fabricated wrought-iron wheels and to steel wheels, which appeared after the 1850s. Cast iron was also more cost effective — used cast-iron wheels had a high scrap value and, unlike wrought-iron wheels, could be easily broken-up and remelted, thus recovering most of the initial wheel cost.

In the beginning, spoked wheels were used on railway cars, but by the 1860s solid wheels had found widespread acceptance in North America. Of these, the most common type was the "double plate" wheel which offered the best combination of strength and weight. Among the many styles offered, two double plate wheel patterns found particular favour: the Bush and Lobdell, and the Washburn.

The Bush and Lobdell pattern (also known as the Lobdell pattern) was patented in 1838 by Charles Bush, George G. Lobdell, and Jonathan Bonney, partners in the Wilmington, Delaware, firm of Bush and Lobdell (later reorganised as The Lobdell Car Wheel, Tire and Machine Company), which afterwards became the continent's most influential car wheel manufacturer. Their wheel was a true double plate incorporating a hollow centre, but the hub itself was initially split between the two outer halves, a feature made necessary because of uneven contraction between the fast-cooling rim and the slow-cooling hub and plate; improvements made by 1859 eliminated the need for a split-hub by adding an S-curve to the plates. The resulting large centre core made production of the Lobdell wheel expensive and, although it was the first widely used plate wheel in North America, it was later reserved for applications where an especially strong wheel was needed, such as leading truck wheels on a locomotive.

The wheel beside which all others paled in comparison was the Washburn, patented in 1850 by Worcester, Massachusetts, foundryman Nathan Washburn. Washburn's pattern made use of integral S-shaped brackets cast into the rear of the wheel which strengthened the rim without greatly adding to the wheel's weight. The simple, easily-cast design made it the favourite amongst wheel makers. It therefore followed that the Washburn pattern was destined to become the standard wheel used by most North American railways, remaining so until 1928. Indeed, in 1879 it was declared to be the strongest and most reliable wheel made, accounting for 70 per cent of all car wheels then in service (White, 1978: 531).

Cast-iron wheels were so successful because of the properties of iron and the casting process. When cast, the

outside edges cooled very rapidly, producing an extremely hard and durable tread and flange, while the central plate of the wheel remained soft, and was therefore easy to machine, and able to absorb shock without cracking.

This property of cast iron to cool rapidly at the outer edge, known as "chill," had been understood in the Britain since the 1700s. Chill properties were exploited best when smooth iron was used for the rim mould in place of green sand, resulting in faster cooling and, consequently, a smooth, deep, hard-surfaced tread that was more durable than steel and required no machining. Further strength was gained by the use of iron made with charcoal, which is almost pure carbon, instead of coal, which could contain impurities affecting the metal's soundness. Considered the only suitable material for making cast-iron wheels, charcoal iron had a tensile strength of 23 000 pounds, compared with normal pig iron at 18 000 pounds. The best charcoal iron could have a tensile strength as high as 41 000 pounds (White, 1978: 532).

There was a negative side to using cast iron, however. Unlike the steel wheels introduced in the 1860s and 1870s, once the chilled iron tread had worn through, the wheel had to be scrapped; cast-iron wheels could not be resurfaced or turned on a lathe as could steel wheels. Furthermore, cast-iron wheels were more likely to fracture than those made from steel. Another difficulty in the early years was the inability of wheel works and railway shops to true-up the cast-iron wheels, since there were no grinding lathes available and machining the hard tread surface was almost impossible.

The need to regularly replace worn cast-iron car wheels kept many foundries busy, and prompted the establishment of many wheel works throughout North America.

J. & N. C. Scoville

The Buffalo Car Wheel Works

The Toronto Car Wheel Works

The Canadian market for car wheels was already being supplied by a few non-specialist domestic firms when two enterprising Americans named Jonathan and Nathaniel C. Scoville, of the Buffalo Car Wheel Works, decided in 1861 to set up what was probably the first foundry in Canada devoted solely to wheel production: the Toronto Car Wheel Works.

Their story begins in the town of Salisbury in northwestern Connecticut where in 1833 Jonathan Scoville was born. The son of an iron manufacturer, Jonathan attended Harvard University where he took "a scientific course." In 1853 he moved to Buffalo, New York, and with Cyrus C. Dennis and others, he organised the Buffalo Car Wheel Works, locating it on Louisiana Street opposite the Lake Shore and Michigan Southern Railway's freight depot. Within a few years Jonathan was joined in Buffalo by his brother, Nathaniel C. Scoville, and together they bought out the other partners, thus forming a new partnership under the title of J. & N. C. Scoville.

Aside from their Buffalo foundry, the Scovilles maintained iron works and mine holdings in Salisbury and Canaan, Connecticut, possibly inheriting them from their

father, and from these holdings they secured their supply of pig iron. Salisbury iron was a respected and sought-after high-quality iron produced from a belt of rich magnetic and brown hematite ore, extending from Vermont south through Massachusetts, Connecticut, and New York to New Jersey.

By 1859 the Scovilles were offering "car wheels, driving wheels, chill tire, and all kinds of railroad and engine castings . . . made of any desired size or pattern, of the best quality Salisbury iron. Wheels bored and fitted to axles." Salisbury pig iron was also for sale and "orders addressed to J. & N. C. Scoville and Co., Salisbury, Ct., or Buffalo, N.Y.," were to "receive prompt attention." The wheel works at this time were called the "Buffalo Car Wheel and Chill Tire Foundry" (*Buffalo City Directory*, 1859: 59).

Motivated by the success of their Buffalo enterprise, the Scoville brothers deemed that the time was ripe to meet the growing demand for car wheels in Canada and so, in 1861, opened the Toronto Car Wheel Works, leasing part of the old Atlas Iron Works from John R. Nash and John Cayley. The Atlas works were the result of an interesting history which can be traced back to 1843 when Charles Vale opened a shop on Toronto's Adelaide Street West for the production of wrought iron work; by 1856 he was employing as many as 30 men. Then in the spring of 1857 Vale entered into partnership with Samuel Dubelbeiss Sr. and D. G. Dubelbeiss with the object of creating a larger enterprise with a more diverse line of products ("iron buildings, store fronts, columns, caps, sills, architectural ornaments and iron work of all kinds and every style") than any of the principals had hitherto made. The Dubelbeisses had been connected with the Rochester, New York, firm of Dubelbeiss, Schroeder and Company, operating the Union Iron Works at 135 Buffalo Street in that city, and with a reputation already established in Toronto through regular advertising in the Toronto dailies.

A contributing factor in the formation of the new venture was a destructive fire which occurred on the afternoon of Tuesday, July 15, 1856, at the large furniture factory of Messrs. Jacques and Hay, on the south side of Front Street between Bay and York. The factory, having been only recently rebuilt following another disastrous fire in December 1854, burned very quickly due to its inflammable contents and the inadequacy of the city's waterworks. Within an hour the entire factory was in ruins, taking with it seven workers who became trapped on the top floor after attempting to save their tools and some of the machinery (Robertson, 1890/1987: 625, 627).

Adjacent to the furniture factory, on the west side, sat the house of Mr. Jacques, and the Ontario Brewery, owned by John Cayley and John R. Wash. At first it was believed that these properties were safe, but a sudden change in the wind proved otherwise and these and two other small frame houses became involved and they too were destroyed. Messrs. Jacques and Hay lost heavily to the extent of \$150 000, of which only \$54 000 was covered by insurance. Messrs. Cayley and Nash fared much better; their loss of about \$15 000 was fully insured (Robertson, 1890/1987: 625, 627).

Jacques and Hay's factory was rebuilt once again with the assistance of Toronto's citizens, and flourished. Cayley and Nash, on the other hand, chose not to re-establish

their brewery and instead eventually leased their property to Messrs. Charles Vale and Company, whose partnership was consummated on May 15, 1857, when Vale and Company completed the reconstruction of "those extensive premises on Front Street, (formerly occupied as the Ontario Brewery) in the most complete style for carrying or the business of Iron Founding and Smith's work in all its branches . . ." (*Daily Leader*, 1857).

In another pronouncement, Vale and Company begged "to inform the citizens of Toronto and the public generally, that they have just completed their new establishment on Front Street, known as the ATLAS IRON WORKS, next to the Factory of Messrs. Jaques [sic] and Hay, where they will be prepared to execute with most prompt attention and on the lowest terms, all orders for Castings for Buildings, Machine Works, and every description of Wrought Iron Work. They have now on hand a large assortment of Patterns, and would respectfully invite their friends to call and see them" (*The Globe*, 1857).

Charles Vale and Company had evidently disbanded before the Scoville Brothers came in search of a Toronto plant. The old Atlas Iron Works — the northern part of which Cayley and Nash managed to lease to Alderman Clements for his Atlas Wood Works — seemed admirably fitted to the Scovilles' needs. The site was almost ideal and afforded convenient access to all three of Toronto's railways, as well as the harbour, for shipping and receiving. The building which the Scovilles came to occupy sat on a lot measuring 242 feet by 100 feet, and was approximately 80 feet long and 50 feet wide, with no interior partitions or intermediate posts; the floor was dirt (City of Toronto, undated). The management of the new Toronto Car Wheel Works was assumed by Jonathan Scoville, who boarded at the nearby Queen's Hotel. As a lifelong bachelor, it was probably felt that Jonathan was in a better position to relocate from Buffalo than Nathaniel, who had married.

In Toronto the Scovilles focused their efforts on the two most popular wheel styles available: Bush and Lobdell pattern engine wheels in measurements ranging from 24 through to 36 inches in diameter, and Washburn pattern car, engine, and tender wheels in 30-, 33-, and 36-inch diameter sizes. They drew special attention to their use of "the best brands of Salisbury Charcoal Iron, the reputation of which is well established," and they were so confident in their product that they warranted their wheels for 30 000 miles without failure under any service (*Hutchinson's Toronto Directory*, 1862-63: 6).

By 1866 the Toronto works were turning out 13 000 car wheels annually, primarily for the Grand Trunk and Great Western railways, using a staff of 20 to 30 and a 30-horsepower steam engine. *The Globe* related that the foundry's furnaces yearly consumed 700 tons of coal and 3600 tons of iron, and noted that: "We are informed that no railway accident can be traced to the breakage of any of the wheels manufactured in this establishment" (*The Globe*, 1866).

With the completion of the Esplanade project along the waterfront, the address of the plant became the Esplanade at Alfred Street.

The Scoville's prosperity grew throughout the 1860s, a decade in which they not only expanded to Canada but also opened an extensive blast furnace operation at

Chenango, New York, near Binghamton and the Pennsylvania border. They were soon millionaires.

Foundries were all too often subjects of destructive fires and the Toronto Car Wheel Works was to be yet another victim when it succumbed on the night of Saturday, February 23, 1867. As Monday's edition of *The Mail* reported:

About twelve o'clock on Saturday night a fire broke out in the railway car wheel foundry belonging to Messrs. J. & N.C. Scovell [sic], in rear of and adjoining Ald. Clements' 'Atlas Wood Works' on Front street, opposite the Queen's hotel. The fire was first discovered by Dr. Blackburn, who was sitting in his room in the Queen's hotel, and he immediately communicated the fact to Mr. McGaw, the book-keeper. Mr. McGaw hastened to arouse the Clements family, who reside in a dwelling house adjoining the premises where the fire was then raging. A messenger was in the meantime sent to give the alarm at the fire halls; and the engines were conveyed to the fire as quickly as possible. As soon as Mr. Clements became aware of the present danger to which his premises were exposed he had the presence of mind to give an axe to a young man named Wm. Watkins and instructed him to go to the bay and cut holes in the ice for the engines, in order that the least possible delay might occur upon their arrival; and this was a wise precaution as the firemen appeared to have some difficulty in getting the suction hose to work after arriving at the bay, and a considerable length of time elapsed before the engines were ready to play upon the fire. Upon examination of the premises it was discovered that the fire broke out in the roof of the building immediately over the furnace, and the wood work being very dry, the whole structure was in a flame in a few minutes. Thousands of persons soon assembled and many of them assisted as best they could in keeping the flames from extending to Mr. Clement's work-shop, which, being full of shavings, stood in imminent danger. Water was carried to the roof in buckets and wet blankets were placed on the windows adjoining the premises where the fire was then raging with great fury. The heat was so strong that it was with difficulty that parties could stand on the roof of Mr. Clements work-shop, but those who were trying to save that gentleman's property from destruction fought manfully with the fire, stood their ground and did good service in keeping the flames from extending (*The Mail*, 1867).

The Globe added that:

The engines were on the spot shortly after the alarm was given, but for some reason, one failed to be of any service during the most critical time, when the fire threatened the annihilation of the adjoining premises. The Court street engine was at work with alacrity, and did good service by throwing a powerful stream from the direction of Messrs. Jacques & Hay's premises, rendering effective service. While the fire was in progress Mr. Clements was about to go on the burning roof from his own premises, and had stepped with one foot on the building when the roof fell in with a heavy crash, smothering the fire and placing it for the first time under control. Mr. Clements had a narrow escape, and had he been a few seconds sooner would, undoubtedly, have gone down with the ruins. . . A rain shower at the time aided somewhat in preventing the spread of the flames (*The Globe*, 1867).

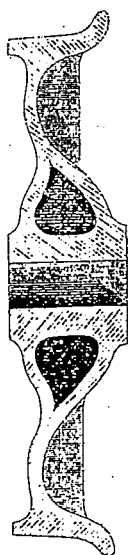
Alderman Clements' Atlas Wood Works and house escaped the flames relatively unscathed but the same could not be said of the car wheel works. They were completely

destroyed and although the loss to the Scovilles only amounted to about \$500, on account of "the building and a portion of the internal fittings" being owned by John Cayley (by now sole owner of the property), Cayley's loss was estimated at \$3000 upon which no insurance was held.

Presumably, the car wheel works were rebuilt shortly after the fire.

For reasons which are not clear, the Scoville brothers

TORONTO Car Wheel Works, TORONTO, C. W.: J. & N. C. SCOVILLE, *Proprietors.*



Double Plate & Washburn
Pattern
ENGINE, CAR, AND TENDER
WHEELS.

Double Plate, Bush, and
Lobdell Pattern
ENGINE WHEELS,

24, 26, 28, 40, 33, and 36 inches diameter.

Washburn Pattern
CAR, ENGINE, AND TENDER
WHEELS,

30, 33, and 36 inches diameter.



ALL wheels manufactured at this Establishment are made from the best selected Salisbury Iron, and in all respects a first-class article. Confining ourselves exclusively to the best brands of Salisbury Charcoal Iron, the reputation of which is well established, we are at all times prepared to furnish an article that is warranted free from fault.

All wheels warranted for 30,000 miles' service, and guaranteed not to break under any service.

sold the Toronto Car Wheel Works in 1870. Jonathan returned to Buffalo, eventually taking up a short political career, with stints in the U.S. house of representatives, from 1880 until 1883, and as mayor of Buffalo from 1883 through 1885.

Sometime in the mid-1880s the Buffalo Car Wheel Works were reorganised as a joint-stock company in which the Scovilles retained a large interest. The brothers Scoville took only a passive role in the management of the

For reasons which are not clear, the Scoville brothers sold the Toronto Car Wheel Works in 1870. Jonathan returned to Buffalo, eventually taking up a short political career, with stints in the U.S. house of representatives, from 1880 until 1883, and as mayor of Buffalo from 1883 through 1885.

Sometime in the mid-1880s the Buffalo Car Wheel Works were reorganised as a joint-stock company in which the Scovilles retained a large interest. The brothers Scoville took only a passive role in the management of the company, however, and by and large settled into a life of retirement. Nathaniel Scoville soon after moved his family to New York City, and died suddenly on November 21, 1890, when visiting Jonathan in Buffalo. A great shock to Nathaniel's family and to his brother, the death may have hastened Jonathan's passing on March 4, 1891, in New York City (*The Commercial*, 1891; *The Courier*, 1891).

Throughout their business lives the Scoville brothers held their property in common and at the time of their death it was estimated that their joint assets were valued between \$8-million and \$10-million. As Jonathan had never married it was assumed that his portion of the estate would pass to Nathaniel's family (*The Commercial*, 1891; *The Courier*, 1891).

As to the Buffalo Car Wheel Works, it is probable that it was renamed the New York Car Wheel Works. An advertisement for the works appeared in the June 1893 edition of the *Travelers' Official Guide* offering "MACHINED CAR WHEELS, bored, ground and balanced before shipment. 600,000 wheels made under our SYSTEM OF COMPARATIVE TESTS, without one case of breakage in service."

John Gartshore

The Toronto Car Wheel Company

The Scovilles' Toronto Car Wheel Works were sold in early 1870 to John Gartshore, a foundryman of long experience, who, with his three sons and other backers, incorporated the foundry in April 1870 as the Toronto Car Wheel Company.

John Gartshore was born in 1810 in Scotland, and after completing an apprenticeship for the trade of millwright, emigrated to Canada at the age of 23. In 1835, after brief stays in York (Toronto) and Niagara (Niagara-on-the-Lake), Gartshore opened an oatmeal mill in Fergus in association with John Mitchell (James and James, 1978: 97).

When the Fergus mill burned down in 1837, Gartshore resettled in Dundas and there, through the patronage of James Bell Ewart, established a small foundry in 1838 on Hatt Street as the firm of John Gartshore and Company. The original wooden buildings that housed the foundry were destroyed in a fire in October 1846 but it was soon rebuilt in brick as the Dundas Iron and Brass Foundry. Over the next two decades, Gartshore's foundry expanded as he branched-out from the manufacture of mill machinery to the production of marine and stationary engines and boilers, water pumps, structural iron work and other castings. One of the firm's crowning achievements came in 1858 when the Gartshore Foundry built the steam pumping equipment for the Hamilton Pump House. More than a hundred years later the pump house would be restored and opened to the public as a museum. There was

even a steamship named after him, the *John Gartshore*, launched in the early 1850s.

In 1865 John Gartshore stepped down from the active management of the foundry in favour of his son Alex. Alex's involvement in the iron works was short-lived, however, for the firm had fallen into financial difficulties and control soon passed to the estate of the late Mr. Ewart. Alex Gartshore subsequently became associated with a new venture in Hamilton called the Gartshore-Thompson Pipe and Foundry Company (James and James, 1978: 97).

John Gartshore's activities over the next few years are not known, but in late 1869 or early 1870 he made a successful offer to purchase the Toronto Car Wheel Works from Jonathan and Nathaniel C. Scoville of Buffalo — apparently with the backing of his sons John J. and William and possibly others including Alex Gartshore. In the following April they incorporated the business as the Toronto Car Wheel Company. Removing his family to Toronto, John Gartshore took up residence at No. 74 John Street.

In 1871 the wheel foundry's address was altered in name only to the Esplanade at Prince Albert Street, owing to the renaming of Alfred Street. According to the city assessment roll for that year, the property's ownership continued to be held by John Cayley, but the only building listed was a single-storey frame "house" 29 feet by 27 feet in size, with no indication of any other substantial structure capable of containing a foundry. As strange as that may be, the 1871 Census does reveal something a little more concrete. From it we learn that the company had a 20-horsepower steam engine and 20 men employed with total annual wages of \$6000. There was \$40 000 worth of material on hand, and the value of their product was listed as \$54 000 (Craven and Traves, 1988: 38).

One public announcement regarding the change in management at the wheel works appeared in an advertisement placed in the 1872-73 city directory which read in part:

The above Company, having purchased the premises and machinery of the Car Wheel Works at Toronto, formerly occupied by Messrs. J. & H. C. [sic] Scoville, are prepared to execute orders for any pattern of Car Wheels at the shortest notice. All Wheels warranted for twelve months.

Even though the company offered to make wheels to any pattern using "the best cold blast charcoal iron," their advertisements illustrated a Washburn pattern wheel, the most popular wheel then in use.

When John Gartshore died in August 1873 in Glasgow during a visit to his native Scotland, control of the wheel works passed to his son John J. Gartshore. William had by this time moved to London, Ontario, where he set up another car wheel foundry in connection with the Ontario Car Company, organised in 1872 by Thomas Muir and Son (Merrilees, 1963). William Gartshore eventually joined the McLary Manufacturing Company (James and James, 1978: 102).

In the late summer of 1874 John J. Gartshore was presented with the opportunity to acquire a newer wheel foundry which had been started only a year or two before by William Hamilton and Son of the St. Lawrence Foundry. The Hamiltons were in financial difficulty and, having withdrawn from railway car manufacturing, could not

have been taken over by the Neill Brothers of the Soho Foundry in October 1876.

In an advertisement for the new facility, appearing in *The Globe* in October 1874, the car wheel company stated that: "owing to the great increase in business during the last three years, the Company have had to purchase more commodious premises, and having removed to their NEW WORKS, FRONT ST. EAST, CORNER OF CHERRY, Are now prepared to undertake the largest contracts for either Single or Double Plate Chilled Car Wheels, for: Locomotives, Tenders, Drawing-room, Passenger, and Freight Cars. Street Railways and Tramways also supplied." As before, "all Wheels manufactured from the Best Brands Cold Blast Charcoal Iron." The capacity of the works, it was claimed, was 120 wheels per day.

What John J. Gartshore, now living at No. 29 Alexander Street, failed to acknowledge though was the impact of the economic depression that swept the continent in the mid-1870s. It hit the Toronto Car Wheel Company at a vulnerable time when the foundry's inventory was high and sales were slow. Indeed, by February 1875 the business was offering to sell to any interested iron founder old car wheels "either whole or broken, particularly suitable for machinery or malleable castings." Gartshore and his company were helpless in dealing with the reduced demand for their products.

At "a meeting of the shareholders and creditors of the Toronto Car Wheel Company," held on Thursday, January 25, 1877, "at the offices of Mr. William Mortimer Clark, full statements were submitted, from which it appeared that the assets, if the Company continued its operations, would realise about \$117,297.38, while if the business was immediately wound up they would realise about \$84,000. The former figure . . . would enable the Company to pay all their creditors in full and leave a surplus of some \$17,000 for the shareholders. The Company offered payment in full at six, twelve, eighteen, and twenty-four months, with security, and the meeting adjourned for fourteen days to permit the necessary arrangements to be made to carry out the settlement. The embarrassment of the company appears to have arisen chiefly from depreciation in value of a large stock of iron held by them, and the general depression in the iron trade" (*The Globe*, 1877).

The company's affairs were wound up by the end of 1877 and the enterprise soon disappeared from the city's business scene. So ended the saga of the Toronto Car Wheel Company, but not that of John J. Gartshore. While the demise of the wheel works might have brought some doubt upon Gartshore's business acumen, it certainly did not deter him from pursuing the railway trade for within a few years he had laid the foundation for what was to become one of Toronto's most enduring railway supply houses: John J. Gartshore Limited. ■

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INCORPORATED APRIL, 1870.

TORONTO CAR WHEEL COMPY

CAR



TENDER

AND

LOCOMOTIVE WHEELS!

MANUFACTURED FROM

THE BEST COLD BLAST CHARCOAL IRON.

WORKS:

Corner of Esplanade and Alfred Streets,

OF THE QUEEN'S HOTEL, - Toronto.

JOHN GARTSHORE MANAGER.

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Saskatchewan Railway Museum moves to restore Saskatoon streetcar

By P. J. Kennedy

The Saskatchewan Railway Museum was founded by members of the Saskatchewan Railroad Historical Association to collect, preserve, restore, exhibit, study and interpret Canadian railway equipment, especially that which has been used in Saskatchewan. The six-acre museum site southwest of Saskatoon has numerous railway buildings and artifacts as well as a diesel-electric locomotive, four cabooses, several freight cars, and a variety of maintenance of way equipment that was used by both Canadian National and Canadian Pacific Railways.

Yet, on the transit side, until late 1994, there was only a shell of a former Saskatoon Municipal Railway streetcar and a small exhibit dedicated to the streetcars of Saskatchewan.

In October 1994, the Saskatchewan Railway Museum took possession of a unique part of the province's electric transit history with the arrival of the former Saskatoon Municipal Railway (SMR) Car 51. Built in 1927 in Hamilton, Ontario by the National Steel Car Company, the double-truck, 41-passenger streetcar was one of only four such cars delivered to the City of Saskatoon. It served the citizens of Saskatoon from 1927 until the last run of streetcars in 1951, when trolley coaches took over the former streetcar routes.

Like so many of the cars owned by the SMR at the time of the replacement of the streetcars, Car 51 was sold to an area farm family for use as a storage building.

The double-ended car was 39 feet, 6 inches long and weighed 30,000 pounds before the trucks were removed. It was sold to a family in the Biggar district, west of Saskatoon. The family used it for storage and as a summer kitchen (an area for cooking in summer outside the house, so as not to heat up the regular kitchen). The family kept it painted in the cream and green colours used by the SMR and the later Saskatoon Transit System, and covered the roof with asphalt shingles. It was the continuous

maintenance by the family that kept number 51 in such excellent condition for the 43 years it sat on their land.

In the summer of 1992, two members of the Saskatchewan Railroad Historical Association (SRHA) were alerted to the existence of the streetcar. Yet it wasn't until the summer of 1994 that the idea of acquiring Car 51 and transporting it to the Saskatchewan Railway Museum was resurrected.

With agreement from the family to donate Car 51, the wheels were set in motion to move this valuable piece of Saskatchewan's urban transportation history. On October 8, Car 51 made its way past local television cameras and SRHA members' cameras to its new home in the middle of the Saskatchewan Railway Museum grounds.

The car has all but five of its windows and all four longitudinal seats at both ends of the car. Three upper sections of the transverse seats in rattan were found, as were three other seats in poor condition. However two of these had full bases.

A streetcar committee within the volunteer SRHA has already moved to winterise the car and has begun preparing a brochure, slide presentation and video documentary on Car 51. With funds raised in the months ahead, the committee will coordinate the restoration of the exterior, and partial restoration of the interior. It is hoped that several seats, the ceiling, and the floor of the car can be restored or replicated to its original condition.

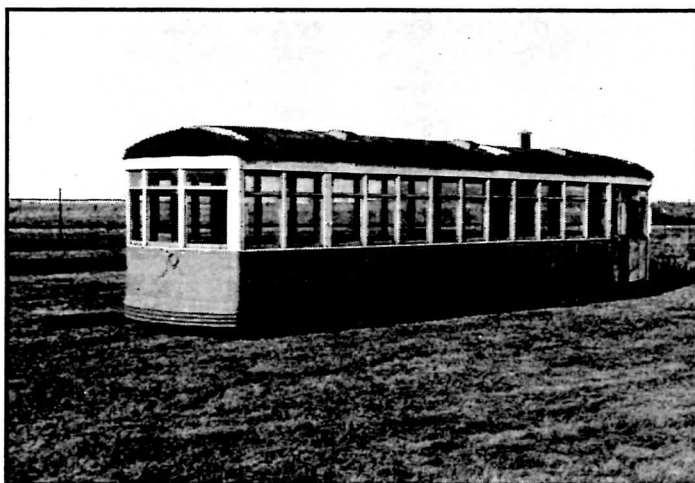
With approximately half of the car restored to original condition, the other half will feature tables and display cases with historical tickets, photographs, timetables and other artifacts from the three streetcar systems which operated in the province – Saskatoon, Regina and Moose Jaw. The museum already has a small but valuable display of the Saskatoon and Moose Jaw tram systems.

The provision of streetcar trucks or the eventual operation of Car 51 is only a dream at this point. What is practical, is that the car be restored in such a way as to provide visitors to the Saskatchewan Railway Museum with an excellent example of a streetcar which actually operated in Saskatoon. In addition, it will demonstrate to visitors, both young and old, the historical significance of electric street railways in the wheat province. ■

For more information about the restoration of SMR Car 51, contact:

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Saskatchewan Railroad Historical Association
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306 668-2161

Thanks to the Canadian Transit Heritage Foundation (York/Toronto 1833, 260 Adelaide Street East, P.O. Box 30, Toronto, Ontario M5A 1N1) for this article, which originally appeared in the March 1995 issue of the CTHF's Bulletin.



Ottawa hasn't the right to privatise Halifax-Lévis line

By Jay Underwood

From the *Halifax Daily News*,
June 24 and July 3, 1995

*Oh I'm the Railway King!
What glad tidings I bring,
As I sweep with my royal train
To my journey's end with the long lost friend
That we ne'er hoped to see again.
Then here's that it may be a far distant day
When you see your old servant pine;
And still you will cry as you see him rush by,
Hurra for the old Engine.*

I found these lines of doggerel as I read through copies of *The Nova Scotian* of 1854 while researching material for a book. They were written under the nom de plume of Duns Scotus, of the 72nd Highlanders to celebrate the creation of the Nova Scotia Railway, Joe Howe's grand scheme to link the colony to the Canadas, and what can reasonably be referred to as a Nova Scotian version of the National Dream.

I thought them particularly poignant in light of the announcement that Canadian National was ready to privatise its railway operations, and if you can forgive yet another rant about national railway policy, I think I can make a case to prove Ottawa has no right to undertake such a plan.

The Nova Scotia Railway was absorbed by the Intercolonial Railway under the 1867 terms of Confederation, whereby the federal government undertook to maintain and operate railway service between Halifax and Lévis, outside Québec City.

At that time, the NSR's line ran from Windsor to Halifax, Halifax to Truro, and Truro to Pictou. The Intercolonial built the line from Truro to Amherst and beyond to Lévis, where it connected with the Grand Trunk Railway of Canada.

In time, the Intercolonial became part of prime minister Robert Borden's Canadian Government Railways, and in the 1920s, part of Canadian National Railways.

This history is important in a constitutional context, because although constitutional arguments have not been successful in preventing CN from cutting VIA service, or selling the Truro-Sydney line to a private short line operator, the Halifax-Lévis main line is a different case.

First, it is important to consider both the spirit and intent of the terms of Confederation, which both make it clear that as a condition of joining the Canadian union, Ottawa would guarantee Nova Scotia and New Brunswick that it would operate and maintain both freight and passenger railway service from Halifax to Lévis.

No mention was made of ever turning this line over to a private operator, and there

is no doubt Nova Scotia would never have entertained such an idea, because the Nova Scotia Railway was intended as a government-owned and controlled venture, a reflection of Joe Howe's mistrust of private enterprise's ability to successfully complete such projects.

So it occurs to me, that to satisfy its constitutional obligation, Ottawa cannot privatise at least that part of the line from Halifax to Lévis without undertaking a procedure to amend the Constitution.

Under those conditions, I suggest Nova Scotia must have the option of either being compensated for the loss of federal control of the line before it is privatised, or being allowed to take direct control of the line instead of it being privatised. Direct control would also have to include New Brunswick as a partner in the venture.

I believe the argument against CN abandoning its federal commitment is bolstered by the fact CN made a profit last year (\$271-million Canadian as opposed to a \$75-million loss in 1993 — a \$346-million turnaround) and that the Halifax-Montréal portion of the line has been profitable, albeit marginally, for some time.

This takes away any justification for privatisation on economic grounds.

Money, of course, is the root of all this evil, particularly the money Ottawa has used to bribe provincial politicians to allow the feds to weasel out of their obligation.

The truth is, that like railways in Sir Allan MacNab's day, highways are the politics of 20th century Canada.

They have been promoted with the same abandon and connivance as railways were by all three levels of governments, because they brought votes and the illusion of a progressive society.

Railways slid into benign neglect and have remained there, even though the roles are becoming somewhat reversed and — as developments in the U.S. are showing — railways have become a politically sexy bait, and with a Green bonus to boot!

Unfortunately, or perhaps fortunately in this case, Canadian transportation policy always seems to have a 10-year lag behind that of the U.S. This is true with the creation of Amtrak and VIA, and now with the privatisation of Conrail (the formerly-federal-owned Class 1 railroad in the U.S.) and Canadian National. What is different, however, is CN's constitutional link.

CN's abandonment of its Newfoundland line, in return for greater federal funding for highways there, is typical of the political thinking of the age.

In return for allowing CN to give up an inefficient railway service, the Newfoundland

government got its hands on a lot of cash that it could spend at home, with results it could show the voters.

This probably explains why a great many Nova Scotian politicians talk about the importance of the railway here, but are loathe to do anything about it.

By quietly allowing CN to privatise without raising anything but muted, token opposition, the government knows it will get some cash coming its way.

And in today's climate of political accounting, that cash need not be spent directly on the upgrading of roads to handle the extra truck traffic that will result as soon as the Port of Halifax is no longer financially feasible in the absence of a railway link. It can quickly be dumped into that politically expedient category "general revenue" to be spent at the government's political whim.

The best example of this kind of fiscal abuse is evident today in the way the province reclaims its money from the Atlantic Lottery Corporation, the profit from which was supposed to go toward financing recreation and sporting events, but which instead gets dumped into general revenue.

If this is the course the province has decided to take in the case of CN's privatisation, it has sadly miscalculated and is passing up a prime opportunity to regain control of both the CN main line and its link to central Canada, and thus over its own greatly more expensive highway construction policy.

It is no mere fad that has several U.S. states diverting highway construction funds to new passenger and freight railway projects. The long-term savings are all too clear.

Perhaps this too will dawn on the Nova Scotia government, albeit 10 years too late. ■

METRO SHOULD BEG, BORROW OR STEAL LINE TO SARNIA TUNNEL

Metro Halifax residents have two reasons to be especially interested in federal transport minister Doug Young's efforts to sell off the original symbol of Confederation, the railway.

First, railway service was what lured us into Confederation. Second, the proposed sale of CN represents the loss of a major business opportunity for Halifax and Dartmouth in the form of the Sarnia, Ontario, tunnel.

If the Port of Halifax were to inherit the railway line to the tunnel, it could become the port of choice for the flow of goods from Europe to Chicago.

Stepped-up port traffic would create jobs for Maritimers, both in the port and on the railway.

In the long term, the port could purchase its own shipping fleet and bring in the containers itself.

Then we would see a national dream grow into an international wonder. And Halifax could truly realise its place as the best port this side of the Atlantic.

—Greg Quinn, *Halifax Daily News*, July 6, 1995



Just A. Ferronut's

Railway Archaeology

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We will blame the heat of summer for a change in plans for this month's column. Last month, I mentioned that we would be looking at some construction details on the Deux-Montagnes commuter service this month, but we aren't. The change was really caused by the thing called work, not the heat. Of course we can always wish!

June equipment questions

Last month we carried a couple of questions that had been asked about railway locomotives.

The first, from Bill Reddy, was about a U.S. Army 0-6-0 locomotive that he believed had wound up here in Québec after being owned for a period by Pacific Coast Terminals Railway. Well, Canada's "Mr. Railway Equipment," Ray Corley, has come to our rescue, by confirming this and supplying even more information. Ray advises that this army workhorse had been purchased by the Laurentide Forest Products Company. When Laurentide was taken over by Consolidated Paper, this locomotive became No. 1 of their Laurentide Division, at Grand-Mère, Québec, and was still operating in the summer of 1953.

The second question was raised by Keith Pratt, a former Prince Edward Island railwayman, concerning the fate of some of PEIR's narrow-gauge locomotives following the standard-gauging of the island lines in the 1920s. This question reminded both Ray Corley and Doug Brown of an earlier transfer of locomotives from Prince Edward Island to Newfoundland. These gentlemen forwarded data concerning this early transfer, which took place in 1881. The data from Ray on this transfer pointed out that there were some unanswered questions about it. So it was time to dig out a few books on these railways. A skim through Omer Lavallée's *Narrow Gauge Railways of Canada*; A. R. Penney's *A History of the Newfoundland Railway, Volume I (1881-1923)*; and Canadian National Railway's *Synoptical History of Canadian National Railways* helped round out the story, but didn't answer the questions raised by Mr. Corley. While we haven't solved the puzzle, the story of the early days of the Newfoundland Railway may help put it in

perspective and will perhaps help solve it sometime.

First, a little background of events in and around Newfoundland. During this period, Newfoundland, of course, was not part of Canada, but a separate British colony. By 1880, the concept of a railway across the jagged contours of Newfoundland was not new. As early as 1865, Sir Sandford Fleming, the Scottish-Canadian railway engineer, had eyed Newfoundland as part of his proposed "All-Red-Route," so named because of the practise of showing Britain and its extensive overseas possessions in red on maps and globes of the day. To Fleming, Newfoundland, the remote island lost in the North Atlantic fog, was to be the centre of a vast system of imperial communications that would join the global British Empire of the day. Fleming's concept was based on the fact that land travel by railway was faster than water travel. Fleming could not get this plan off the ground because he could not get the needed financial backing.

Fleming's name again came to Newfoundland railroading in the mid-1870s, when the government voted funds to undertake a survey for a railway across Newfoundland from St. John's to the west coast. While the government's choice was Sandford Fleming because of his earlier proposals and his fame, other commitments kept him from personally undertaking this survey. However, arrangements were made for one of Fleming's engineers to head up the survey. As was often the case, the estimated cost versus available funds, and changes in government, delayed the start of construction.

Friday, April 29, 1881, was the turning point for the establishment of railways in Newfoundland. The government spent 16 hours arguing as to whether an agreement, dated April 20, 1881, should be entered into with the Blackman Company for the formation and construction of the Newfoundland Railway Company. In the end, the agreement was approved, and construction started on August 16, 1881. Since the Prime Minister was away, there was no sod-turning ceremony.

Work continued, and about eight to ten miles was graded and ready for ties, rail, and ballast by October 1881. This distance was extended to about 15 miles by the end of the season. Penney's book reports that the first vessel-load of ties arrived from Nova Scotia on October 19, 1881. Three days later, on October 22, the *S.S. Standard* arrived from Cardiff, Wales, with a cargo of rails. A tender

call was issued on October 31 for the supply of thousands of locally-cut ties. This construction was culminated on December 5, 1881, when the *S.S. Merlin* arrived, delivering the first locomotive and other materials for the railway. Mr. Penney continues "... This was the first of five locomotives obtained from Prince Edward Island Railway, which employed the same gauge as the Newfoundland Railway. The locomotive was assembled at the skating rink at Fort Williams and quickly put in working order to convey rails and other track material westward along the line."

Now, let's look at Mr. Corley's information on the supply of locomotives and how it fits into this story. All parties agree that five locomotives were transferred to Newfoundland from Prince Edward Island, but research to date has not been able to definitely identify these locomotives. There are four conflicting "reports" involved in trying to establish them.

1. Prince Edward Island Railway Nos. 2 to 6 (4-4-0T; Hunslet serial numbers 85 to 89) were said to have been sold to the Harbour Grace Railway (this was the local term for what became the Newfoundland Railway's Southern Division; Harbour Grace became the western terminus of the first railway) in 1881. This report indicated that the first locomotive shipped was lost overboard at sea. The ship with the first locomotive was scheduled to arrive in St. John's on October 24, 1881, which was definitely in the time frame of deliveries of railway material in St. John's. The missing engine (in group of Nos. 2 of 6) was said to be "made up" by a locomotive purchased from the New Brunswick Railway (either NBR No. 9 or No. 10). These NBR engines were 2-6-0s, not 4-4-0 tank engines.

2. Prince Edward Island Railway Nos. 2 to 6 as above were sold, and one engine was lost at sea. However, this report indicated that the "lost" locomotive was not replaced, but that the number was left vacant. The Newfoundland Railway purchased New Brunswick Railway No. 9 or No. 10, but this locomotive became Newfoundland No. 12.

3. Report Number 1 is correct in that one PEIR locomotive was lost at sea, and Report Number 4, below, is also correct in that New Brunswick Railway No. 9 was also lost at sea.

4. Report Number 1 is in error. The locomotives which first arrived in Newfoundland were ex-New Brunswick Railway, (not ex-PEIR). NBR No. 9 was lost at sea, NBR No.

10 was delivered and became Newfoundland Railway No. 12 (or vice versa).

Ray Corley concludes that Report Number 3 is the most credible, followed by Report Number 4. Because the Newfoundland and Prince Edward Island railways both had a gauge of 3'-6", while the New Brunswick Railway was three-foot gauge, some gauge conversion work would have been required on any ex-NBR locomotives used on the Newfoundland Railway.

Now a look based on the data as supplied by Doug Brown from material originally researched by his father, the late R. R. Brown. While Mr. Lavallée's work also questions as to whether there may be one or more New Brunswick Railway locomotives included in the early Newfoundland Railway roster, both Mr. Brown and Mr. Penney point to them all being from Prince Edward Island Railway. Mr. Brown's data also indicates that these five locomotives were scrapped about 1898. So, it's back into the job jar for some more research and digging.

Meanwhile, in Newfoundland, it was October 11, 1884, before the last spike was driven to more or less complete the 84 miles of track from St. John's to Harbour Grace via Harbour Grace Junction (now Whitbourne). This spike was driven by Prince George, who later became King George V. At the time he was visiting Newfoundland as a midshipman aboard the *H.M.S. Cumberland*. By this time the Blackman Company was out of the Newfoundland Railway scene, but it would appear from a photograph in both Penney's and Lavallée's books that at least one more locomotive had been added to the roster. This photograph shows the *A. L. Blackman*, a Hunslet-built 0-6-0 engine of a very British design. Unlike the early PEIR locomotives, this one doesn't have a cowcatcher, bell, or fretwork around the cab, only the British-style end buffers. This engine was built in 1882 with serial number 284.

The Newfoundland Railway has an intriguing history, and it appears we have added a little more in regards to their early locomotives.

To complete the confusing picture of the early Newfoundland Railway, we should mention that the railway's first station in St. John's was in an old stone building that had been part of Fort William. This military garrison was located in the east end of St. John's (near the site of the CN Newfoundland Hotel, built later), and had been abandoned about 1870. The first train other than a work train from this station was run on January 16, 1882, for about 8½ miles out to Donovans (about where the present Trans-Canada Highway crossed the railway). The citizens of St. John's and the area along the line celebrated early in June 1882 as regular passenger service to Topsail was started. A month

later the service was extended to Upper Gullies, about 20 miles from St. John's.

So, as we leave this period on the Newfoundland Railway, it can be said that the transplanted Canadian locomotives probably weren't overworked in their first two or three years on the Rock.

Now let's look a little closer at Keith's original question, about PEIR engines transferred to Newfoundland in the 1920s.

For this, Doug Brown has forwarded the following from his records. Five 4-4-0s with 15" x 20" cylinders, and one 0-4-0T with 8" x 16" cylinders, were sold to Armstrong, Whitworth and Company of Corner Brook, Newfoundland, in 1923. This company was the predecessor of what became Bowater's Newfoundland Pulp and Paper Company in 1938.

The five 4-4-0's were all built in Kingston by the Canadian Locomotive Company. The tank engine, PEIR No. 37, had 24-inch drivers, was built in 1910 by Davenport, and became Armstrong, Whitworth's No. 1. The other locomotives were: PEIR No. 19, with 54-inch drivers, built in 1904 with builder's number 625; PEIR No. 20 (second use of the number), which had 48-inch drivers, weighed 65 000 lbs., and was built in 1899 with builder's number 471; PEIR No. 23, which had 48-inch drivers, weighed 69 750 lbs., and was built in 1900 with builder's number 496; PEIR No. 24, which had 54-inch drivers, weighed 69 750 lbs., and was built in 1901 as number 520; and PEIR No. 27, which had 54-inch drivers, weighed 69 750 lbs., and was built in 1904 with builder's number 619. Armstrong, Whitworth and Company kept the PEIR numbers, but made them into a 200-series; i.e. PEIR No. 19 became AWC No. 219.

In Lavallée's *Narrow Gauge Railways of Canada*, the five ex-PEIR 4-4-0s are listed as being sold in November 1923 to Lamoreaux-Kelly, a Montréal contractor, for use in the construction of the mill that was to become Bowater's Newfoundland Pulp and Paper Company in Corner Brook.

CN's Paddockwood Subdivision

Canadian National Railways constructed their 23.94-mile Paddockwood Subdivision from Prince Albert, Saskatchewan, northward to Paddockwood, Saskatchewan, after having been authorised by the Dominion Parliament under Bill 18, assented to on July 19, 1924. This line cost approximately \$1.4-million to build and was opened for traffic on January 22, 1925.

This was one of the western grain railway lines that had been protected from abandonment by federal orders in council starting in 1974. This protection from abandonment was lifted effective March 31, 1995, for the 15.5 miles between White Star (CN Mile 8.4) and

Paddockwood. CN has now applied to the National Transportation Agency for permission to abandon the operations over the 15.5 miles north of White Star.

Montréal's Victoria Bridge

Back in our column of March 1995 we mentioned that the Victoria Bridge was in for a major face-lift. We mentioned that to ensure that this work could be done with as little interference with railway operation as possible, crane runways and overhead cranes would be installed on the grand old lady of the St. Lawrence. Well this work has started from the Montréal end. Hopefully, there will be some interesting photo opportunities.

Other station news

CN is presently attempting to obtain federal approval to permit them to sell their Newmarket Station to the Town of Newmarket, Ontario for one dollar. Thanks to Dave Stalford for sending a clipping from the *Newmarket Town Crier*.

CN is also attempting to get similar approval to sell their station at Sayabec, Québec. This station is on the former Intercolonial Railway line in the Matapédia valley, about 30 miles south of Mont Joli, Québec.

Books

Four new books from BRMNA

The British Railway Modellers of North America of Calgary have several new books. In recent years as I have become more interested in Canadian railway history, I have found these locally-focused books a help in understanding many of the historical operating aspects of the area covered.

The four recently-released books give one the choice to look at Canadian National or Canadian Pacific, in the east or in the west. While perhaps I should start with the CN western Canada book, my eastern roots told me to first look at *Canadian Pacific's Dominion Atlantic Railway (Volume Two)*, by Gary W. Ness. With the release of this second volume, the first has been reprinted for those who missed it but may want it. The second volume is an extension of the first to continue a look at this fascinating railway that served the Annapolis Valley and Yarmouth area in the southwest part of Nova Scotia for over a hundred years.

The DAR was the summation of a half dozen companies that struggled to build and operate a railway through an interesting and diversified part of Canada. Mr. Ness has selected a wide variety of photographs highlighting many geographical and social features of the time and area. These photographs cover the period from the days of the Western Counties Railway "May Party" excursion

sion train in 1875 portraying horses, buggies and a sailing ship as well as the excursion train, to a triple-header of SW1200RSs pulling a string of gondolas along a tidal river in 1988.

The DAR was made up of several railways, and the variation in details of the stations of each is obvious in many of the photographs. The Annapolis Valley is quite unique and various photographs provides one with good examples of building styles of the area. Probably my favourite photograph is a CPR photograph of CP G2u Pacific No. 2665 backing down towards the Digby wharf on its narrow right-of-way between shingle-cladded houses. The shapes and features of the houses are unmistakably Annapolis Valley!

Perhaps Volume Two alone could give one the impression that the DAR was not affected much by the tides of the Bay of Fundy. However, Mr. Ness shows how these natural features impacted the DAR, along with more details relating to the Bay of Fundy ferry service, in Volume One.

While either of these volumes is a worthwhile addition to any railfan's library, combined, the two volumes provide a good pictorial capsule look at the Dominion Atlantic Railway.

The BRMNA's second recently-released book is the *Canadian National in the West (Volume Six)*, by Ray A. Matthews.

Again, one must look at this book in the context of its place among the other five books in the series as well as the magnitude of the geographical size of Canadian National's operation in the west.

Volume Six is a worthwhile addition to the previous volumes, as takes a closer look at some of the variety of head-end power used over this vast and varied territory, and helps round out the information in the earlier volumes. The various classes of railway lines of the west demand different power and this is reflected with photographs varying from light 2-8-0s for grain lines to Mountain-class 4-8-2s in transcontinental passenger service, to a rare shot of a 4-6-2 pulling a CN silk train.

In addition to the photographs and detailed captions of various steam engines, there are also a number of photographs of diesel operation, as well as what I would call unique western photographs. These photographs include one of a steam-powered rotary snow plough, the massive coaling tower at Edson, Alberta, that could coal eight locomotives at a time, and two interesting photographs on the Albreda Subdivision from about the 1920s that contrast greatly with the same subdivision today.

I believe this book helps fill in the details about CN's western operation over the years, and again would say that Volume Six of Canadian National in the West is a worth-

while and inexpensive addition to the library of those who are interested in the development and operation of the Canadian National.

The third book, which was actually published some months ago, is the second book on the topic of Toronto railways. This book titled *The Railways of Toronto – The First Hundred Years (Volume Two)*, by John Riddell. This book is a natural and expanded extension of Mr. Riddell's first. This book, like the first, includes a number of maps and schematics of trackage around Toronto. The overview photos from various public agencies add to the portrayal of the railways prior to and during the development of the Toronto Terminal Railways. These overview photographs are supported with numerous action photos, again spanning the changing railway scene around Toronto.

The descriptions associated with the photos are descriptive and generally explain well the scene and the related operations. This book, especially in company with the first volume, provides a good insight into the Toronto railway scene over the first hundred years.

The fourth new book is *Enter Diesel – Exit Steam (Railways in Transition in Eastern Ontario, Québec, and the Maritimes)*, by Ian Donaldson. Over half the photographs in this book depict Maritime train operation, and in fact only one is in Ontario. This book has a map of the area from Toronto to the eastern tip of Cape Breton, with an insert of the Montréal area; good for orientation, but to me, a tad inconsistent for the branch lines and station names. Mr. Donaldson captures the feeling of the changing scene as the railways phased out steam and introduced diesel. The early competition between the General Motors Corporation, American Locomotive Company and Fairbanks-Morse as the supplier of "covered-wagons" to lead Canadian trains is also evident. The author, who uses all his own photographs for this book, has caught a number of interesting views to add to the common three-quarters train photographs. These include one of passengers boarding a DAR RDC at Kentville, Nova Scotia, one of a corridor pool train being led by CN 6513 past CP's Westmount station, and one of a pair of CNR FPA2s leading the VIP and press special in 1957 to the official opening of the new line to the Heath Steele Mine in east-central New Brunswick. Perhaps the photo of a pair of CPR RS10s pulling out of the smoke-stained Ottawa Union Station in 1959 best reminds one of the ever-changing railway scene.

Mr. Donaldson surrounds his photographs with capsule accounts of the scene and snippets of railway history, in the best tradition of the informative BRMNA series.

Denis Taylor's and Alex Campbell's Stations



Cobourg, Ontario, Cobourg and Peterborough Railway – This station was located west of Division and Charles streets, at Mile 0.0 on the long-abandoned Cobourg and Peterborough. It is now at Nos. 175-177 Stuart Street as a private residence. This photo was taken on May 11, 1991.

—Photo by Denis Taylor

All four of the above books are available from British Railway Modellers of North America, 5124-33rd Street N.W., Calgary, Alberta T2L 1V4. *The Railways of Toronto* is priced at \$12.00, and the other three are \$9.00 each. Add \$2.00 in postage and handling, and, for orders in Canada, the applicable GST amount.

—Art Clowes

The Bell and the Book

An appreciative reception has been accorded to the small softbound book *School on Wheels* by Karl and Mary Schuessler, published by Boston Mills Press, describing Fred Sloman's school car, wherein elementary schooling was taught to children of remotely-located railway sectionmen, settlers, and trappers. The story of Fred Sloman and family and their years on a school car is now well-known to many, and the car itself is preserved in Clinton, Ontario.

Andrew Clement's book *The Bell and the Book*, which is still in print, gives a much larger treatment of his experience teaching on three other school car routes, two on Canadian National and one on the Ontario Northland Railway.

His candid memoir has a very large cast of pupils, settlers, trappers, railwaymen, loggers, hunters, merchants, and others. There is a great fund of anecdotes and vignettes, many of them heartening, but a few tragic. He also gives a general history of railway school cars in the Province of Ontario.

This is a school teacher's story about backwoods life, partly in a main-line railway setting. It should appeal to those interested in pioneer living and to others concerned with Ontario history.

The Bell and the Book, by Andrew Donald Clement, was published in 1987 by Highway Book Shop, Cobalt, Ontario POJ 1C0, telephone 705 679-8375. The net price \$34.95, but enquire for your shipping charges and current taxes. The book is hardbound, with a dust jacket, xii + 313 8½-by-11-inch pages, 97 illustrations, four maps, and an epilogue.

—J. D. Knowles

Information Network

Item 58 (May 1995)

CNR Sparrow Lake Station

Reply from: **George R. Corrin**

Evelyn Clark enquired about photos of the Sparrow Lake Station in Port Stanton, Ontario. There is a photograph of this former Canadian Northern station at Port Stanton on Page 153 of Richard Tatley's book *Steam Boating on the Trent-Severn*.

This photograph was supplied courtesy of Ontario Archives and is a trifle indistinct. It was taken on a busy day, for there is a great mob of people on the platform, obviously

waiting for the train. The "Stanton House" Hotel referred to in the query is shown in the background of this photo. The photo caption mentions that this station would have been built about 1906 and that it replaced Severn Bridge as the main gateway to this resort area.

Item 62

Usenet newsgroups on railways

From: **Erich S. Houchens**

via CompuServe TrainNet

The most comprehensive and immediate news sources on railways today are the Usenet newsgroups, available to many over the Internet. Following a vote earlier this year to split up the former rec.railroad newsgroup along geographical lines, the following new newsgroups are now in existence:

- **misc.transport.rail.americas** — Discussion of railway-related matters in North and South America.
- **misc.transport.rail.europe** — Discussion of railway matters in Europe.
- **misc.transport.rail.australia-nz** — Railway matters in Australia and New Zealand. It is hoped that this will pick-up many of the postings to aus.rail, which is not available worldwide.
- **misc.transport.rail.misc** — Railway matters anywhere else in the world, such as Asia, Japan, and Africa.

Bill McGuire's

Diesel Locomotives

Last month we began this column with a brief introduction to the history of the diesel locomotive. This month we will take a quick tour of an average diesel under the hood.

The diesel-electric locomotive uses mechanical power, provided by a diesel engine, to drive an electric generator. The electrical power developed by the generator is transmitted through cables, switch gear and a reverser to truck-mounted electrical "traction" motors, each of which is directly geared to a pair of driving wheels.

The two basic types of diesel engines currently in use by Canadian railways are: the two-stroke cycle, found in locomotives built by General Motors; and the four-stroke cycle, found in locos built by Bombardier (MLW), and, more recently in Canada, General Electric. These engines vary in size and horsepower output according to the type of locomotive. The number of cylinders can range from six to 20 and the horsepower from 600 to more than 4000, with all new locomotives being in the upper part of that range.

A two-cycle engine requires a blower to force air into the combustion space. GM diesel engines all require a blower or another

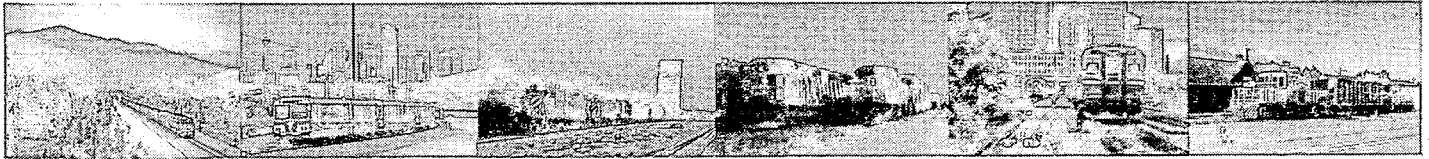
device to force air into the engine. In addition to supplying the engine with combustion air, the blower is also used to ventilate the crankcase. The blower is located at the generator or back end of the engine, and is gear-driven directly off the crankshaft. Two blowers are found on all GM engines of 1000 horsepower and up; one blower is required for engines less than 1000 horsepower. Engines above 2000 horsepower use a turbo-charger to force fresh air into the engine, and give a performance boost at the same time.

The turbocharger is an air blower, however it is driven by the exhaust gases from the engine. There is a considerable kinetic energy left in the exhaust gases and when used by the turbocharger they can increase the horsepower output dramatically (for example, increasing a 600 horsepower MLW engine to 1000 horsepower) In the two-cycle GM engine, the turbo-charger is gear-driven in the lower throttle positions. In higher throttle positions there is sufficient energy in the exhaust gases to drive the turbo-charger faster than the rotation of the diesel engine.

The engine in each locomotive has an individual cooling water system in which the water is circulated by a centrifugal pump, gear-driven from the crankshaft. Water flows from the pump through headers into the right and left banks of the engine block where it circulates around the cylinder liners. Water also flows from the pump to the turbo-charger and the after-cooler. Cooling water from the engine block rises into the cylinder heads and flows out through risers which are connected to two water outlet headers running along the top of the engine. The water then flows to the radiators, cab heaters, and expansion tank. Cooled water from the radiators flows through the oil cooler, and finally returns to the water pump to be recirculated.

The water temperature into the engine is automatically maintained at a preset level by thermostatically-controlled shutters and cooling fans. The cooling system may or may not be pressurised. The engine is protected against high water temperature by switches which sound an alarm and automatically reduce engine speed. A low-water sensing device may be provided to shut the engine down if the water level falls below a safe limit. The cause of a hot engine alarm could be attributed to low water levels in the cooling system, improper operation of the shutters, defective cooling fans, or restricted air flow through the radiators caused by seasonal conditions such as ice and snow or leaves.

The amount of water in the cooling system is indicated by a sight level gauge mounted on the expansion tank. The water system can be filled or topped up through fill openings at the sides of the unit, or on the roof.



THE RAPIDO



EASTERN CANADA

Gordon Webster
Pat Scrimgeour

CANADIAN NATIONAL

ECORAIL TRAINS BEGIN OPERATION

CN's "Ecorail" experimental lightweight intermodal trains have begun operation between Drummondville, Québec, and the CN Malport terminal in Mississauga, Ontario. The trains are scheduled to leave each terminal at about 21:00 every day, and arrive at the other end early the next morning. The crews change between the eastbound and westbound trains when they meet in eastern Ontario, so that everyone returns home each day.

Each train, or "convoy," is made up of a control cab, and one or more power units spaced apart every eight to ten trailers in the train. Each trailer rests on a "bogie," a single-truck component with four railway wheels, two "fifth wheels," and a pneumatic lifting device. With only minor modifications to add air-brake lines and anchors, normal highway trailers are easily modified for use on the bogies. Radio is used to control the diesel-electric power units from the control unit. The shipbuilders MIL-Davie have built 47 bogies, four power units, three control cabs, and three end-of-train units.

When seen at Newtonville, Ontario, on August 5, the eastbound train was made up of control unit 8003, a power unit, and eight trailers.

Ecorail differs from its competition in several ways. Norfolk Southern's RoadRailer requires specialised trailers with a heavy enough frame to carry the pulling power from the locomotive through a 75-to-100-trailer train; Ecorail instead spaces lower-powered power units between every few trailers. CSX's Iron Highway accommodates standard trailers without modification, but is closer to the traditional piggyback arrangement in that the trailers are carried on low-slung flatcars. The shared concept behind all three is to reduce weight and to reduce switching; all three must also run separately from regular trains.

The Ecorail concept has undergone changes in name and ownership since it was conceived. At first it was named Innotermodal, and a company named MOQ Rail applied to the NTA for trackage rights over CN lines. CN opposed the application, but later invested in the company and sponsored further development. The train was later called 3R International, and the first revenue test was carried out last year hauling wood chips between Saint-Félicien and Donnacona, in Québec. —Jim Mumford, John Reay, Le Soleil, CN Keeping Track

OTTAWA VALLEY TRAINS REROUTED

Following the cancellation of the plans for joint operation by CN and CP through the Ottawa Valley, CN has made plans to close its Beachburg Subdivision between Pembroke and Nipissing.

Trains 437 and 438 (Montréal–Capreol) were removed on July 31, and the traffic is now being sent via Toronto, with western traffic being sent through Capreol and traffic for North Bay being carried on Trains 450 and 451. New trains 440 and 441 run between Montréal and Ottawa only, and the power from Train 441 continues to Pembroke as road-switcher Train 529. For the moment, three of the former six intermodal trains remain on the Beachburg Sub.

The rerouting of traffic will result in the loss of 56 jobs, will close the crew-change point at Brent, Ontario, and will reduce the activity at Walkley Yard in Ottawa.

—Gary Murray via Fidonet,
Colin Churcher via Internet, BRS Branchline

CN TO SELL PROPERTY

To reduce its debt before shares are offered in the company, CN is preparing to sell large parts of its real estate holdings. Property to be sold includes the Parkdale Shopping Centre and the Oliver Centre in Edmonton, Kennedy Heights Shopping Centre in Vancouver, Pacific Business Centre in Richmond, B.C., two parking lots across the street from the SkyDome in Toronto, and land next to Atwater Market in Montréal. Though the property is valued at over \$100-million, they are on the block at a time when many similar properties are also for sale, as both the Royal Bank and Eaton's are selling hundreds of millions of dollars worth of land and buildings.

Income from the sale, together with the sale of CN Exploration and the Central Vermont Railway, and about \$900-million from the federal government in compensation for the CN assets that are not for sale, will

reduce CN's debt. CN now values itself as worth \$6.4-billion, and expects to have \$1.4-billion in debt at the time of the sale.

—Financial Post, Canadian Press

DERAILMENTS

Train 305 (Truro–Toronto) derailed at Mile 100.9 of the Springhill Subdivision on July 6. Power on the train was M420s 3532, 3555, and 3531. Six of the 65 cars derailed as it was pulling out of the siding at Upper Dorchester, N.B. The main line was reopened within 12 hours.

Fourteen cars of Train 394 (Montréal–Island Pond, Vermont) derailed on July 6 in Stratford, New Hampshire, while on the St. Lawrence and Atlantic Railroad. The power was SD40-2 5322 and MKCX SD40M-2 9003, and the train had 38 cars. The line reopened the next day.

Nine cars near the tail end of 76-car Train 217, behind GP40-2s 9600 and 9519, derailed at Mile 197.9 of the Bala Subdivision on July 19. One car had derailed at Mile 195.7 and had been dragged two miles to the south siding switch at Mowat, where the others came off the track. While the Bala Subdivision was closed, trains were diverted over the Newmarket Subdivision between Washago and Capreol. After the equipment was removed during heavy rain, 12 hours of trackwork were required before the line reopened, via the siding, on July 21. Until July 24, eastbound trains were being handled on the Newmarket Subdivision, as work continued on the main track.

On July 20, Train 344 (Winnipeg–Pokegama, Wisconsin) derailed while on the Duluth, Missabe and Iron Range Railway, at Mile 11 of the Interstate Branch, four miles from the yard at Pokegama. The line reopened the next day and operation was back to normal on the 22nd.

Train 392 derailed at Mile 84.5 of the GTW South Bend Subdivision on July 29. The train was hauled by SD40-2s 5322, 5245, and 5338, and had 51 cars. All three units and the following 19 cars derailed. An evacuation was ordered in the local area for the next day, because of the dangerous commodities involved. As many trains as Conrail could handle were diverted, but most were held until the line was clear. A sun-kink in the rail was suspected as the cause.

LINE TO TRACY TO REMAIN

The NTA has ordered CN to continue to operate the easternmost 1.66 miles of the Sorel Subdivision between Sorel and Tracy, Québec. The potential traffic from companies

such as Sorel Elevators and Services de Quai Fagen led the NTA to conclude that there is a reasonable probability of the line becoming economic in the foreseeable future.

—NTA press release

CANADIAN AMERICAN

CDAC DERAILMENT IN LENNOXVILLE

In the June *Rail and Transit* there was a news item about a CP derailment in Lennoxville, Québec, on June 24. The train that derailed was in fact Canadian American westbound Train 905.

At least one pair of wheels came off the track at Mile 62.89 of the Sherbrooke Subdivision, and the train continued with the wheels running on the ties for more than three miles, over three road crossings and the Massawippi River bridge before the train derailed just west of the CN crossing at Mile 65.9. By this point, the train was on CP Rail track, using CDAC's trackage rights. CP RS18 1844 came from Brownville Jct. and pulled the rear dozen or so cars 35 miles east to the siding at Gould. The front part of the train moved ahead to the yard at Sherbrooke. The power on the train was CP RS18 1834, Morrison-Knudsen GP40 4302, MK GP40 4301, Bangor and Aroostook GP38 95, MK GP40 4303, and MK GP40 4305, and the train had between 70 and 80 cars.

The derailment was cleared by the CP and CN high-rail cranes and by the B&A big hook, which arrived in the care of B&A GP38 97 and Helm GP40 4415. The first CN train over the crossing at Lennoxville was Train 145 on June 26, and the first CDAC train through the area was Train 906 on June 27.

—George Matheson

CDAC NOTES

Bangor and Aroostook GP38 98 is now equipped with ditch lights, an event recorder, and a reset safety control, so that it can lead in Canada. • CDAC runs about six trains per week, eastbound often in the early morning, so it is not easy to see a CDAC train. • For some time in July, there was an extra westbound train on Tuesdays, an intermodal train of containers of frozen crabmeat headed for Vancouver, for furtherance to Japan. • A 76-car CDAC train crawled west through the derailment site in the afternoon of July 2 with CP RS18 1817 and B&A GP38s 93, 90, 95, and 97.

—George Matheson

PASSENGER TRAINS

DEUX-MONTAGNES OPENING DELAYED

The opening of the commuter line to Deux-Montagnes will be delayed. The line has been closed for major renovations since June 2. The reopening had been scheduled for August 28, but has now been delayed until October 10. Notice of the change came not from CN, who own the tracks, nor from the STCUM,

who will own the new trains, but from the Québec Ministry of Transport, who are paying for the renovations.

The line had shut down in the summer of 1993 and 1994 for the earlier stages of this renovation work, and both times it reopened on schedule. This year is the final stage of the renovations. All of the old rolling stock was retired on June 2, and the old electrification system is being replaced with an entirely new system.

The delay is being attributed to a change in plans, to install the main power supply along 20 km of the line as underground coaxial cables, rather than overhead on the catenary supports. Tests in late 1994 on the pre-build section of the line north of the old Deux-Montagnes station found that electromagnetic induction from the high-voltage line was interfering with telephones, televisions, and alarm systems. The change is adding \$6- to \$10-million to the price of the project.

—Tom Box, *Le Devoir*

AMTRAK DROPS OVERNIGHT TRAIN

September 10 will be the last run of Amtrak's overnight *Niagara Rainbow* between Toronto and New York. The train runs north on Friday evenings, arriving in Toronto on Saturday mornings, and south on Sunday afternoons, arriving in New York on Monday mornings. Between Niagara Falls and Toronto, the Amtrak equipment is coupled to the regular VIA *General Brock* train, and the Amtrak engine leads the train.

—Steve Erlitz via CompuServe TrainNet

VIA PROMOTES BUS CONNECTIONS

VIA and Trentway-Wagar Coach Lines have issued a joint timetable for trains from Montréal and Ottawa to Toronto and buses to Kitchener and Buffalo. Since the VIA cutbacks of 1990, there have been limited connections between trains on these routes. The buses stop at Union Station in Toronto en route to and from the bus terminal.

—Tom Box

CP RAIL SYSTEM

QUÉBEC AND VERMONT LINES

CP is negotiating to sell its remaining lines east of the division point of Farnham, Québec, to Iron Road Railways. Iron Road is the owner of the former CP lines now known as the Windsor and Hantsport and the Canadian American, and the chief operator over the Irving-owned Eastern Maine Railroad.

The present talks are for the 6.3 miles of the Adirondack Subdivision between Farnham and Brookport, the remaining 60.1 miles of the Sherbrooke Subdivision between Brookport and the CDAC connection at Lennoxville, the 26.4 miles of the Saint-Guillaume Subdivision north from Farnham to the connection with CN at Sainte-Rosalie Jct., the 13.7 miles of the Stanbridge Subdivision south from

Farnham to Stanbridge, the 58.4 miles of the Newport Subdivision from Brookport to Newport, Vermont, and the 63.3 miles of the Lyndonville Subdivision on from there to Wells River, Vermont.

Iron Road's eastern network, made up of the CP lines, the CDAC, the Bangor and Aroostook, and the running rights over the EMR, would thus connect with CP at Farnham, with CN at Sainte-Rosalie and Lennoxville, and with the N.B. Southern at McAdam.

CP's press release said that "The transaction will be contingent upon the execution of a definitive asset purchase agreement and requisite regulatory approvals, which hopefully will allow the transaction to take place by year end."

—The Gazette, Canadian Press, CP release

HAMILTON AREA CHANGES

Several changes have been made recently, or are coming up soon, to CP operations in Hamilton and on the former TH&B.

CP has changed the route of two, so far, of its "southbound" freight trains between Toronto and Buffalo, so that they operate west on the Galt Subdivision to Guelph Jct. and then south on the Goderich Subdivision to Hamilton, where they continue to Buffalo. This route allows these trains to avoid operations on the more-congested CN Oakville Subdivision between Canpa and Hamilton Jct. The "northbound" trains continue to run east on the CN, and thus avoid the steep grades on the Goderich Subdivision.

The section of the Goderich Subdivision between Hamilton Jct. and Guelph Jct. is to become part of the Hamilton Subdivision. The new mileboards are in place, but are currently covered until the change is made official. The Hamilton Subdivision will then extend from Niagara Falls, New York, to Guelph Jct.

CP is preparing to close Aberdeen Yard, its main yard in Hamilton, and move the operations to their yard in Welland. Aberdeen Yard has been a spur connection off the Hamilton Subdivision since the TH&B line beyond there to Brantford was abandoned.

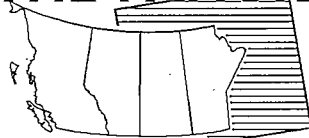
—Jose Kazmar via Internet, Hamilton Spectator

UPGRADING WORK ON D&H

CP is spending \$7.6-million (U.S.) this summer in the fourth year of an eight-year programme to modernise the once-bankrupt Delaware and Hudson. Work this year will include the replacement of 50 000 ties at 29 locations, the installation of five miles of new rail at 15 locations, ballasting and resurfacing 150 miles of track, continuing to expand clearances for double-stack trains, deck replacements and repairs to bridges, and rehabilitating six power switches. CP plans another \$33-million in expenditures on the D&H by 1998.

—Business Wire via Brian P. Kreimendahl

THE PANORAMA



WESTERN CANADA

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BRITISH COLUMBIA RAILWAY

REDUCED SCHEDULED SERVICE

This summer, BC Rail has been running a three-car section of its Budd-car train as the *Whistler Explorer*, carrying passengers only between Whistler and North Vancouver, to accommodate tour groups. Three cars for this run are in captive service, leaving only one car each day for other passengers on the trip south from Lillooet. Regular passengers are learning that they have to make reservations to ensure that they can get onto the one remaining car. —David Moorhouse via Internet

SYSTEM TOUR

On a BCR system tour between June 25 and July 2, the single RDC-3 used for the trip visited MacKenzie; it was the first passenger train to MacKenzie in four years. The trip encountered a minor derailment at Dawson Creek; BCR M420Bs 682 and 681 and two CN units had derailed in the yard. At Perry, the RDC went down the branch to the Louisiana Pacific pulp mill. It was the first passenger train ever to visit the plant.

—John Legg

BURLINGTON NORTHERN

DERAILMENT CLOSES LINE

On the evening of July 3, about 25 cars of a southbound BN freight left the tracks at the Marietta Crossing near Bellingham, Washington. There were no spills of contents and no injuries. Amtrak annulled the Vancouver–Seattle *Mt. Baker International* on July 4, 5, and 6. BN Train 635, with ore, had 18 cars go on the ground — at the very same spot as the previous derailment — on the evening of July 17. The Amtrak train was annulled on July 18. On both occasions, freights were detoured via Sumas.

—Dean Ogle

CANADIAN NATIONAL

YARD DERAILMENT

A train with 23 tank cars of anhydrous ammonia apparently backed into another freight train in the CN yard at Regina on Friday, July 14. No one was injured in the accident, and only a small amount of the chemical was released as a result of the mishap.

YARD RENAMED

Calder Yard in Edmonton got a new name on Monday, July 17. It was renamed the Walker Yard in honour of Ross Walker, who retired as CN's senior vice-president for Western Canada last year. Walker began work with the railway in 1947 as a telegraph operator. The yard had been named for the suburb in which it is located, itself named after Hugh Calder, a real estate businessman who also served as an alderman for Strathcona and Edmonton between 1909 and 1916.

—Edmonton Journal

LUSCAR MINE ANNIVERSARY

The 50 millionth tonne of metallurgical coal from the Luscar mine in western Alberta was unloaded on July 12 in the port of Vancouver, marking a 25-year association between one of Canada's most productive coal mines and CN. Metallurgical coal from Cardinal River Coals is transported from the Luscar surface mine by 100-car unit trains on CN to Neptune Bulk Terminals in North Vancouver, and loaded there into ships for Japan, Korea, and Europe.

—CN release

PASSENGER TRAINS

WEST COAST EXPRESS

A contract to maintain cars and locomotives for the new BC Transit Vancouver–Mission commuter railway service has been awarded to VIA Rail Canada. CP Rail System will run the trains, and is also bidding, along with Burlington Northern and Herzog Contracting Corporation, a U.S. transit contractor, to provide on-board service personnel.

—Vancouver Province

E&N NOTES

A B.C. government report released in early July says that it is economically unfeasible to use the E&N for commuter rail service; the population density needed to make a commuter service work is still ten years away. The report was commissioned because the government is looking for ways to make the railway viable.

For the first time since Expo '86, the E&N passenger train ran with three Budd cars on Friday, June 23; many school children were wanting to take the train. There are apparently many occasions when the VIA station agent could sell a full third car, but officials don't want this done.

The southbound VIA E&N Dayliner on July 18 was several hours late reaching Victoria because of an amusing set of circumstances. The freight that preceded the passenger train from Courtenay hit a cow on the track. The RCMP car whose officer came to put the cow out of its misery got two flat tires on the tracks, and the tow truck that came to remove the police car got stuck.

—CHEK-TV, John Legg, BCRHA, CFAX,
Victoria Times-Colonist

WHITE PASS AND YUKON

LAST UNIT FINALLY DELIVERED

Thirteen years after it was built, the White Pass and Yukon Railway's newest locomotive was finally delivered to the railway this year. WP&Y 114, the fourth and last of the Bombardier DL535E(W) units completed at the same time as the railway shut down operations, is now in Skagway. The locomotive will be used for maintenance-of-way service, as its wheelbase is longer than the GE shovel-nose units and it is thus less suitable for passenger trains. After many years of storage in Québec, the first three units were sold to a mine in California in 1991 and 1993.

All of the GEs are now in the yellow and green, though not all have the thunderbird crest on the front. All of the original MLW DL535E locomotives, built between 1969 and 1971, have now been sold and shipped out.

NOTES

The wharf at Skagway collapsed last November because of an underwater sand slide, and a new wharf is being built, with steel piles, a concrete deck, and ballast under the new tracks. • White Pass's only business now is the railway; White Pass Petroleum was sold, the pipeline from Skagway to Whitehorse has been closed, and the trucking division was also sold. • Plans are to extend train operation to Carcross this year or next.

—Gordon Webster

THE TOURIST TRADE

KETTLE VALLEY TOURIST LINE

Restored Mayo Lumber Co. Shay locomotive No. 3 was moved from the B.C. Forest Museum at Duncan on July 8. It was handed over to the Kettle Valley Railway Heritage Society on July 12 at a ceremony in Vancouver. Starting in August, the locomotive will operate on the former CP line between West Summerland and the Trout Creek bridge. The tracks on the route have been relaid, and the West Summerland station rebuilt. A second Shay for backup power will be loaned by the Fort Steele Heritage operation.

—Vancouver Province

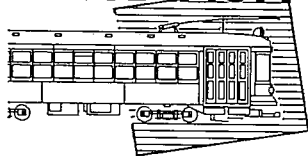
ROCKY MOUNTAINEER NOTES

The new multi-level dome car for the Great Canadian Railtour Company's *Rocky Mountaineer*, RMR 9501, converted from a former Southern Pacific commuter gallery car from San Francisco by Rader Railcar, arrived in Vancouver on June 12 on a special Burlington Northern train, and went into service the next morning.

Spare GCRC equipment seen at the Kamloops CN station on June 21 included a former VIA coach undergoing refurbishing, six more passenger coaches, and a steam generator car.

—Dean Ogle, John Legg

IN TRANSIT



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ONTARIO

FUNDING CUTS

Funding for a number of transportation-related projects was cut when the new Ontario provincial government announced its fiscal position paper in Toronto on July 21, taking a hard line on how to significantly cut provincial spending.

Included in the cuts announced was a \$200-million reduction in spending on rapid transit, road, highway, and GO Transit capital projects. The Sheppard subway line survived the cuts, but the Eglinton West subway project was deferred "until the Province and Metro Toronto have sufficient funding to proceed."

A total of 1240 people are currently employed on the construction of the TTC's Eglinton West line, the first phase of which would connect the Spadina subway at Eglinton West Station with the proposed York City Centre development at Black Creek Drive.

While proponents of the subway lines are arguing that work has gone too far to reasonably cancel the projects now, those on the other side point out that Metro Toronto's investment to date in the two lines would not be lost totally. Should construction only be delayed and not cancelled, much of the engineering work already undertaken would still be useful. The TTC and Metro Toronto are attempting to persuade the provincial government to fund the completion of contracts that are already underway, such as the tailtrack at the Allen Road, and to give a definite date for the resumption of construction.

Other announced cuts include a \$15-million reduction in GO Transit capital projects and \$33-million in other, unspecified transportation projects. The Ministry of Transportation is also being called upon to reduce its 1995-96 operating budget by \$47-million and make another \$12-million in capital spending cuts for the current fiscal year.

The Province also announced that a special "value-for-money" audit will be carried out on agreements relating to the sale of assets of Ontario Bus Industries, signed immediately before the recent provincial election. The sale of the bus manufacturer to

Western Star contained a guarantee that transit agencies in Ontario would buy several hundred buses from the renamed Orion Bus Industries over the next several years.

—CTHF Bulletin

NEW-BUS SHORTAGE

Long delivery times for new buses have forced transit systems to take a long look at refurbishing and the purchase of used buses as options in order to keep pace with fleet requirements over the next 18 months to two years.

With the recent prolonged shutdown of Ontario Bus Industries, the operation of New Flyer at near capacity levels, and the change in ownership of what is now Nova BUS, the marketplace has found it difficult to place and receive orders for new buses.

In Ontario, the provincial mandate to purchase only low-floor buses after July 1994 has caused further problems. At the time the accessible bus mandate was made, only New Flyer Industries was actually supplying a low-floor bus to the Canadian market. Neoplan had one that was being sold to the U.S. market only. Ontario Bus Industries had unveiled its prototype Orion VI low-floor bus, and it looked like it might be ready for the marketplace when the provincial edict was announced. However that was just about the same time OBI ran into its financial problems in earnest.

Since that time, New Flyer's order books are full, with approximately a 16- to 18-month lead time for new orders. The company has been very successful in selling its version of the low-floor bus, with almost 600 delivered and another 500 on order for North America. OBI is just beginning to get its feet back on the ground after the Western Star takeover, and is now reportedly turning out eight conventional buses a week, mainly catching up with order backlogs for the U.S. market. London Transit, scheduled to receive the first production Orion VI in early 1994, will not receive it until October 1996 at the earliest. Nova BUS Corporation has also introduced its low-floor bus entry, the LFS. Delivery of the first buses is slated for later this year to a group of Québec transit systems, but the timing of deliveries on a broader scale is still somewhat uncertain.

So what is happening in those transit systems caught unable to purchase new buses in the short term? At the moment, the market for good-quality used transit buses is at a premium. Most Canadian transit systems have little or no spare fleet capacity, with the exception of a few systems that were able to acquire new buses before the marketplace ran into its current supply troubles.

Guelph Transit acquired four used buses from Cornwall Transit last year, but with few buses to spare, very few other buses have

moved from one system to another in Canada. A handful of U.S.-built buses have so far turned up in Ontario, including Flexible Advanced Design Buses in Guelph, Niagara Falls, and Hamilton. A small number of other used U.S.-built buses have been imported by equipment re-sellers such as Parts Enroute and National Refurbishing and negotiations are underway that may lead to additional U.S. buses being leased before the fall.

A number of transit systems are attempting to put parts of their fleets through in-house or external refurbishing programs to extend the life of existing fleets. One of the largest programs is being undertaken in Saskatoon — a combination of in-house and contracted work. A total of 15 buses are being refurbished by Metro Collision in St. Catharines, Ontario, while in-house, a major program is underway to refurbish 11-year-old Classics. The first of these buses was recently unveiled sporting a sharp-looking, employee-designed colour scheme.

The Toronto Transit Commission is getting into high gear, preparing for a major in-house refurbishing program that will be capable of turning out over 200 buses annually over the next few years. The first bus is expected to be produced later this fall.

Other transit systems, such as GO Transit in Toronto and OC Transpo in Ottawa, are undertaking refurbishing programmes that are designed to extend the life of current fleets until the new vehicle supply situation has stabilised.

Among the transit systems that are considering leasing used vehicles for at least the near term are London Transit, OC Transpo, and a number of other Ontario systems.

—CTHF Bulletin

HALIFAX

SUMMIT TRANSIT

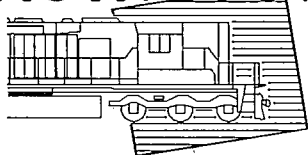
Metro Transit carried almost 100 000 people during the busiest two days of the G-7 Summit held in mid-June — just about double a normal day's traffic. Residents and visitors were urged to avoid downtown traffic congestion and take advantage of extra bus and ferry service provided during the summit.

During the week of June 12 to 17, local businesses and universities, in conjunction with Metro Transit, provided a total of 1100 free park-and-ride spaces at 12 locations, close to bus and ferry connections. During the evenings, transit service was free.

Extra buses were provided to ensure that celebrants wishing to attend special events, including the Summit Odyssey, the Friday Fireworks, the Multicultural Festival on the Dartmouth waterfront, and other events, were able to travel by transit and avoid downtown traffic congestion and parking problems.

—CUTA Forum

MOTIVE POWER



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CP RAIL SYSTEM

RSD17 8921 RETIRED

It is with great sadness that I have to report the retirement of RSD17 8921. The "Empress of Agincourt," nicknamed in the style of CP passenger liners for her long-standing assignment to transfer jobs from Toronto Yard, was retired on May 30, due mainly to deterioration of her trucks and the cost of replacing them. She was the only RSD17 built, in 1957 as an MLW demonstrator, and was called an RSD15M at that time. She saw service on Canadian Pacific as No. 7007, on Canadian National as No. 3899, then on Pacific Great Eastern as No. 624, before she was sold to CP in 1959 and numbered 8921. No. 8921 was chop-nosed in 1988 and then had the distinction of having her nose stripes applied sloping the opposite direction to every other CP Rail engine.

Other recent retirements include:

SW1200RS 1272	April 7
M636 4710	May 3
M636 4723	May 20
M636 4738	May 24
C424 4206	June 30
M636 4713	June 30

CP UNITS IN NEW COLOURS

These units are painted in the current candy-apple red with "dual-flags" CP Rail System paint scheme. This list is not exhaustive, and so any reports of additional engines in the CPRS colours will be welcome. All units in the CPRS colours operate under CP reporting marks, and the designations of Soo and D&H in this list serve only to identify which railway the units have come from.

Soo SD10	534
Soo SD40s	740 751 762 778 783 786 741 752 776 779 784 787 749 759 777 780 785
CP GP9s	1572 1598 (1572 has no flags)
CP GP38s	3007 3009
CP GP38-2s	3025 3111
Soo GP38-2s	4404 4406 4440 4507
Soo GP40s	4607 4618
CP SD40	5413
CP SD40-2s	5415 5419 5421 5427 5414 5418 5420 5423

CP SD40-2s	5475 5477 5479 5481 5483 5476 5478 5480 5482
CP SD40-2Ms	5490 5492 5494 5496 5498 5491 5493 5495 5497 5499
CP SD40s	5501 5509 5517 5549 5508 5514 5532 5562
CP SD40-2s	5566 5573 5587 5595 5597 5567 5581 5594 5596 5599 5606 5631 5641 5656 5676 5610 5632 5645 5662 5680 5620 5638 5652 5672 5683 5622 5639 5654 5673 5685 5712 5729 5737 5757 5786 5720 5731 5740 5776 5787 5726 5731 5743 5782 5795 5802 5819 5847 5861 5878 5808 5823 5849 5862 5810 5825 5857 5864 5812 5838 5860 5877 5901 5907 5938 5948 5902 5933 5943 5950 6006 6009 6028 6034
Soo SD40s	6400 6404 6407 6410 6402 6405 6408 6411 6403 6406 6409
Soo SD40-2s	6602 6603 6607 6608 6620
D&H GP38s	7305 7311
CP SD40-2Fs	9000 9022

LEASED POWER

More changes to the lease fleet to report this month. All of the VIA Rail F40PHs have been returned, as have these Conrail GEs: 6025, 6033, 6035, 6042, 6044, and 6049. In the meantime, CP has picked up the following:

From EMD Leasing:

SD40s	6400 6409 6415 6423 6500 6505 6401 6410 6416 6425 6501 6506 6404 6411 6418 6428 6502 6507 6406 6413 6420 6431 6503 6508 6408 6414 6422 6432 6504 6509
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From Helm Leasing:

HATX GP40s	409 410
HLCX SD40-2	6052 6054

From Morrison Knudsen

SD40M-2s	9053 9054 9055 9056 9057
SD40	9413
SD45s	9502 9513 9526 9534 9539 9503 9515 9528 9536 9508 9523 9532 9538

SDP45	9511
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OTHER RAILWAYS

ALGOMA CENTRAL

The first two of Algoma Central's "new" former VIA F-units, Nos. 1751 and 1753, have been painted into the same silver-grey, tuscan, and yellow colours as the former VIA coaches now used on the Agawa Canyon tour train, and have been placed in service on the regular passenger trains to Hearst.

Of the 23 locomotives on the ACR before the February 1 takeover by Wisconsin Central, only eight — SW8 900; GP7s 1502,

1505, and 1506; GP38-2s 2001, 2002, and 2004; and SD40-2 6004 — remain on-line. The other ACR engines have been re-assigned to WC lines stateside. However, WC power — including SD45s 6494, 6519, 6541, 6560, 6627, and 6629, and former ATSF F45 5972 — has been seeing service on ACR.

WINDSOR AND HANTSPORT

The Windsor and Hantsport Railway has purchased former VIA Rail (originally CN) FPA4s 6761, 6763, 6765, 6783, and 6786, and FPB4s 6861 and 6867. All were shown on the CN computer as being at AMF on August 13, with one destined for Windsor Jct.

ONTARIO SOUTHLAND

Ontario Southland has purchased the two RS18s long stored at Inco's plant in Thompson, Manitoba. Built in 1968, these may be the last of that model to leave the MLW erecting shop. They'll go to St. Thomas for repairs (one leaky turbo and one bad cylinder liner) before being transferred to OSR operations.

OSR S13 501 (formerly GWWD 501, before that BCR 501, and originally PGE 501) is at Clarkson to relieve former TH&B NW2 51, which will receive a rebuilt air compressor to replace the current pump, which is suffering recurring bouts of asthma. The 501 has a complete reset safety control installed, and is likely the first MLW in many years to switch the Petro-Canada refinery.

GM LOCOMOTIVE GROUP

SD80 DEMONSTRATORS

GMLG is building two SD80MAC demonstrator units at the Diesel Division assembly facility in London. The first, numbered 8000, was seen at the CP Québec Street yard in London on July 16. Painted in a solid maroon scheme with "Electro Motive Division" in white on the long hood, the locomotive is reminiscent of an SDP45. It is 80 feet 2 inches long, with a flared radiator section to accommodate a separate set of rads for after-cooling in addition to the engine cooling rads. The dynamic brakes have been moved to the back of the carbody.

SD70ls FOR CN

GM has begun delivery to CN of the new order of SD70ls. No. 5600 was released from DD at the beginning of August, and was on display at Central Station in Montréal on August 4. It was painted in the newest version of the CN paint scheme (CNNA pattern, but no map), but most of the remaining 25 are being shipped to AMF for painting.

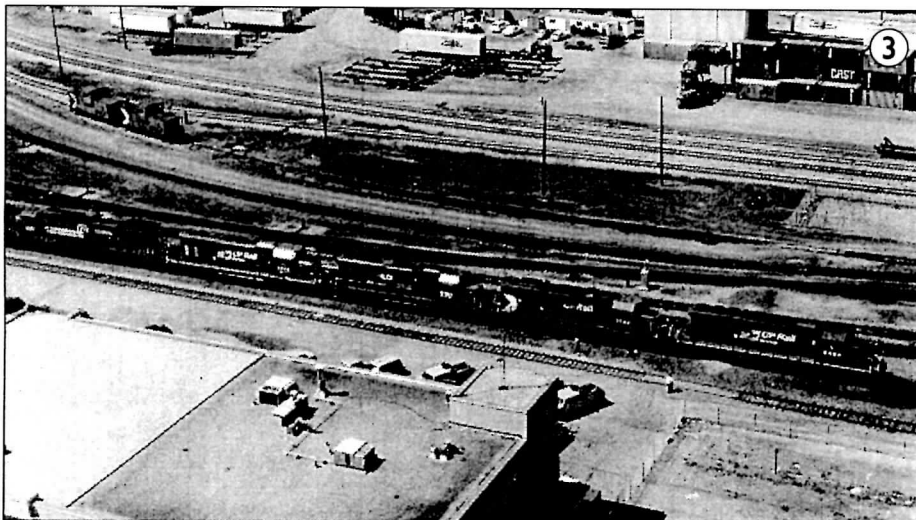
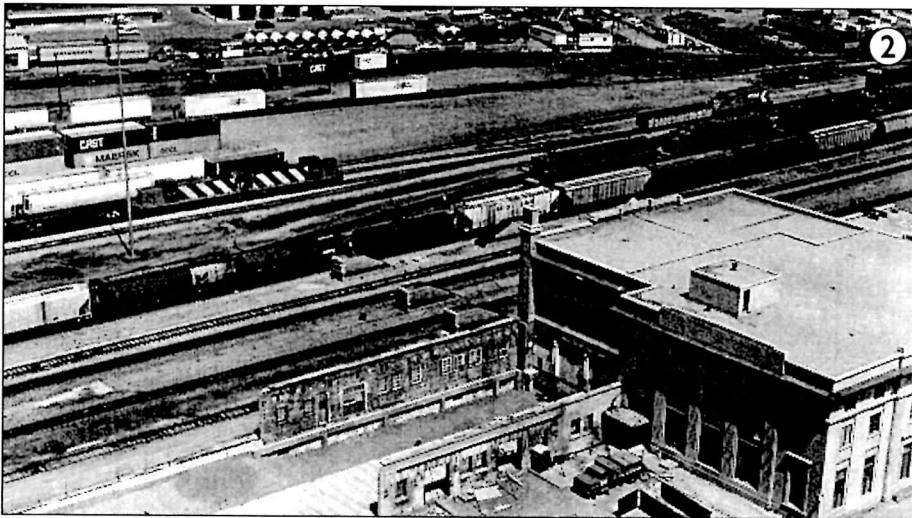
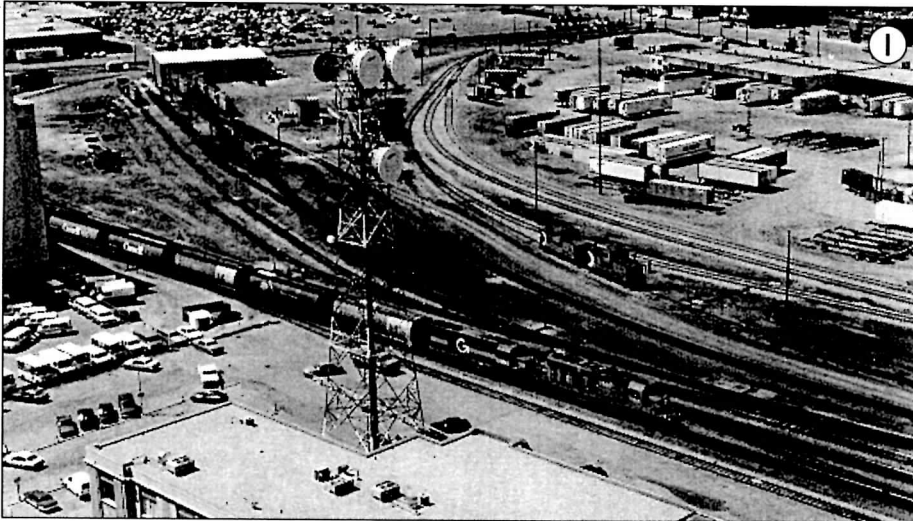
GMLG is also continuing production of BN SD70MACs and Santa Fe SD75Ms.

Motive Power contributors: John Beaulieu, Ted Ellis, Tim Flynn, John Legg, John Morey, John Reay, Pat Semple, and Jerry Zeman.

THE TRAIN SPOTTERS



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REGINA

David Onodera

To the left are three views taken from the 20th floor of the Ramada Hotel in Regina in mid-June.

1. The view of CP SD40-2 5802 tells the story of CP Rail in 1995 – one overheated, CP-owned unit, with the Helm, ex-Guilford, leased unit, No. 510, doing the work. The crew cut off the units and headed into the yard for – joy of joys – the other CP-Helm combination visible in the yard, above the third grain car. By the time they had finished this move, two more eastbound trains had backed up behind the first train. The last train in the trio was the first to leave eastbound, with this one following and another drag freight trailing.

2. In the view of the CN yard job with the two GMD-1s, you can see the old CP/VIA station building being converted to a casino. In this view the pre-cast concrete floor for the west wing is about half complete. Over the time I was in Regina, the floor was completed.

3. The eastbound train in this view has for power CP (Soo) SD40-2 6404, CP GP38-2 3133, HLCX GP40 3110, CP SD40-2 5810, and Conrail Dash 8-40C 6031. I saw lots of leased power – maybe half the trains had at least one leased unit. I saw ex-CSX GP38s and GP40s, MK SD45s in BN and Santa Fe colours, a variety of Soo SD40-2s and SD60s in both colour schemes, a variety of Conrail lease units, and three CP "Red Barn" 9000s.

QUÉBEC

Pat Scrimgeour and Scott Haskill

VIA No. 14, the Ocean, at Lévis, August 4:
6434-6414-8619-*Château Salaberry*-*Château Roberval*-8501-8119-8130-8144-8140-8511-8131-8133-8142-*Acadian*-*Château Marquette*-*Château Montcalm*-*Château Dollier*-*Château Lemoine*-*Château Denonville-Evangeline Park*.

Le Tortillard du Saint-Laurent,

from Québec to Pointe-au-Pic, August 6:

FP9 6306, baggage-generator *Cap aux Coudres*-9640, coach *Cap-au-Diable*-3223, coach *Cap Saint-Joseph*-5569, coach *Cap Brûlé*-5611, boutique-restaurant-barcar *Cap Martin*-761, coach *Cap-au-Rêts*-3218, coach *Cap Maillard*-5578, crew car *Cap Tourmente*-2143 (former VIA/CN sleeping car *Warpath River*), FP9 6305.

