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Features this month

Research and Reviews

Transcontinental

This issue

"How I spent my summer vacation" could be the theme for this month's *Rail and Transit*, with three articles on train rides in Canada.

The feature article, beginning on page 8, is John Legg's tale of his epic cross-Canada railway journeys this past summer. John had been planning an extensive passenger train vacation to Canada for some time, and he managed to include just about every possible trip, using a VIA Canrailpass.

The other two articles highlight one of the newest tourist train operations in Canada, and one of the most-remote. A trip on the QNS&L, with its unique Budd RDC/mixed trains, was a chance not to be missed. The loss-making service had been threatened with discontinuation, but the NTA announced on September 19 that it must continue, as it is in the public interest of the remote region.

Upcoming shows

Make plans for these three upcoming railway and model railway shows in southern Ontario. The first is the Forest City Railway Society's 22nd annual railway slide and trade day, on Saturday, March 23, 1996, from 1:00 to 5:00 p.m., in London, at All-Saints' Church, corner of Hamilton and Inkerman. Admission is $2.00. Dealers are welcome; for rates contact Ian Platt, RR#3 Ingersoll, Ontario N5C 3JC, 519 438-3330.

Next is the 21st annual Toronto Model Railway Show, on March 30 and 31, sponsored by the Toronto and York Division, Canadian Railroad Historical Association. The event will be held at the International Centre in Mississauga, Ontario, near Pearson Airport. The show opens at 11:00 a.m., and closes at 6:00 p.m. on Saturday, 5:00 p.m. on Sunday. Admission for adults is $8.00; reduced rates are available for children and seniors.

Finally, the 22nd annual Lindsay Model Railway Show is on April 13 and 14, at the Victoria Park Armoury, 210 Kent Street West, Lindsay. The show is open from 11:00 a.m. to 5:00 p.m. on Saturday, and from noon to 4:30 p.m. on Sunday. Adult admission $4.00; reduced rates for seniors and adults. Inquires to Wayne Lamb, 705 324-9865, or Eric Potter, 705 328-3749, or write to P.O. Box 452, Lindsay, Ontario, K9V 4S5.

UCRS meetings

At the Toronto meeting on December 15, Peter Jobe gave a taste of his upcoming presentation by showing slides from his recent trip to the southwestern U.S. Rick Eastman delved into his own collection for some rare and interesting shots from closer to home.

The next meeting will be Friday, January 19, 1996, and will begin at 7:30 p.m. at the Toronto Hydro office, 14 Carlton Street, just east of College subway station.

The February meeting will be on February 16, and will feature Peter Jobe's presentation on fallen and falling flags of the southwestern U.S., including the Western Pacific, Missouri-Kansas-Texas, Kansas City Southern, Southern Pacific, and Santa Fe. Peter takes excellent pictures, and this presentation is not to be missed, especially if you want to have a good (last?) look at the striking red-and-silver Santa Fe scheme.

The Hamilton meeting on Friday, January 26, 1996 will feature recent news and members' current and historical slides. The meeting will begin at 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403.

Cover photos

The front cover this month is a photo by Ken Andrews of CN FP9A 6538, at Windsor, Ontario, in August 1958. The conductor is handing orders to the engineer. The locomotive is seen in its original colours of green, black, and gold, which lasted a relatively short time, from the mid-1950s to the early 1960s. Contrast this original scheme with the version applied to *Le Tortillard du Saint-Laurent's* FP9A 6306 as seen on pages 6 and 7, itself a former CN and VIA locomotive.

The top back cover photo is of a QNS&L passenger train of a generation earlier than the ones featured in the article on pages 4 and 5. The photo is at Sept-Iles in June 1981, by Steve Danko. SD40 206 is leading a passenger train made up mostly of ex-CPR Angus Shops-built curved sided coaches and baggage cars. While some ex-CPR cars remain, passenger trains today on the QSN&L use ex-VIA RDCs or ex-Southern coaches. The SD40 was later sold to CP as their 5402.

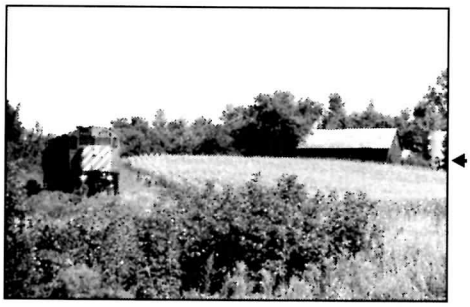
The bottom back cover photo is on a railway that has new passenger service in 1995 – the route of *Le Tortillard du Saint-Laurent*. The undated photo of CNR 1400 is at Saint-Joachim, the point where the Quebec Railway, Light, and Power Company's electrified line from Québec City ended, and CN's otherwise-isolated line to Murray Bay began. The entire line is now operated by the Chemin de fer de Charlevoix, a new short line. The photo is from the Paterson-George collection.

This issue completed December 29, 1995

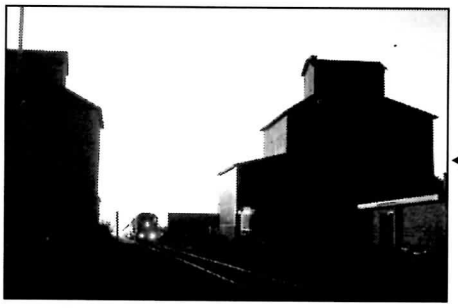
News Photos

NOV 95

From December 26, CP Rail can abandon 27.4 miles of its Cornwall Subdivision, from Soulanges, Québec, to Cornwall, Ontario. The abandonment was approved by the NTA on September 27. Traffic had decreased to 644 carloads in 1993 and 450 carloads in 1994. These two photos were taken by Michel Belhumeur on September 11 of this year, at North Lancaster, Ontario, and at Saint-Télesphore, Québec.



CP's Owen Sound Subdivision between Owen Sound and Orangeville, a distance of 71 miles, has been approved for abandonment on December 11. Traffic was 458 carloads in 1993 and 428 carloads in 1994. In October, CP said that it would offer the remaining 35-mile section from Streetsville to Orangeville for sale as a short-line railway, as it has higher traffic levels. These photos were taken by John Carter, at Dundalk, in 1993.



Effective October 4, CP abandoned the Lachute Subdivision between Mile 28 in Mirabel and Mile 90 at Thurso. Michel Belhumeur took this picture of CN Train 584 on September 13, 1995, on the CN Montfort Subdivision (now the Montfort Spur). The train was about to cross the diamond with the CP at Sainte-Scholastique, at Mile 23.1 on the CN and Mile 31.53 on the CP.

To Schefferville on the QNS&L

By Pat Scrimgeour

At the end of September, I rode north from Sept-Îles to Schefferville on the Chemin de fer QNS&L (the Quebec North Shore and Labrador Railway), and back south the next day.

The northbound train, made up of former VIA (CN) RDCs 6218, 6115, and 6101, left Sept-Îles at 09:02. As we left the yard, we passed a train of empty ore cars ready to leave behind Dash 8-40C 403 and SD40-2 313. We passed the begin/end CTC sign at the north end of the yard limits at 09:18, and Arnaud Jct., where the Chemin de fer Arnaud connects, at 09:28. We made stops for passengers to alight at Saumon at 10:07, Nicman at 10:22, and Nipisso at 10:35. At 10:53 at Tika, we met a southbound train with Dash 8 402 and SD40-2s 258 and 222. We stopped at Tonkas at 11:15, Mile 84 at 11:36, Mile 95 at 11:52, and Dufresne Lake at 12:22.

The QNS&L Wacouna Subdivision makes a continuous, steady climb from Sept-Îles to the Québec-Labrador boundary, and the most spectacular part is along the valley and canyon of the Moisie River. As we gained elevation, the light rain changed to light snow, and by about Mile 100 the snow was accumulating on the ground.

We stopped at Mai, the first division point on the railway, at 12:30, and left at 13:10. As we left there we met a southbound with 261, 221, and 311 at 13:25. Just to the north, at Éric, we met another southbound, with 242 and 247, and a train of Wabush Mines cars from the Wabush Lake Railway. (The Wabush ore cars are cylindrical hopper cars, while the Iron Ore Company of Canada cars are open-top rotary-dump gondolas.) We met another southbound, again with three units, at Oreway at 14:40.

We arrived at Ross Bay Jct. at 15:30. From Ross Bay Jct., the Wacouna Subdivision extends south to Sept-Îles, the Northernland Subdivision extends west to Labrador City and the mines at Carol Lake and Wabush Lake, and the Menihek Subdivision extends north to Schefferville, where the mines have been closed since the early 1980s. At Ross Bay Jct., we waited for the connecting train from Labrador City. The QNS&L passenger train to Schefferville runs once a week, and north of Ross Bay Jct., it is the only train on the line and so runs as a mixed train, with freight cars at the front and the passenger cars at the rear. The "express" train from Lab City brings the freight cars for Schefferville and the locomotive to pull the mixed train. Passengers travelling from Labrador City to Schefferville ride in coaches from Lab City to Ross Bay Jct., and transfer to the Schefferville train. When we arrived at Ross Bay Jct., the "express" had been delayed and had not yet left Labrador City. When it did arrive, about half an hour was spent marshalling the mixed train. By the time we left, our train was led by SD40-2 317 and was made up of about 15 freight cars – boxcars, refrigerator cars, double-deck auto-racks, and flat cars – and the three RDCs on the rear, their engines now idling and generating only heat and light for the interiors. We left Ross Bay Jct. at 17:40. The train for Labrador City returned west with only SD40-2 254, van 41, and coach 13519, with the passengers who were travelling from Sept-Îles to Lab City.

Most of the rest of the trip north was in the dark. We stopped several times for passengers to alight, and to un-

load supplies from the freight cars. This weekly train is the only way that people who live or are vacationing in the area can bring in supplies, apart from those that can be flown in at a higher cost.

The train arrived at Schefferville at 22:30. It seemed as though most of the town was out to meet the train, by the number of pickup trucks in the parking lots and the number of people meeting each other on the station platform. I would have looked around for a while after checking into the hotel, but I found it hard to get my bearings after dark in a largely-abandoned town with relatively few street lights. The isolation of Schefferville was clear when I saw the price at a gas station, permanently painted at 76 cents a litre.

The next morning after breakfast, I returned to the station in time for the scheduled southbound departure at 09:00. The train was switching when I got to the station, and this work continued for the next two hours. All of the four crew members recognised me from the day before and waved or said hello. The crew had worked 14 hours on the northbound train, got a few hours of sleep overnight, and would then work all the way back south.

The crew had assembled the southbound train by 08:45, and then set about spotting the cars from the northbound in the appropriate places – boxcars and refrigerators on the team track, flatcars and auto-racks at the ramp. They then turned the unit and the passenger cars on the wye, coupled the freight cars to them, and brought the train back into the station for loading.

The train was very full on the southbound trip, mostly because the staff of a couple of hunting-and-fishing camps were packing-out for the winter; their equipment was in the boxcars and their trucks were on the bi-level cars. Most seats on all three of the RDCs were full as we left Schefferville at 11:05. Conversation in the train was in three languages – in declining proportions, French, Innu, and English. Most of the Innu-speakers also knew French, most of the French-speakers also knew English, and most of the English was spoken with a Newfoundland accent. The snack bar on one of the RDCs was being operated by a catering company from Sept-Îles, offering a variety of reheated meat sandwiches. We made stops at Menihek at 12:20, Mile 301 at 13:05, Esker at 13:30, Sawbill at 14:00, Talzie at 14:20, and arrived at Ross Bay Jct. at 15:00.

From the junction switch, which is within a large steel tube to protect it from drifting snow, we backed west on the Northernland Subdivision. The freight cars were set out, and the train re-assembled for the trip south to Sept-Îles, with 317 still leading, pulling boxcar 1552, generator car 372, coaches 13520 and 13518, and the three RDCs, 6218, 6115, and 6101. The train to Labrador City left behind 254, and we left at 16:20.

On the way south, we stopped at Ross Bay at 16:35, Oreway at 17:15, Pitaga at 17:30, and Mile 163 at 17:50. We met a northbound with 258 and two other SD40-2s at Éric at 18:21, there was a northbound train of Wabush cars waiting at Mai as we passed a few minutes later, and we met two other northbounds after dark. We arrived in Sept-Îles at 22:30. The yard switcher, SD40-2 255 with a radio-control car in a GP9 carbody, pulled up to the tail end of the train to move it away once unloading was complete.

Twenty-six hours of train travel over seven hundred miles in a thirty-eight hour period was a bit confining, but I would recommend the trip to anyone with patience and the curiosity to see a little-visited part of the country. This is the only way to see most of the QNS&L line, as there is road access only at Sept-Îles and between Labrador City and Ross Bay Jct. The trip is longer than the daylight hours at that time of the year, but we travelled over the southern part of the line in daylight on the northbound trip and the northern part of the line in daylight on the southbound trip. While it is not "Silver and Blue" class, the equipment is well-maintained and in good condition.

Opposite page – RDCs 6101, 6115, and 6218 at the station platform in Schefferville before being coupled to the freight cars for the southbound train.

This page, top – The southbound train being assembled at Schefferville.

This page, lower– a southbound train of IOC ore cars arriving in Sept-Iles, with Dash 8-40C 403 and SD40-2 313 on the head end and Dash 8-40C 401 mid-train.

I travelled from Toronto to Sept-Îles by Air Ontario and Air Alliance, connecting in Montréal. The airlines' deHavilland Dash 8s (which are not to be confused with QNS&L's GE Dash 8s) provided a very good vantage point from which to see all the railway facilities in the area of Sept-Îles.

QNS&L tickets are sold in Sept-Îles by the travel agency Vacances Inter, 418 962-9411. Information is also available by calling the railway at 418 968-7805. An extra train each week runs to Labrador City during the summer months.

THE LITTLE TRAIN OF THE ST. LAWRENCE

LE TORTILLARD DU SAINT-LAURENT

BY SCOTT HASKILL

With its combination of riverside scenery, classic railway equipment, and local culture, *Le Tortillard du Saint-Laurent* is the best tourist railway journey in Canada. The "little train of the St. Lawrence," as the name loosely translates, does very well at its job of carrying tourists into, and impressing them with, the Charlevoix region of Québec.

Le Tortillard runs between Québec and Pointe-au-Pic on the north shore of the St. Lawrence, over the tracks of the Chemin de fer de Charlevoix, until December 1994 CN's Murray Bay Subdivision. Years earlier, the part of the route closest to Québec City was the Quebec Railway, Light and Power Company, an electrified rural railway, best known for its passenger service to Montmorency Falls and the Basilica at Sainte-Anne-de-Beaupré. Local passenger service, over a similar route to the tourist train, lasted until the early VIA era, and *Le Tortillard's* concept was tested by operation with leased GO Transit bi-level cars in the summers of 1984 and 1985. The present-day train is operated by Les Train Touristiques du Saint-Laurent, an organisation separate from the short-line railway; the passenger train is financially supported by the Charlevoix region and its tourist authority. Stops are also made at the Basilica and at Baie Saint-Paul.

In 1995, *Le Tortillard's* inaugural season, the train was scheduled to run every day from its start-up in July until October 31. With no shop facilities, or spare motive power, and only a nine-hour layover at the station in Québec, this is an ambitious undertaking that requires professional organisation, management, and marketing.

The trip from the Gare du Palais in Québec to Pointe-au-Pic is very scenic, along the north shore of the St. Lawrence River. For the first part of the trip, the line is a few hundred metres inland, but for most of the route east of Beaupré, the railway is right on the shore, with occasional beaches, rocky areas, and two tunnels. The railway is distant from nearby roads in several places; many of the river's navigational lights are located right next to the railway, and have their own helicopter pads for maintenance access. As it is on the river, the railway is flat, but there are frequent curves, the most spectacular of which is at Baie Saint-Paul, where the line curves around a very large bay and every day other than Sunday the passenger train meets the freight train, visible across the bay as the two converge on the siding by the station.

The train runs to Pointe-au-Pic (freight service continues a dozen miles beyond, to Clermont), and the station area is just below the Manoir Richelieu resort hotel, with the adjacent newly-constructed Casino de Charlevoix. There was a small tent available for shelter at the station area, but otherwise the terminal is simply a grassy park near the main street of the town. When the train arrives, shuttle buses leave from the station area for the Manoir, other restaurants and hotels in the area, and several tours, including one for whale watching.

We had no trouble passing the six-hour layover in Pointe-au-Pic with a few minutes in the busy casino, lunch at the spiffy (and pricey) Manoir, a loop to see Pointe-au-Pic, La Malbaie, and Cap-a-l'Aigle in a school bus dressed to look like a streetcar, lounging in lawn chairs overlooking

the river, and wandering around the tracks to see the train and around the dock where paper was being loaded on a ship for Scandinavia. Because the train is sponsored by the local tourism association, there are tie-ins with just about every tourism destination in the area, and they make it very easy for you to spend your time. Many of the shorter trips are included in the ticket price. Package deals are also available for overnight stays at the Manoir or at other hotels.

Le Tortillard du Saint-Laurent uses two former VIA/CN FP9s, with a train of about nine former VIA/CN coaches. All are painted in the attractive but short-lived CNR scheme of green and black with yellow pinstripes, from the 1954-1962 era. In place of the CNR round maple leaf on the car sides is a *Tortillard* crest with a stylised train. Neither the cars nor the locomotives are otherwise lettered. The impressive and faithfully-executed scheme is not in the least bit marred by some discreet corporate advertising on several of the cars.

Other than the exterior paint scheme, little work was done on the inside of the cars, and they retain their late CN/early VIA-era red, brown, and imitation woodgrain interior scheme. The train operates in a more-or-less fixed consist, with locomotives at either end, which eliminates switching. The cars have had a simplified head-end-power conversion, from the previous steam heat and axle-generator/battery electrical power.

Our train, from east to west, had FP9 6306, baggage-generator car *Cap aux Coudres* (9640), coach *Cap-au-Diable* (3223), coach *Cap Saint-Joseph* (5569), coach *Cap Brûlé* (5611), boutique-bar car *Cap Martin* (761), coach *Cap-au-Rêts* (3218), coach *Cap Maillard* (5578), crew car *Cap Tourmente* (2143, former CN/VIA sleeping car *Warpath River*), and FP9 6305. The sleeping car was not open to the public. The former café-lounge has had its café seating removed, and the space converted to a gift and souvenir shop. The lounge and lunch counter area was the popular smoking section.

No. 6306 has extra headlights above the cab, but led only eastbound in the light; by a bit later in the summer, 6305 also had the extra headlights, which might be evidence of the we'll-do-it-when-we-get-the-chance maintenance approach required by having no spare units in the fleet. Both units were rebuilt for VIA in 1984, and were still in service when sold by VIA in late 1994. Also seen, but not in used, was *Cap Blanc* (5737, a former CN/VIA daynighter), parked on a side track in the Gare du Palais, the only car lettered for Les Trains Touristiques du Saint-Laurent. There was also a two-person Fairmont motor car painted in the CN green and gold scheme, and lettered TTSL 02, which ran ahead of *Le Tortillard* from Pointe-au-Pic to Beaupré.

The train left Québec at 07:30, for a four-hour trip over the 85 miles to Pointe-au-Pic. Our return departure was at 18:00. This is not a fast train, but very scenic, and designed to get passengers to the heart of the Charlevoix region for either a day trip or as part of a longer visit. We travelled in first class, for $109 return, and the alternative is comfort class, for $89. The difference is mostly in the contents of breakfast and dinner, which are included. Both were equivalent to a very good airline meal, and service from the two professional and experienced attendants was excellent. No simple box lunches, or volunteer car hosts here; the train aims to provide an upscale service, its main selling point against the frequent and faster casino bus service.

OPPOSITE PAGE— FP9 6306 AND *LE TORTILLARD DU SAINT-LAURENT* AT THE GARE DU PALAIS IN QUÉBEC, BEFORE DEPARTURE.

THIS PAGE— TWO VIEWS OF *LE TORTILLARD* RECEIVING PASSENGERS AT POINTE-AU-PIC FOR THE RETURN TRIP TO QUÉBEC.

Le Tortillard has a large on-board staff. In addition to the train crew and the service attendants, there were half a dozen musicians on the train, moving from car to car first as a group and then individually, playing mostly local songs or folk songs well-known to most of the people on the train, who enthusiastically joined in the singing. At one point, there were people dancing on the top of the seat backs. On the return evening trip, the curiosity of bemused pedestrians outside the train as it made its way slowly through the outskirts of Québec – filled with singing and laughing passengers – must help sell some tickets. There is also an MC/tour guide/story-teller who also moved from car to car, and who paid particular attention to those who needed their tour guiding in English.

There are few other places in Canada where excellent scenery, a real destination, an attractive train, and a distinct cultural experience can combine to produce a very worthwhile trip. In a very short period of time, *Le Tortillard du Saint-Laurent* has managed in its first season to do all this.

A Canadian Railway Adventure: *The Trains*

By John Legg

In the beginning . . .

For more than ten years, I have been planning a railfanning holiday to Canada but for one reason or another have never got going.

However, when I saw an advertisement in *Trains* magazine for a tour of the BC Rail system, I started to make plans again for a railfan trip to Canada. The plan which started with the ten-day tour of the BC Rail system grew, and grew, and grew, and finally came to fruition as a six-week coast to coast train trip. I would cover a sizable part of the VIA Rail Canada network, and take in the British Columbia Railway, the Algoma Central Railway, and the Ontario Northland Railway along the way.

The *Rocky Mountaineer*

I rode the *Rocky Mountaineer* from Calgary to Vancouver.

When dawn broke over Calgary on Tuesday, June 20, 1995, it was still raining. I left the motel and took a cab to the railway station to board the *Rocky Mountaineer* for Vancouver. I checked in at the desk in the station lobby and sized-up my fellow travellers. At 06:45 we were allowed to board the train and at 07:05 we departed.

We came out from the cover of the station and the windows were soon streaked with rain. The rain and low cloud blocked out the scenery. At Exshaw, a unit grain train had taken the siding for us to overtake. It was still raining when we made the scheduled stop at Banff to entrain passengers. We took the old alignment from Lake Louise to Stephen and overtook a westbound freight waiting on the new alignment at Stephen. Over the Continental Divide, through Kicking Horse Pass, we headed down through the Spiral Tunnels to Field.

While the crew were changing and the dome car watered, the westbound we overtook at Stephen arrived. As we departed, the three units from the westbound had cut off and were heading for the east end.

At Beavermouth, we were routed through the siding while an MoW gang worked on the main track. We took the Connaught track through Rogers Pass and slowed to a crawl over Stoney Creek for photographs of the waterfall. The CP crews have come to refer to this as "Kodak speed."

Our pace slowed as we approached Taft and we soon caught up with CP 5548 and 5979 propelling their CWR-laying train into the siding at Taft for us to pass. At Craigellachie we again slowed to Kodak speed for photographs of the CPR Last Spike memorial site.

For the last thirty-odd miles of the day's run from Pritchard and Kamloops, the B36-7 was allowed to stretch her legs and speeds over 60 m.p.h. were regularly maintained. After a brief stop at Kamloops East where we transferred to the CN tracks, we arrived in Kamloops at about 20:00. GCRC 7498 had already arrived with the Jasper section of the *Rocky Mountaineer*. We were transferred to our hotels by a motley collection of buses.

By the morning the two sections of the *Rocky Mountaineer* had been "banged" together, with the Jasper section at the rear of the Calgary section, and GCRC 7498 and 7488 at the head. The dome car was now in the centre of the train.

When we rounded the curve at Lytton, I got a good view of the convergence of the Thompson River and Fraser River. The Fraser being muddy and the Thompson clear, the two flows can be distinguished for several miles downstream. We made our scheduled service stop at Boston Bar for crew-change and watering of the dome car. As we departed, we passed three CN westbounds waiting for us to overtake them. We slowed slightly passing Hell's Gate so that we could get a better view of the salmon runs.

We enjoyed some more fast running on the approach to Vancouver. As we slowed down for the crossing of the Fraser River Bridge, several "mother and slug" pairs, along with assorted other motive power, were in Thornton Yard. At a grade crossing in the Vancouver suburbs a sports car jumped the lights and barriers at a grade crossing and nearly hit GCRC 7498. Arrival in Vancouver was at 17:10.

The *Malahat*

I rode the VIA *Malahat* from Nanaimo north to Courtenay then south to Victoria.

Thursday, June 22, 1995, dawned sunny with occasional cloud. When I arrived at the station it was already getting hot and a party of children bound for Parksville were already there with their parents. The coffee wagon soon arrived and I took advantage of the facility. VIA RDC-1 6135 and RDC-5 6148 arrived about ten minutes late as the *Malahat*. VIA 6148 was reserved for the party of children. Departure was similarly ten minutes late to allow passengers to get refreshments from the coffee wagon.

Departure south from Courtenay was six minutes late at 13:21. At Mile 36, I was invited by the conductor to ride with the engineer, and I rode with him from Mile 35 to Mile 10. Arrival in Victoria was nine minutes late at 17:54.

The conductor told me that all three of the RDCs on Vancouver Island would be in service the next day, so I went to the station the next morning to photograph them. The line-up was VIA 6133, 6135, and 6148.

The *Mount Baker International*

I rode the northbound *Mount Baker International* from Seattle to Vancouver.

At 06:50, Amtrak F40PH 297 hauled the empty Talgo train-set through the station then reversed into the passenger track. Boarding started at 07:05 and departure was on time at 07:15. The running was slow until we had cleared Seattle, when the pace started to pick up.

To my surprise, the ride quality of the Talgo cars was very good. The ride was best on CWR but was pretty good on jointed track. Being my first ride on a tilting train, it took me a while to get used to the sensations. The tilting mechanism is set up to rotate around your centre of gravity when you are seated, so when you are standing the sensation is strange because you are being rotated around a point below your centre of gravity.

As we ran along the coast, we saw several bald eagles. We slowed down and joined the Southern Railway of British Columbia and Canadian National for the crossing of the Fraser River Bridge. Arrival in Vancouver was fifteen minutes early at 11:35.

The *Canadian*

I rode the *Canadian* on four separate occasions during my trip, from Vancouver to Jasper, Jasper to Oba, Toronto to Winnipeg, and Winnipeg to Toronto.

On the evening of Monday July 3, 1995, I checked my bags to Jasper and boarded VIA No. 2 to travel coach class to Jasper. From Jasper I would then ride the *Skeena* to Prince Rupert and back. The consist of the *Canadian* was: VIA 6439 and 6443, *Grant Manor*, 8610, 8110, 8117, Skyline 8507, 8124, Skyline 8512, *Laird Manor, Hearne Manor, Allan Manor, Lorne Manor, Amherst Manor, Champlain, Cameron Manor, Blair Manor, Butler Manor,* and *Kokanee Park*.

I found a seat in 8117 but spent most of the journey in Skyline 8507. Departure was at 20:03. Departure from Kamloops was 16 minutes late because more tickets had been sold than there were seats available. We were held at Irvine while a broken rail was repaired. At Clemina, we met GCRC 7498 with the Jasper section of the *Rocky Mountaineer*. Arrival in Jasper was at 14:10, 25 minutes late.

VIA No. 2 was reformed, and cars 8124, Skyline 8512, *Laird Manor,* and *Hearne Manor* were cut out. No. 2 departed at 15:05, ten minutes late.

On Saturday, July 8, 1995, I checked my bags to Oba to travel "Silver and Blue" class in a roomette to Oba. I was advised that No. 2 was running approximately 60 minutes late. At 14:46, the train arrived. The consist was: VIA 6446 and 6447, *MacDonald Manor*, 8605, 8105, 8102, Skyline 8502, 8113, Skyline 8504, *Sherwood Manor, Hearne Manor, Douglas Manor, Carleton Manor, Dufferin Manor, Fraser Manor, Frontenac, Elgin Manor, Draper Manor, Burton Manor,* and *Strathcona Park*. Once No. 2 had arrived off the south track, a freight arrived in the yard from the north track where it had been waiting for the *Canadian* to overtake it.

At 15:22, No. 2 was split, and cars 8113, Skyline 8504, *Sherwood Manor, Hearne Manor,* and *Douglas Manor* were cut out. Departure was at 15:45, 50 minutes late. We took the siding at Pedley for a meet with CN 2422 and 5184 on a grain train and CN 4014 and 4004 heading 10 loaded coal cars and a manned caboose.

At the west end of Saskatoon yard we meet VIA No. 1, the westbound *Canadian,* which was running about 100 minutes late while we were running about 87 minutes late. In the south, as we left, an electrical storm was lighting up the night sky. Departure from Sioux Lookout was at 20:24, 21 minutes late.

The arrival in Oba was at 06:46, five minutes early. Once my bags had been unloaded, the train pulled forward and I detrained into the cool morning air. No. 2 waited time and departed at 06:51. From here I planned to ride ACR Train 2 to Sault Ste. Marie.

On Tuesday, July 25, 1995, I boarded VIA No. 1 to travel coach class to Winnipeg. We departed Toronto at 12:50, five minutes late. The consist was: VIA 6438 and 6455, baggage car 8616, and passenger cars 8101, 8109, 8123, Skyline 8500, *Sherwood Manor, Hunter Manor, Franklin Manor, Rogers Manor, Fairholme, Christie Manor, Bell Manor, Monck Manor,* and *Prince Albert Park*.

On the approach to Barrie we nearly flattened a photographer as he crossed the line. As we departed, the engineer had words with him. Pandrol Jackson RMS-13 was sitting at Washago. At North Parry we took the siding for a meet with the southbound No. 2, headed by VIA 6439 and 6413.

We departed Elma station at 16:55, 27 minutes late. We overtook CN 9604 and 9580 with a westbound intermodal train at the east end of Elma siding then reversed back into the siding in front of them for a meet with No. 2, running about two and a half hours late. We then departed Elma siding at 17:22.

Pandrol-Jackson RMS-14 was parked in Transcona Yard. The train arrived in Winnipeg at 18:25, 50 minutes late, and departed at 19:33, 58 minutes late.

On Saturday July 29, 1995, I boarded VIA No. 2 to travel "Silver and Blue" class in a lower section to Toronto. The *Canadian* arrived at 12:51, 16 minutes late. The consist was: VIA 6444 and 6456, and cars 8600, 8105, 8112, 8115, Skyline 8517, *Carleton Manor, Dufferin Manor, Fraser Manor,* Frontenac, *Butler Manor, Draper Manor, Burton Manor,* and *Strathcona Park*.

We departed Sioux Lookout at 20:05 and then stopped at Sioux Lookout East before returning to the station to pick up several passengers left behind. We departed from Sioux Lookout again at 20:20.

The train departed Armstrong at 00:41, 31 minutes late, stopped at Oba at 06:56, five minutes late, to detrain a passenger, departed Foleyet at 10:21, 1 hour 2 minutes late, departed Capreol at 13:58, 43 minutes late, departed Parry Sound at 17:43, 59 minutes late, passed through Washago at 19:18, 53 minutes late, and departed Barrie at 20:10, 57 minutes late.

We rattled over the diamonds at Snider where the tracks of the Newmarket Subdivision cross the York Subdivision, before coming to a stop clear of the junction at Snider South. We then reversed 'round the connecting chord onto the York Sub. before crossing over the Newmarket Sub. and heading for Doncaster to join the Bala Sub. VIA No. 2 arrived in Toronto at 22:07, 1 hour 7 minutes late.

The *Skeena*

I rode the *Skeena* from Jasper to Prince Rupert and back.

On Wednesday July 5, 1995, I boarded the *Skeena* to travel coach class to Prince Rupert. The train pulled into the station at 19:35 and boarding started at 19:50. The consist is: VIA 6442 and coaches 8124, Skyline 8512 and *Laird Manor*.

I took my seat in 8124. As we were lightly-loaded, we were able to spread ourselves around the coach. As we were boarding, CN 2412 and 5453 departed westbound with a sulphur train. We departed on time at 20:10. At Wynd, we crossed to the south track to overtake 2412 and 5453 and their sulphur train, and returned to the north track at Yellowhead.

We went by Redpass at 20:16. CN 2508 and 5281 were ahead of us on a grain train and reported that the siding at Tete Jaune was blocked. We were held at Harvey while arrangements were made for a meet at Tete Jaune with an eastbound. We departed at 21:20, 26 minutes late. An MoW wagon that should have been removed by an earlier freight had been left in the siding. Arrangements were made for CN 2447 and 2507 to move the wagon into the back track for our meet with them. Our progress was slow as we followed CN 2508 and its train.

At the west end of McBride we overtook CN 2508 and 5281 and their train. Arrival in Smithers was at 09:23, 13 minutes late, and VIA 6442 took fuel.

As we accelerated away from the stop at Terrace, a logging truck deliberately ran a grade crossing, and the

engineer put the brakes in emergency to avoid a collision. Unfortunately, no one managed to get the registration number of the truck, so he was unlikely to get caught.

At Mile 7 we were held for 20 minutes awaiting clearance to proceed from a track foreman who was not responding to his radio. At Kwinitsa we met CN 5325 and 5138 on a grain train. We passed Skeena station at 14:50.

Arrival in Prince Rupert was at 15:55, 15 minutes late, after the train had turned on the wye. Before we were allowed to detrain two more coaches were coupled to the rear of the train. These were *Thompson Manor* and *Brant Manor*. As we detrained the train was connected to the shore supply and 6442 was returned to idle and shut down.

I was woken at 07:20 by the sounds of CN GP9 7003 hard at work switching the yard. At about 10:45 I headed off for the station. The consist of the outbound *Skeena* is: VIA 6442, coach 8124, Skyline 8512, *Laird Manor, Thompson Manor,* and *Brant Manor*. The two extra sleeper cars were for a tourist party from Taiwan.

Boarding started at 11:20, and I had a roomette for the return journey. With 7003 safely tucked away in a siding, we departed at 11:30. There was also a party of Australian tourists on the train, and Skyline 8512 soon adopted a distinctly party atmosphere. The Taiwanese looked bemused.

At Endako we pulled into the station on the main track, then reversed out and took the siding to meet with two westbounds. First was a coal train followed closely by a grain train. We then reversed out of the siding and headed on.

We were through Redpass at 07:10 and crossed to the south track. We meet a westbound on the north track, then crossed to the north track at Grant Brook. We overtook an eastbound on the south track, then crossed to the south track at Fitzwilliam.

Before we could detrain at Jasper, we were turned on the wye. We reached the station at 09:24, 24 minutes late. As soon as we were all off the train, VIA 6442 propelled the cars to the shore-supply connection, where they were connected and 6442 was returned to idle.

The Algoma Central Railway

My plan was to ride ACR Train 2 south from Oba to Sault Ste. Marie and then ride ACR No. 1 north to Hearst. However, it didn't quite work like that.

At 06:46 on a clear Tuesday morning, I alighted from VIA No. 2 into the cool morning air. With little to do until the arrival of ACR No. 2 to Sault Ste Marie, I walked to the ACR side of the station building and took a seat.

I had over two hours to wait for No. 2 and as the day started to warm up, the mosquitos were becoming active and looking for breakfast. I started to wonder if it was such a good idea to change trains here.

Over at the ACR bunkhouse an MoW crew were getting ready for work. Their Hy-Rail loaded, they headed for the grade crossing, where they changed to rail mode and reversed back towards the station.

The Hy-Rail stopped by me.

"What train are you waiting for?"

"The train to Sault Ste. Marie."

"There's no train to Sault Ste. Marie today."

"Why?"

"The southbound train does not run on Tuesdays."

Now I remember. Even though I had double-checked my plans, this mistake slipped through.

The crew suggested that I might be able to travel to Hawk Junction on the local freight. This is apparently not an uncommon event. The foreman contacted the dispatcher for permission. While the dispatcher was making the necessary arrangements, they backed their Hy-Rail down to the MoW huts and loaded the equipment they would need. Half an hour or so later they returned and told me I would ride with them to Mosher, where I would change to another Hy-Rail which would take me to Hawk Junction. At Hawk Junction, I could either stay there or take a cab to Wawa where I could catch a bus to Sault Ste. Marie.

I loaded my bags into the back of the Hy-Rail and we pulled forward to the interlocking signal controlling the crossing with CN. We had to wait there for two CN trains to pass. Eventually a westbound arrived and clattered over the diamonds, followed soon after by an eastbound that had been waiting in the siding. The eastbound clear, the interlocking signal cleared and we set off.

One crew member spotted a moose in the trees, and we stopped to take a look. By his rack, they reckoned he was at least fifteen years old. Two stops were made to make minor track repairs. We arrived at Mosher and backed into the siding from the south end. Soon after, the Hy-Rail that would take me on to Hawk Junction arrived from the south, as another arrived from the north. The three Hy-Rails safely in the siding, ACR 1803 thundered through with a freight for Hawk Junction.

At Franz we caught up with a southbound freight that was waiting for the interlocking signal to clear so they could cross the CP line. The freight had some interchange traffic to pick up at Franz, so we had to wait there for him to depart before we could. We caught up with him again at Dubreuilville where he was switching cars for the lumber mill. Within 30 minutes we were on our way.

We reversed into the siding at Arden from the south for a meet with ACR No. 1 to Hearst with ACR 2001 at the head. Once inside the yard limits at Hawk Junction we left the rails and continued our journey by a service road to the station. I arranged with one of the crew to give me a lift to Wawa, so that I could catch a bus to Sault Ste Marie. I got to Wawa at 16:50, bought a bus ticket from the agent, and found that the next bus was not until 01:30. There was ample time to explore the town. By day, Wawa seemed pretty average, but once night had fallen, it got a little more interesting.

The first Greyhound bus arrived at 01:35 but was full. The driver advised that another would be along in about ten minutes. At 02:00, the second Greyhound arrived and I boarded. Arrival in Sault Ste. Marie was at 04:25.

From the bus station, I walked to the ACR station and got myself comfortable to wait for the ACR station to open. By 06:30, passengers for ACR No. 3, the tourist train to Canyon, were starting to arrive, and at 07:00 the station opened.

At 07:10 the consist for No. 3 arrived in the station. The consist was: ACR 1505 and 2004, cars 5442, 5545, 5571, 5484, 9302, 3243, diner 505, diner 504, coaches 3236, 5519, 5514, 5483, 3239, and 5468. Train 3 departed on time at 08:00.

At 09:25, the consist for ACR No. 1 arrived in the station. The consist was: ACR 1753, baggage cars 302 and 300, passenger cars 3228 and 5495, and business car 550.

Departure was at about 09:45. Having had little sleep during the night I slept for most of the first 100 miles. At

Canyon, ACR 2004 and 1505 are waiting to depart with the southbound tour train, ACR No. 4. Our late arrival had delayed their departure by 25 minutes.

We took the siding at Eton for a meet with Train 2 at 14:25. The consist was: ACR 2001, two baggage cars, and two passenger cars. No. 2 clear, we backed out of the siding and departed at 14:30, 50 minutes late. Our conductor passed through the train taking orders from anyone wanting food from the cafe in Hawk Junction.

WC 6523, ATSF 5390, WC 6629, and WC 6519 were waiting at Hawk Junction for us with a southbound of 48 loaded ore hoppers. We departed Hawk Junction station at 16:05, 60 minutes late, but were held at the junction until 16:28 for the arrival of ACR 1505 and 1504.

We made various station and special stops to entrain and detrain passengers and freight. Our engineer came back through the train to regale us with a few yarns about times past on the ACR, leaving his second man to drive.

We ran straight into the station at Hearst to arrive at 20:05, 1 hour 20 minutes late.

The *Northlander*

I rode the *Northlander* on two occasions.

On Friday, July 14, 1995, at 08:30, the *Northlander* arrived in the Cochrane station from the depot. The consist was: ONR 1520, APU 203, and coaches 601, 702, 614, and 600. Departure was on time at 08:50. At 10:00, the APU failed and all electrical power was lost. By the time it was restored at 10:25, the inside temperature was getting very high. A call was put out over the radio for North Bay shops staff to be ready to look at the APU on arrival at North Bay. Arrival in North Bay was at 14:03, 13 minutes late, and a maintenance crew boarded the APU. Departure from North Bay was at 14:15, 15 minutes late. At Kennedys we met with the northbound *Northlander*. Arrival in Toronto was at 19:25, 50 minutes late.

On Monday, July 24, 1995, I boarded the *Northlander* at Cochrane for a second time. The consist was: ONR 1802, APU 203, and coaches 601, 702, 614, 600, and 604. Departure from Cochrane was on time at 08:50. At 12:01, as we approached Cobalt, the APU failed. Power was restored at 12:12. The crew reported that generator "A" had shut down with a low lubricating oil alarm and that generator "B" was being used. A request was made for North Bay shops staff to attend on arrival at North Bay.

We arrived in North Bay at 14:05, 15 minutes late. Two maintenance staff from the shops boarded the APU to check on the problem with generator "A." They tried to start it, but judging from the smoke from the exhaust and doorway, the problem was more than just low oil. The men exited the APU and waited for the smoke to clear.

We departed North Bay at 14:16, 16 minutes late. We entered the siding at Burks Falls for the meet with the northbound *Northlander*. On the Bala Sub. half a mile north of Washago station, Pandrol Jackson Rail Grinding Machine RMS-13 was parked with CN engineering coach 15002 in the formation. Departure from Washago was at 17:25, 32 minutes late. The train arrived in Toronto at 19:41, 1 hour 6 minutes late.

The *Ocean*

I rode the *Ocean* in coach class from Montréal to Halifax, then back to Matapédia. At Matapédia, I boarded the *Chaleur* for Gaspé.

Boarding of the *Ocean* in Central Station started at 18:30 and departure was on time at 19:00. The consist was: VIA 6414 and 6429, baggage 8619, and passenger cars 8140, 8131, Skyline 8511, 8146, 8142, *Kent, Château Maisonneuve, Château Dollier*, two more *Château* sleepers, and a Park car. At 01:50 we met with the Montréal-bound *Ocean*.

At Campbellton, CN 9555, GTW 6211, CN 9618, and CN 3545 were switching the yard. We departed Campbellton at 06:45. At Moncton, the locomotives took fuel, and we departed Moncton at 11:12, two minutes late. As we approached Halifax, CN 1395 and 1761 and CN 1357 and 1341 were switching the yard. Arrival in Halifax was at 15:27, three minutes early.

The consist of the *Ocean* was already in the station when I arrived at 12:50. The consist was: VIA 6430 and 6436, baggage car 8621, and passenger cars 8116, 8132, Skyline 8516, 8133, 8145, *Wascana, Château Latour, Château Laval, Château Richelieu, Château Varennes, Château Lasalle,* and *Yoho Park*. Windsor and Hantsport Railway 8046 was parked beside the VIA shops.

Boarding of sleeping car passengers started at 13:30 and boarding of coach passengers started at 13:45. Departure was at 14:02, two minutes late. Just after we departed from Truro at 14:59, 21 minutes late, we made an unscheduled stop a mile from the station on a grade crossing to let off a man and baby who had boarded the train to see someone off and got literally carried away.

No. 14 departed Campbellton at 22:50, on time, and arrived at Matapédia at 22:16. I disembarked, and the *Ocean* left on time at 22:47. All the time the Ocean had been sitting in the station at Matapédia, the crossing lights had been flashing and the bell ringing.

I checked my bags for Gaspé and set off to explore Matapédia. Parked in the back track were VIA 6432 and baggage car 8612. At 00:14, an eastbound freight passed through with CN 9409, 3582, and 5367 at the head. The crew seemed surprised to see someone on the station at this early hour of the morning.

The *Chaleur*

I rode the *Chaleur* coach class from Matapédia to Gaspé and Easterly class from Gaspé to Montréal.

By 03:30 the sky was starting to lighten and at 03:50 VIA personnel started to arrive at the station. At 04:02, on the second attempt, VIA 6432 started with a shower of sparks from the exhaust and was left to warm up. At 04:40 6432 and baggage cars 8612 set out of the back track and onto the main, pulled forward into the Cascapédia track, and stopped by the station building to load baggage and freight.

With arrival of the *Ocean* imminent, VIA 6432 and 8612 pulled forward onto the Cascapédia Sub. At 05:01 the *Ocean* arrived. The consist was: VIA 6435 and 6433, baggage car 8620, and passenger cars *Château Salaberry, Château Roberval*, Skyline 8501, 8119, 8139, two unidentified day cars, a Skyline car, 8143, 8137, *Louise, Château Lévis, Château Viger, Château Brûlé, Château Verchères, Château Papineau,* and *Revelstoke Park*.

With the *Chaleur* baggage unloaded from 8620, VIA 6435 and 6433 pulled forward with 8620, *Château Salaberry, Château Roberval*, Skyline 8501, 8119 and 8139 and set back into the Cascapédia track. With the cars positioned such that VIA 6432 and 8612 could back onto the

Chaleur cars, VIA 6435 and 6433 and 8620 cut off and returned to the *Ocean* cars. VIA 6432 and 8612 backed off the Cascapédia Sub. and coupled to the *Chaleur* cars.

With the brake test complete and HEP energised, the *Ocean* departed at 05:29, 57 minutes late. Our brake test complete and HEP energised, we departed at 05:32, 27 minutes late. As we headed towards our first stop at Nouvelle, conversation on the scanner between the *Ocean* and the dispatcher was about a problem they were having and that they may be at Campbellton for a while.

With the early morning mist patches being caught by the first rays of the rising sun, the landscape at times appeared very surreal. Once the sun had risen a little higher, the mists started to dissipate and we looked to be in for a sunny day.

As we ran along the coast approaching Gaspé, the sun had brought crowds of people out onto the beach. Arrival in Gaspé was at 12:15, 1 hour and 5 minutes late.

Not long after we arrived, the train set back to turn on the wye, and returned to the station at 12:50.

Departure from Gaspé was at 15:50, on time. As the sun started to set, the mists started to form, and once again we were running through a surreal landscape. Arrival in Matapédia was at 22:27, 32 minutes late, and the baggage was unloaded. Even though we were late we were still the first train to arrive. At 22:46, the HEP was cut as arrival of the *Ocean* was imminent. The *Ocean* arrived at 22:50, 1 hour 5 minutes late with VIA 6414 and 6429.

The HEP on the *Ocean* was cut at 22:51. At 22:52, the *Ocean*'s 6414 and 6429 and baggage car cut off and headed down the main towards Montréal. At 22:53, we followed VIA 6414 and 6429 down the main and stopped clear of the switch. We set back onto the *Ocean* cars to couple at 22:57. At 23:01, our VIA 6432 and 8612 cut off and set back into the Cascapédia track. At 23:05, VIA 6432 and 8612 set off to turn on the wye. At 23:06, VIA 6414 and 6429 and baggage car coupled to the combined train. At 23:11, the HEP was restored. At 23:19, VIA 6432 and 8612 returned to the back track. We departed Matapédia at 23:20, 23 minutes late. The excitement over, I headed for my roomette.

We departed Drummondville at 07:35, 40 minutes late. Train 15 was routed through the siding at Saint-Eugène for a meet with VIA 6919 and LRC cars 3462, 3319, and 3338. The train arrived in Montréal at 09:02, 37 minutes late.

A day trip to Ottawa

For no better reason than to kill the time between the arrival of the *Chaleur* in Montréal and the departure of the *Abitibi* in the evening I decided to take a trip to Ottawa.

Departure from Montréal was at 10:40. The consist was: VIA 6427 and four LRC cars. As we approached Taschereau Yard we passed CN 7063 with five flat cars loaded with pairs of new locomotive trucks wrapped in plastic sheet and a final flat car loaded with the car body, minus trucks, of new class 59/2 locomotive 59 206 destined for National Power in the U.K.

I had secretly hoped that I might see one of the five locomotives during my trip but never expected to actually see one. The five locomotives were delivered to National Power during August and are now in service.

At Coteau Conrail 6448 and 6755 were waiting to come off the Valleyfield Sub. and head east. We arrived in Ottawa on Track 1 at 12:46, six minutes late.

At the east end of the station yard were VIA RDCs 6137, 6221, 6140, 6143, 6222, and 6118. At the west end of the station yard were an anonymous stainless steel baggage car and passenger cars 9667, 9614, and 757. At the west end of the station, *Riding Mountain Park*, *Sibley Park* and *Algonquin Park* were parked in the north bay track.

At 14:40, I departed Ottawa for the return journey to Montréal from Track 2. The consist was: VIA 6410 and LRC cars 3307, 3332, 3321, and 3473. Arrival in Montréal was at 16:42, six minutes early.

The slow train to Cochrane

I rode the *Abitibi* from Montréal to Senneterre then continued to Cochrane aboard the Saturdays-only VIA No. 805.

At 19:30, departure of the Abitibi was rescheduled to 20:30. An announcement at 19:50 put the delay down to technical problems. At 20:04, departure was further delayed to 20:45. Boarding finally commenced at 20:40 and departure was made at 20:54, 54 minutes late.

The consist was: VIA 6311, baggage cars 9672 and 9671, and passenger cars 3217, 5449, 3203 and *Edmundston*. Departure from Hervey was at 01:25, 1 hour 48 minutes late. At La Tuque, the steam heating was turned on. We departed La Tuque at 03:11, 2 hours 1 minute late, and after sitting in the station for a long time we stopped again shortly after at Fitzpatrick to fuel the locomotive. At Monet, three GP40-2 locos were waiting for a meet with us. We departed Monet at 09:31, 2 hours 58 minutes late, and arrived in Senneterre at 11:22, 2 hours 32 minutes late.

At Senneterre, the crew are changed and the *Abitibi* becomes VIA Train 805 from Senneterre to Cochrane. We departed from Senneterre at 11:35, 2 hours 30 minutes late. There were four crew and four passengers.

Just past Mile 55, we came to a stop well short of a grade crossing where someone was waving a white flag. There was activity on the grade crossing, and soon two police cars appeared, followed by racing cyclists. We had been stopped for a cycle race to pass. The crew left the train to watch the race. After a wait of about 20 minutes we were given clearance to proceed.

Departure from Taschereau was at 14:05, 3 hours 4 minutes late and we headed towards Cochrane at a stately 25 m.p.h. The only trains to use the line between Taschereau and Cochrane are Train 805 on Saturdays and Train 806 on Sundays.

At Macamic the conductor attached a notice to the station building with regard to its disposal by CN; we departed from there at 14:36, 3 hours 10 minutes late. At La Sarre, one passenger detrained and another entrained.

I spent a lot of time riding in the rear vestibule, and the combination of the sun, long straights, and 25 m.p.h. speeds have a relaxing effect. The journey passed remarkably quickly and we were soon passing the CNR and ONR boundary signs.

After a brief pause for the switch to be set we arrived in Cochrane station at 18:22, 3 hours 7 minutes late. The VIA crew handed the train over to an ONR crew to wye it and take it to the depot.

The *Polar Bear Express*

My initial attempt to ride the *Polar Bear Express* failed when I missed a bus connection, but there was sufficient flexibility in my schedule for a second attempt at riding it.

The train departed from Cochrane at 08:33, three minutes late. The consist of 13 cars was headed by a GP9

and a GP38-2. Because of the derailment of one of the cars on a northbound *Polar Bear Express* a week earlier at Brownrigg there was a slow order on the approach and trains were being routed through the siding while MoW repaired the damage to the main. At Coral Rapids, a routine run-past inspection of the train was performed.

Arrival in Moosonee was at 12:57, seven minutes late. I went to the head end to take some photographs and was invited into the cab to take a ride around the wye. Because the radio in the GP38-2 was defective the locomotives had to be wyed before they could be coupled to the other end of the train. Once the train had been watered, the locos were detached and we headed for the wye. The locomotives turned, we headed for the head of the train and coupled, ready for the return. The crew retired to the bunk house, leaving me to explore Moosonee.

Boarding of the train for the return journey started at 16:45. As I headed down to take a few more photographs in the late afternoon sun, I bumped into the engineer again and he asked me if I would like a ride at the head end again. I readily accepted, and he introduced me to his second man who took me up to the cab. After an abortive first start when some passengers arrived late, we finally departed from Moosonee at 17:22, seven minutes late. Once we were up to the line speed of 50 m.p.h. the engineer took the GP9 off-line so we could more easily talk, leaving the GP38-2 to take the load. As we approached Coral Rapids for the inspection, a coded message came over the radio from the conductor that there was another passenger who wanted to ride at the head end. It was time for me to bid farewell to the engine crew and return to the passenger cars. Arrival in Cochrane was at 21:42, 22 minutes late.

The *Hudson Bay*

I had hoped that I would be able to ride the Hudson Bay all the way from Winnipeg to Churchill, but I was starting to run out of time in Canada, so I would have to content myself with only riding as far as far north as Wabowden. I had a roomette for the entire journey.

The *Hudson Bay* arrived in the station in Winnipeg at 21:00. The consist was: VIA 6304 and 6302, steam generator 15486, baggage car 9668, and passenger cars 5650, 762, *Emperor*, and *Elmsdale*. Boarding started at 21:45 and departure was at 21:58, three minutes late. We passed the CP tracks at Gladstone at 23:58. A westbound CP train had to wait for us to cross first.

The train departed Hudson Bay at 06:22, 31 minutes late. The station at Hudson Bay is off the main line so we reversed out of the station to regain the main line. Arrival at The Pas was at 09:57, 22 minutes late.

CN 4757 was marshalling the consist for the Lynn Lake train, which was: CN 4757, boxcar CN 594305, baggage 9631, a coach, combine 7201 and a caboose. CN 4757 assembled the Lynn Lake train behind the *Hudson Bay* then hauled it to the yard to run round it.

We departed The Pas at 10:53, three minutes late, and arrived at Wabowden at 14:18. The *Hudson Bay* continued on to Churchill at 14:45. The southbound *Hudson Bay* arrived at Wabowden at 15:28. The consist was: VIA 6303 and 6300, steam generator 15494, baggage 9613 and passenger cars 5653, 752, *Eldorado, Enfield,* and *Evelyn*. *Eldorado* was out of service due to faults. Departure from Wabowden was at 15:31, 11 minutes late, and arrival at The Pas was at 19:01, four minutes early.

The locomotives and the steam generator were fuelled and watered. Fuelling complete, VIA 6303 and 6300, the steam generator car, and the baggage car cut off and collected passenger car 5617 from the sidings. This car is normally on the Lynn Lake train but was out of service due to vandalism and was to be taken to Winnipeg for repair.

We departed from The Pas at 20:21, one minute late. I spent until after midnight talking and playing chess with the conductor. The train arrived Winnipeg at 08:34, 34 minutes late. The *Hudson Bay* was propelled away to the maintenance centre at 09:10.

A day trip to Kingston

For my second-to-last day and to use up the remaining days on my Canrailpass, I decided to take a day trip to Kingston.

Train 42 departed Toronto at 11:00, on time. The consist was: VIA 6409 and LRC cars 3462, 3319, 3338, and 3314. In the yard at Belleville were CN 5385, 5319, and 5320 with a westbound. We arrived in Kingston at 13:29, 12 minutes late.

Train 60 arrived from Montréal at 14:56. The consist was: VIA 6424 and LRC cars 3470, 3317, 3309, and 3300. The train departed Kingston at 14:59. At Mile 270 we overtook the freight I had seen earlier at Belleville. I arrived back in Toronto at 17:17, 28 minutes late.

A day trip to Windsor, then home

For my last day in Canada, I decided to take a round trip to Windsor. At the suggestion of Scott Haskill, I took the earlier Amtrak train from Toronto to Chicago as far as London then joined a VIA train to Windsor.

The consist for the Amtrak train was: VIA 6450 and Amtrak cars 53007, 54021, 54037, 54042, and 54053. We departed Toronto at 07:50, on time, but were held at Keele for over 25 minutes for two Toronto-bound GO trains to clear the single line. As we approached London, the HEP supply shut off. The crew set about trying to find the problem with the HEP, and the fault was traced to the connection between the locomotive and the first coach.

The VIA train arrives at 11:17, 12 minutes late. The consist was: VIA 6429 and LRC cars 3451, 3311, and 3386. The Amtrak train departed at 11:21 and we departed at 11:25, 20 minutes late. We arrived in Windsor at 13:28, 24 minutes late. The loco was cut off and turned on the wye while the seats were turned.

We departed Windsor at 14:40, on time. We departed London at 16:30 with a thunderstorm in progress to the east and soon ran into the rain. We stopped at CTC signal 326S at 17:10. The conductor was soon on the PA system to advise us that the thunderstorm had knocked out the CTC. I started to worry. We were a long way from Toronto and I had a flight to the U.K. to catch at 22:15.

To cut a long story short, it took us 54 minutes to cover the 13.6 miles from signal 326S to signal 190S, where normal operation resumed. To see signal 190S showing clear was a big relief and as long as we had no other major delays I could still make my flight. Oakville was experiencing the full force of the storm when we departed at 18:55, 52 minutes late. By Long Branch we had overtaken the storm but it arrived in Toronto not long after we did.

And finally...

I would like to thank Pat Scrimgeour, his father Gray Scrimgeour, Scott Haskill, and John Reay for all their assistance during the planning of my trip.

Research and Reviews

Just A. Ferronut's

Railway Archaeology

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This month, I am, like the radio and TV types, coming to you live on location. In translation, that means that I am here in the wild Maritime provinces and will use the modern electronic wonders to send a short column back to our editor in Toronto.

This visit is giving me the opportunity to dig out many of the final pieces to a number of stories that I have hinted at over the past year or so. Things like the "CPR Penny Wreck" in eastern New Brunswick, a multitude of railway bridge collapses, and even the wreck of a "circus train." This wreck for many years kept rumours flying of animals that had supposedly escaped. These mythical animals were blamed for strange noises and unrecognised sightings in the woods around the countryside. Also, from the old newspapers, it appears that every community and small railway put their own twist on "the" stories about slow or poor train service. There are variations on people travelling the length of a line on foot as quickly or more quickly than the train, and of people hopping off trains to pick berries, and then catching the train before it got around the next curve. In many cases, I think they are believable.

As has often been said, railways are great sources of news, for there are always lots of people around to comment on happenings. These events, coupled with the various railway building crazes, meant that the old newspapers could be counted on for some railway news in every edition.

While life in the late 1800s may have been spartan and rough by our standards, people could still often get a little humour in. There is the story from October 1897 concerning the death of Joe Moore, an old Intercolonial Railway driver. Joe apparently died in Moncton, but his remains were to be interred at Sussex, New Brunswick. The article states that the train carrying his remains to Sussex was two hours behind schedule, which left him "late for his own funeral."

Of course, the railways of 1897 were accommodating. The Central Railway simply changed their train schedule one day in the fall of 1897 to accommodate harness racing fans from St. Martins. A horse, locally raised by a St. Martins owner, was racing against a well-known horse in Sussex. The speed of these horses surely would have been greater than the train speed over the old St. Martins and Upham Railway.

Heavy winter snowstorms were often a problem for early railways. One must remember that the locomotives of the 1880s and '90s did not have the power that we associate with those of the 1940s and '50s.

A report about blocked trains on the Canadian Pacific Railway in western New Brunswick during a snowstorm in late February 1898 really makes one scratch one's head in wonderment. The storm had dumped anywhere from 18 to 30 inches of snow. The wind had piled it into gigantic drifts of 10 and 12 feet high. The following occurred on the line that extended from Woodstock to McAdam, New Brunswick, and the branch from Debec to Houlton, Maine.

The first train of the day due out of Woodstock for McAdam and St. Stephen was a freight scheduled for 6:00 a.m. However, because of a minor accident the night before, it did not leave until 10:00 a.m. It proceeded as far as the "70 mile post," about six miles north of Canterbury (17 or so miles from Woodstock), when its snowplough left the rails and tried running on top of the drifts. This occasioned a delay, and the delay occasioned the drifting in of the train. The northbound express from McAdam came as far as Canterbury station, where, in waiting, it too became drifted in. An engine was sent down from Woodstock and before it reached the stalled southbound freight, it became a fixture in a huge drift. The downward express, proceeded from Woodstock as far as Benton (just north of the two stuck southbounds), where it was ordered to meet the northbound express. While waiting, it suffered the fate of the others – snowed in.

Two more engines were sent north from McAdam and another south from Woodstock, but evidently those were sent to keep the other locomotives company, for they promptly found themselves in same predicament as the others.

Later, the Houlton train got stuck in rounding the wye at Debec. It took a double-headed relief train from Woodstock to eventually clear this one.

By my count, this episode involved at least nine locomotives and seven trains, all snowed in within a distance of less than 20 miles.

The final remedy, after the snow abated, was to use a large crew of men with shovels.

While other lines in the area suffered delays and stalled trains, this section was the worst-hit. Therefore, it is no wonder that the articled stated that, "The train service as a consequence is sadly demoralised." They concluded with, "All this would be enough for a good story of fiction. But this story is not fiction. In fact the very strange part of it all is that it is true."

This line for many years was part of Canadian Pacific's Shogomoc Subdivision, and was taken out of service following the spring freshet on the St. John River that on April 1, 1987, washed out the railway bridge across the river at the upper end of Woodstock. This same freshet washed out the CPR bridge across the river between Perth and Andover, New Brunswick.

CP Rail has since legally abandoned this line and this fall awarded a contract to a company from Brandon, Manitoba to remove the rails and ties. By December 8, 1995, they had made better progress southbound than the trains from Woodstock did during the 1898 storm. On that Friday, the dismantling crew were busy lifting the rails just north of the Canterbury Station.

Bill McGuire's

Diesel Locomotives

This month we will deal with the compressed-air system of the diesel locomotive and start to look at the electrical system.

The compressed air system is used for a number of purposes. It provides air for the operation of the air brakes, the sanders, the horn, the bell, the reverser switch, and the power contactor. Each locomotive is equipped with a three-cylinder, two-stage air compressor. The power to operate the compressor is provided by shafting, driven through a flexible coupling, from the diesel engine crankshaft. The compressor consists of two low-pressure cylinders and one high-pressure cylinder. The compressor has its own lubricating oil pump and pressurised oil system.

The operation of the compressor begins when air is drawn into the low-pressure cylinders through a filter for the first stage of compression. From the low-pressure cylinders, the air goes to an intercooler and then to the high-pressure cylinder for the second stage of compression. From the high-pressure cylinder, the air goes to an aftercooler and the main reservoirs, where it is stored, cooled, and gives up its moisture.

The air compressor works all the time the engine is running but it only starts to pump air when the air pressure gauge drops below 130 pounds per square inch. The compressor stops pumping air when the air pressure reaches 140 psi. After air leaves the high pressure cylinder, it passes through a cooling manifold into the No. 1 main reservoir. Some of the air passes through a check valve into the No. 2 main reservoir. The check valve allows the No. 2 main reservoir to be charged, but prevents loss of air for braking, should the pressure be lost in the No. 1 reservoir. Air pressure for the locomotive and train air brake system comes from the No. 2 main reservoir. Drain valves eject moisture from the system.

We'll start our examination of the electrical system by beginning with the high-voltage system. The power circuit comprises the main (traction) generator, power contactors, reverser, and traction motors. The power plant comprises the diesel engine, the main generator, the traction motors, the governor, the load regulator, the electrical control cabinet, and the engineer's control stand. The electrical chain of control of the power plant is from:

1. The engineer's control stand, to
2. the electrical control cabinet, to
3. the governor, to
4. the load regulator, to
5. the main generator.

The electrical control uses low voltage supplied from a battery and small auxiliary generator much like the electrical system of your car.

The electrical chain of power is from:

1. The main generator, through
2. the electrical control cabinet, to
3. the high voltage cables, to
4. the traction motors.

The power circuit runs at 600 volts, so all circuits are enclosed in steel high-voltage cabinets. An engine does not have to be working to be dangerous, as current flows as long as the engine control switch is in the "run" position.

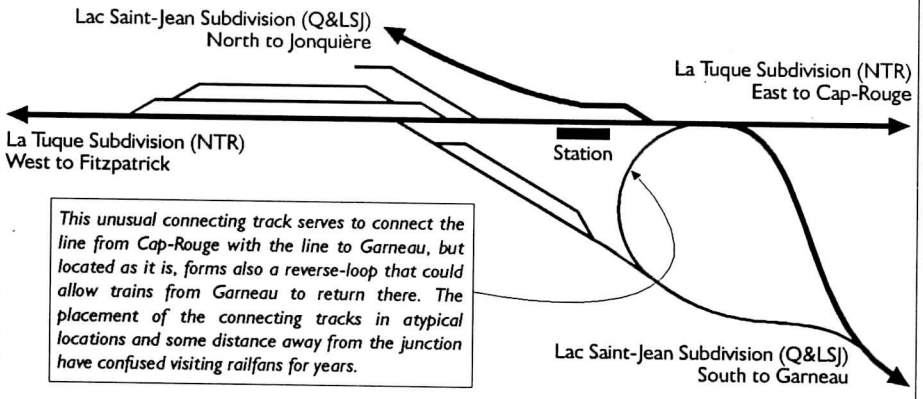
The main generator converts the mechanical energy it receives from the diesel engine into direct current electrical energy. The main generator also serves as a cranking motor for the diesel engine, getting its energy from the batteries. The armature is directly connected to the diesel engine crankshaft. The main generator is forced-air-cooled either by a separate blower or by a fan which is part of the armature. The power developed by the main generator is conducted to the traction motors through heavy cables.

The circuit between the main generator and the traction motors is opened and closed by heavy duty switches called power contactors. They are remotely controlled from the control stand and are operated either magnetically or pneumatically. The number of power contactors will vary depending on whether the unit has four or six traction motors. The power contactors on MLW engines are electro-pneumatic (electrically controlled and operated by compressed air).

Next time, we'll continue with the reverser, armature, and traction motor.

Denis Taylor's and Alex Campbell's

Stations



This unusual connecting track serves to connect the line from Cap-Rouge with the line to Garneau, but located as it is, forms also a reverse-loop that could allow trains from Garneau to return there. The placement of the connecting tracks in atypical locations and some distance away from the junction have confused visiting railfans for years.

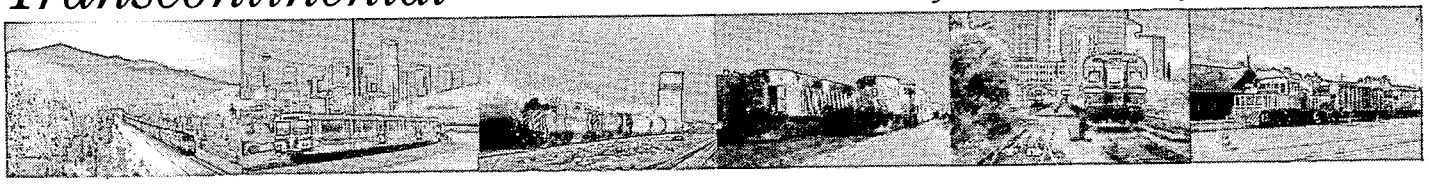
Hervey-Jonction, Québec, CN – Hervey-Jonction was barely a way station until the construction of the National Transcontinental Railway transformed it into a substantial junction. Hervey-Jonction was on the east-west line extending from Rivière-a Pierre on the Québec and Lake St. John Railway to Grandes-Piles on the Saint-Maurice River. From Québec, the line to Grandes-Piles provided a shorter route to a navigable part of the Saint-Maurice River upstream of some of the rapids. The west end of this line between Saint-Tite and Grandes-Piles was abandoned when the new line westward through Shawinigan and Garneau was completed.

The construction of the more southerly east-west connection from Garneau towards Québec, now abandoned, further reduced the flow of traffic. However, the expansion of the connections into Montréal provided extra traffic to serve the Jonquière area at the north end of the Q&LSJ.

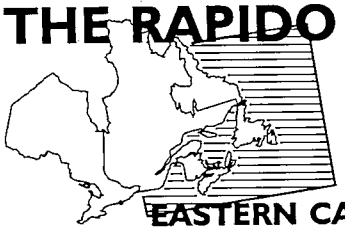
The completion of the NTR put Hervey-Jonction on the map. The NTR was built for transcontinental traffic and bypassed Montréal, but it crossed the Q&LSJ at Hervey-Jonction. Resource traffic from northern Québec and even much farther west used Hervey-Jonction as the interchange point to take the former Canadian Northern route to Montreal.

Changing traffic patterns and the abandonment of various lines has again changed Hervey-Jonction back to a less important junction. VIA trains stop there 12 times a week, three times per week in each direction on the Montreal–Jonquière and Montréal–Senneterre–Cochrane runs.

–Photo by Art Clowes, August 11, 1993



THE RAPIDO



EASTERN CANADA

Gordon Webster
Pat Scrimgeour

CP RAIL SYSTEM

RAILWAY HQ MOVE

As part of a major corporate restructuring, Canadian Pacific announced in late November that the head office of CP Rail System will relocated to Calgary from Montréal. More than 1400 administrative jobs will be cut, and 730 railway employees will be moved to Calgary from offices in Montréal, Toronto, Vancouver, and Minneapolis. The head office of parent company Canadian Pacific Limited will remain in Montréal, although the Place du Canada office building housing the corporate head offices will be sold, with functions likely moving into vacated CP Rail headquarters space in Windsor Station.

The job cuts represent about a quarter of the administrative workforce at CP Rail. CP officials said there was no connection between the announcement and the October 31 vote on Québec separation.

"It had nothing to do with politics," said David O'Brien, a Calgary resident who is president and chief operating officer of Canadian Pacific Limited. The company was spread out over too many cities, O'Brien said. He noted that 80 percent of the railway's revenues are earned moving western Canadian commodities and resources. "Alberta was the logical place and so was Calgary for several reasons. It's where a lot of our customers are: that includes the petro-chemical industry, some of the grain industry, sulphur and those kinds of commodities. It's not the centre of our network but the busiest part is Calgary to Vancouver, and it's easy to cover the rest from Calgary."

The move, said O'Brien, was "taken in the context of looking at the railway and its future. It's been no secret we've lost money in Eastern Canada for the last couple of years. And we tried to purchase the eastern assets of CN so we could put it all together, but the government didn't want that to happen."

The move affects not only Montréal; more jobs will actually be moved from Toronto to Calgary than from Montréal to Calgary. The operating headquarters of the railway's eastern operating unit will remain in Montréal, and there are no present plans to move the parent company.

CP Rail employs 24 000 people in Canada and the United States, down from 30 000 in 1991. About 4200 employees are non-union. Montréal has been CP's headquarters since the railway was founded in 1875.

—Canadian Press

ST-LUC JOB LOSSES

The car shop at St. Luc yard is to close, putting 82 employees out of work by March. The closure is part of the system-wide reorganisation and restructuring, and is "an effort to reduce rail-car maintenance expenses and achieve better equipment utilisation," said a CP Rail spokesperson. The car-repair work will be done elsewhere in the yard, where 166 workers are to remain.

—Montreal Gazette

CHALK RIVER SUB. SPARED FOR NOW

The Chalk River Subdivision in the Ottawa valley wasn't shut down as scheduled, but its future remains uncertain. Shortly before the abandonment date of November 19, 1995, CP Rail announced that it wants the NTA to rescind its order to abandon the Chalk River Subdivision. The subdivision will remain in use indefinitely.

The route from Smiths Falls to Mattawa was to be shut down when CP Rail agreed in principle with CN earlier this year to share trackage in the valley. That agreement collapsed, partly under objections from environmental groups opposed to boosting railway traffic on the CN Beachburg Subdivision through Algonquin Provincial Park.

—The Globe and Mail, BI Wire

ABERDEEN YARD REDUCTIONS

Activity has been reduced in Hamilton's Aberdeen yard throughout October and November, and work done there has been shifted to Welland. Night work was to be cut by two thirds, and daytime operation was to be reduced to one switch crew.

A CP spokesman said the company had previously eliminated five clerical jobs through automation but is not eliminating any positions with its latest move. Fourteen people who reported to work in Hamilton will now report to work in Welland. While activities will be reduced, Aberdeen yard will continue to handle cars destined to and from local businesses in Hamilton.

—Hamilton Spectator

CANADIAN NATIONAL

PRIVATISATION

On November 17, Canadian National Railways was privatised, through the sale of more than 80-million shares, at $27 each, on stock markets in Canada and around the world. The privatisation, part of the federal government's push to get out of the transportation business, brought in about $2.26-billion of revenue, most of which was to go to the federal government.

The sale of CN marks the end of more than 70 years of public ownership of Canada's largest railway.

The share issue, the largest in Canadian history, at first drew little interest from investors, but demand for the stock grew after a sales pitch by CN executives throughout North America and Europe. Demand for the stock was so strong on the first day that 7.6-million more shares were put on the market, including the last 3-million shares held by the federal government. The federal government had considered retaining ownership of a small part of CN, but now holds no interest in the railway.

Private investors in Canada have been allotted 20 percent of the shares, with the remaining 80 percent split evenly between Canadian and foreign institutional investors.

Ottawa will close its books on CN by forgiving another $900-million in the railway's debt. The sale did not include CN's non-railway assets, including some real estate and the CN Tower, which will be retained by the federal government. *—Calgary Herald*

CN/CP COOPERATION

Further cooperation between CN and CP in eastern Canada may be in the works. Executives from both railways acknowledge the strong likelihood of greater co-operation between the carriers. CN chief executive Paul Tellier said he has already had "preliminary conversations" with CP Rail System chief executive Robert Ritchie and Canadian Pacific Limited chief operating officer David O'Brien about co-operation in the East. Both railways have stressed, however, that there will be no merger talks for the east.

The impending passage of new federal railway legislation that will facilitate the abandonment of unwanted track will hasten the abilities of the railways to rationalise their eastern networks, while CN's privatisation and Canadian Pacific Limited's corporate restructuring commit both com-

panies to reducing operating losses from eastern lines. CP's reorganisation specifically targets CP Rail's eastern network for remedial work and opens the door to joint ventures. Even before its privatisation, CN has said it has identified 6400 km of low-density track for rationalisation by 1999, much of that in eastern Canada.

Closer co-operation between CN and CP Rail could include abandonment and shared use of parallel lines, more haulage agreements, joint operation of major yards in Toronto and Montréal, and sharing locomotive and car shops. —*Financial Post*

BEACHBURG SUB. CLOSURE

The Beachburg Subdivision in the Ottawa Valley, from Brent to Nipissing, was closed on November 24, two days earlier than anticipated. Labour agreements reached in late October allowed CN to start re-routing trains out of the Ottawa valley by November 26, which in itself was two months earlier than previously planned. About 69 jobs will be cut.

Elimination of through service on CN in the Ottawa valley comes after the joint-operation agreement with CP fell through. Existing local service between Montréal, Ottawa, and Pembroke will be maintained.

On November 25, trains 101, 114, and 204 all started coming to Toronto, operating via the Kingston, York, and Bala subdivisions, and requiring a back-up move to connect between the Bala and York subdivisions at Doncaster. The additional traffic through Toronto between Montréal and Capreol is about 200 cars per day.

The Ottawa valley line suffered a long and lingering threat of death until finally the rail wear in the curves was too excessive to continue operations. On October 31, many 25 and 10 m.p.h. slow orders were imposed between Brent and Capreol to ease the wear on the track. Six-axle units were banned between those locations on the same day (except Nipissing to Mile 226 for trains 450/451). The consists of the final four trains were as follows (showing engine numbers, loads and empties, train weight and length):

Train 101-23, 9422-9481-62&8/3748 tons/4883 feet
Train 101-24, 9533-9551-84&4/4860 tons/6169 feet (last run out of Capreol)
Train 114-20, 9584-9515-78&4/4538 tons/5932 feet
Train 114-21, 9542-9620-80&5/4760 tons/5970 feet (last run out of Brent)

At the end, only two trains a day were operating between Capreol and Brent. The arrival and departure times for the last four days of operation were as follows:

Brent

Trn	Nov 21	Nov 22	Nov 23	Nov 24
101	1000/1320	1150/1210	0955/1015	1110/1115
114	nil	nil	1950/1951	1740/1745
204	0615/0655	0250/0355	nil	nil

Capreol

Trn	Nov 21	Nov 22	Nov 23	Nov 24
101	1820/1911	1755/1835	1550/1605	1635/1710
114	nil	nil	1253/1330	1134/1215
204	2240/0020	2045/2130	nil	nil

In the last few days, it was taking from five to six hours just to cover the 144 miles between Brent and Capreol.

The last hi-rail inspection was on November 23, leaving Nipissing at 07:40, arriving at Brent at 10:00 (where Train 101 was met), and returning to Mile 210 by 12:30. On the way back, the slowness of train operation was quite evident, and the hi-rail crew kept catching up with Train 101.

Disappointment was evident amongst one of the last Train 101 crews, a group of railwaymen had spent most of their years working Capreol-Brent. The conductor said, "We'll be bringing in the last 114 tomorrow night, and they're going to taxi us out of Brent, back to Capreol. We're going to make sure we put a flag on the front of the unit, even if we have to make it out of cardboard!"

By December 8 it was obvious that the Beachburg Sub was gone for good. The "RTC's Read" the day before indicated that all hot box detectors (at miles 186.5 and 212.3) and radio towers (at Kiosk and Brent) were out of service. For the meantime, the Yellek to Capreol Newmarket Subdivision stretch is being kept as is, and can be reopened with 24-hours notice to allow signal maintainers to check on the crossing protection "on account of rust conditions." However, CN has hinted that the line will not be maintained just for detour purposes from Capreol to Washago, and its future is very bleak.

Officially, the following track was closed in the Great Lakes District:

Beachburg Sub, Mile 163.9 to Mile 215.4 (Brent to Nipissing)
Newmarket Sub, Mile 233.4 to Mile 309.2 (Yellek to Ella).

—*Sean Robitaille, The Financial Post*

VIA RAIL CANADA

INTERNATIONAL GOES HI-LEVEL

Beginning with the November 15 departure from Chicago, the Amtrak/VIA International has been changed to operate with Amtrak Superliner and Hi-Level double-deck equipment, replacing the previously-used Horizon single-level cars. VIA continues to provide the motive power.

The change is being made at the request of the State of Michigan, which funds part of the train's operation west of Port Huron. The bi-level cars allow more capacity to be operated with fewer cars, thus reducing the state's costs, and the enhanced customer attractiveness of the cars is expected to increase ridership and revenue, which would reduce funding requirements.

The state had been considering withdrawing financial support, which would have led to operation from Chicago four-times-a-week only, as that is all Amtrak is willing to fund. State funds have allowed the Chicago-Toronto operation to remain daily at least until early in the new year. Any future change would not necessarily affect Toronto-Kitchener-Sarnia service, as VIA could continue its daily operation by running a LRC or HEP II train as far west as Sarnia only.

On its first run on November 15, the eastbound *International* had a VIA F40PH, a Superliner diner, one Superliner coach, three ex-ATSF Hi-Level coaches, and a brand-new Superliner II sleeping car, the *District of Columbia*.

There were several Amtrak training and mechanical people on the train to instruct VIA on-board and maintenance crews. The sleeper was included so that VIA personnel could get familiar with Superliner II electrical and mechanical systems. Brand-new Superliner II coaches may make it to Toronto on occasion, and VIA has to be able to maintain all three types. The normal consist of the train is a Superliner diner (acting only as a snack-bar car, with half the seating area cordoned off and the lower-level kitchen unused), Hi-Level coaches, and at least one Superliner I coach or coach-baggage. The Superliner I is necessary because is it accessible by passengers in wheelchairs, unlike the older Hi-Level cars.

The sleeping car on the inaugural run was complete with blankets and linens. One economy bedroom and the lower-level family bedroom had beds made up for nighttime travel, and Amtrak personnel thought the car may be put on display in Toronto over the next few days. No display took place, and the car returned to Chicago a few days later.

EXTRA SERVICE AT CHRISTMAS

There will be Christmastime changes to the schedules of the *Ocean* (Trains 14/15) and the *Chaleur* (Trains 16/17). Extra trains 614 and 615 will run on Tuesdays, December 19 and 26, on the same schedule as Trains 14 and 15. Trains 14 and 15 will be cancelled on December 24.

Trains 16 and 17, normally combined with the *Ocean* between Montréal and Matapédia, will be replaced by a separate Montréal-Gaspé train, numbered 616/617, from December 20 to January 1. These will run on the following days:

616 (Mtrl-Gaspé) Dec. 20, 22, 27, 29, 31
617 (Gaspé-Mtrl) Dec. 21, 25, 28, 30, Jan. 1

These are the usual days of operation of the *Chaleur*, except that there is no Gaspé—Montréal train on December 23, and no Montréal—Gaspé train on December 24.

By not running Train 617 from Gaspé on December 23, the crew will either have a 2-

day layover in Gaspé, including Christmas Eve and Christmas morning, or they will be deadheaded home for the holiday.

Train 616 will leave Montréal at 19:45, and run 45 minutes behind the *Ocean* to Matapédia. Since the Gaspé train won't have to spend time in Matapédia switching, it will then run on the regular schedule of Train 16 from Matapédia to Gaspé. The final arrival time in Gaspé will be 11:30 instead of 11:10, which could be schedule padding to account for delays and heavy passenger traffic. Similarly, Train 617 will run on the regular schedule Gaspé to Matapédia, and, not having to wait for Train 15 in Matapédia, will run 45 minutes ahead of the *Ocean*, arriving in Montréal at 07:40. *—Tom Box, Alan Switzer*

HEP II COACHES DELAYED

The formal introduction of VIA's HEP II coaches into southwest Ontario service has been delayed by the slow delivery of seats from the supplier in Spain. Several cars were in service in mid-November, but with temporarily-installed spare LRC seats. An official roll-out and launch of the new equipment is scheduled for January 1996, when all components are available.

The rebuilt ex-U.S. Budd coaches have a revised paint scheme, with a slightly darker blue colour on the window band, accented by a thin yellow stripe along the top. The cars also have prominent reflective silver rectangles spaced closely along the frame sides, for improved grade crossing visibility.

COMMUTER RAILWAYS

GO SERVICE CUTS

The Ontario government's cost-cutting efforts are hitting 5500 Toronto-area commuters with reduced service on GO train and bus routes. The cuts will save $2.9-million annually, and were approved in early November at a GO Transit board meeting. Some of the changes will take effect in December, and others will begin in early 1996.

In December, operation of 12-car trains on the busiest Lakeshore trains was scheduled to end, and the trains will run with ten cars. This gives a substantial cost savings, as two F59PHs are required for the 12-car trains, but a single F59PH can handle a 10-car train. There will be more standees on these trains as a result of the shorter consists.

The last afternoon train to Stouffville will be changed on January 8 to operate earlier, at 16:40, instead of the current 18:03. The 17:20 departure will remain unchanged. The new departure time is expected to attract more customers, and increase revenues by $188 000 each year. GO had wanted to move the 18:03 departure earlier for some time, but had been limited by the available train paths on the TTR and CN's Kingston Subdivision. At the same time, GO bus service between Scarborough City Centre and Uxbridge/Goodwood will end, and there will be no connecting bus service to and from GO trains at Stouffville. Two homebound Union Station-Stouffville train-bus evening trips will be operated, however, compared to the one current trip.

Also on January 8, all off-peak service on the Milton line will be eliminated. The five eastbound morning and five westbound afternoon trips will remain, but the 08:25 and 15:25 Union-Erindale, the 09:10 and 16:08 Erindale-Union, the 18:15 Milton-Union, and the 19:35 Union-Milton trips will be removed. The eliminated runs will be replaced by buses, and an hourly bus service will operate from Union Station to Milton from 18:50 to 22:50. Separate buses will serve the inner and outer parts of the route, and will give new service to the Square One shopping mall in Mississauga.

Also announced, but with no start dates given, was a reduction on the Richmond Hill line from four morning trains to three. On the Lakeshore West and Lakeshore East lines, two weekday morning trips will be combined into one, as will two homebound runs in the evenings. A train to Oakville with low ridership will also be cancelled.

The Hamilton GO Centre, the former TH&B station, originally planned to open in the fall of 1995, will open at the end of January 1996. The centre will replace the CN James Street station and the former Gray Coach/Canada Coach lines bus depot.

—Canadian Press, Globe and Mail, GO Transit, Richard Carroll

TOURIST RAILWAYS AND MUSEUMS

WATERLOO AND ST. JACOBS

By mid-November, construction had begun on a new station for the planned Waterloo and St. Jacobs Railway, in downtown Waterloo. The station is on Father David Bauer Drive, near the Seagram Museum. The work is expected to be finished in time to allow train service from Waterloo to the Elmira Maple Syrup Festival on April 6, although train service will normally operate only between Waterloo and St. Jacobs, with a day pass selling at $8 per person.

Opponents of the train in St. Jacobs are disappointed that the work has started; the group is still planning an appeal to the NTA. Railway opponents say it will increase the number of tourists in the village, and erode the quality of life. In particular, the group is concerned about large numbers of tourists walking through residential streets on the way from the station to the village's main street. "I feel sick for the people who live there," said one spokesperson.

—Kitchener-Waterloo Record

BRITISH COLUMBIA RAILWAY

VIA RDC BLOWN UP FOR TV SHOW

The popular Fox television series "The X-Files" was being filmed at Porteau, on the BCR Squamish Subdivision, during the week of November 9. They were using BCR SD40-2 756, which had the white stripe covered in black and lettered "Northeast Rail" on the cab side. They also had seven of the newly-painted ex-CN/VIA coaches for the "Royal Hudson" all relettered over their names with the sign "Northeast Rail" effectively blotting out what cars they are other than their numbers, which are 156280, 155060, 155940, 154970, 125030, 156420, and 15618.

On the south end of the consist was former VIA RDC-2 6211, originally CPR 9112. This car was destroyed on November 14, blown up as part of the filming. It had to remain mobile afterwards, so it could be towed back to Vancouver for scrapping.

—Dean Ogle

CANADIAN NATIONAL

TRANSCONA LAYOFFS

CN issued layoffs notices on November 3 for 485 workers at Winnipeg's Transcona shops. The layoffs, effective November 9, involve a wide range of employees from carmen to labourers. About 350 workers will be left on the job through Christmas. The company says the 485 employees will be called back to work January 29, 1996. As well, 266 workers who were laid off in September because of a reduction in workload are to be brought back at the end of January. A CN spokesman said the temporary layoffs have been imposed in order to contain operating costs, and denied that the move was part of CN Rail's privatisation. *—Canadian Press*

REMOTE-CONTROL SWITCHING BEGINS

A November 22 CN operating bulletin states, "Effective immediately, Locomotive Control System (Belt Pack Operations) are in operation at Greater Vancouver Terminals, Kamloops Yard, and Greater Edmonton Terminals." If you see red strobe lights flashing on a unit, you'll know it is under remote control. *—Dean Ogle*

BURLINGTON NORTHERN SANTA FE

SKAGIT RIVER BRIDGE WASHOUT

A combination of early snowfall in the mountains followed by heavy rains and warming temperatures created widespread flooding in western Washington. On November 9, logs and debris washing down the Skagit River piled up against BNSF's Coast Line bridge between Burlington and Mt. Vernon, causing one of the concrete footings to be undermined and shift. The bridge sank between five and nine feet, and as a result it was closed for a week.

On November 10, a Burlington, Washington, man driving a dump truck hauling fill for stabilisation work was drowned when he apparently drove into the raging river in the dark.

Some trains were detoured via CN and CP. These trains carried cars for Vancouver and for the Bellingham, Washington, area. In addition, a 36-car barge made two daily round-trips between Seattle and Bellingham from November 11 until the span was reopened at noon November 15. Detours were hampered due to the outage being south of the point where trains routed via Sumas connect to the main line. Thus, some CP detours were to or from Sweetgrass, Montana, while others were handled via the UP-CP connection in Kingsgate, B.C. and Eastport, Idaho. On November 12, CN detoured cars all the way to Superior, Wisconsin, for BNSF.

Amtrak had cancelled the *Mount Baker International* of November 9 due to flooding elsewhere; this may have turned out to be a good thing, as otherwise the equipment would have been trapped in Canada during the closure. —*Dean Ogle*

AMTRAK

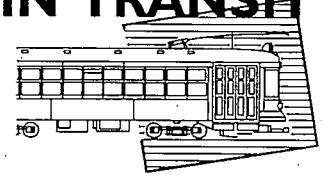
SEATTLE TRAIN RIDERSHIP

Patronage on the Seattle-Vancouver *Mount Baker International* has been variable, though a newspaper report said that trains had been filled to 90 percent of capacity on every run. On November 22, the day before U.S. Thanksgiving, the passenger count northbound into Vancouver was only 16. The Friday after U.S. Thanksgiving, however, the crew reported having "a full load." The ten or so days missed due to BNSF's Skagit River Bridge outage certainly didn't help matters.

On November 6, the *Mount Baker International* was made up of four Superliner cars instead of the usual Talgo trainset. That day, the Talgo equipment was used to take Prince Felipe de Borbon y Grecia of Spain from Seattle to East Olympia, Washington.

—*Dean Ogle*

IN TRANSIT



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TORONTO

PCC LAST DAY OBSERVANCES

On Friday, December 8 the TTC had the official last run of PCCs, from Russell to Roncesvalles carhouses, via Queen. The cars left Russell at 10:30 with a police escort. The first car was 4600 with banners and ribbons on it, and it was operated by me. The second car was 4601 and was operated by Mike Laus of Russell. The lead car had a standing load of media, TTC officials, school kids and a couple of rail fans. The second car had about seven people on board. We made our way to Roncesvalles at a top speed of about 20 km/h, as that was as fast the police car would go.

At Roncy there was picture taking, and then the two cars headed back to Russell via King. I had a charter to do at about 13:00 using 4600. There were about ten of us on the car, and we took it up to St. Clair to say good bye, as that is where they started back in 1938. We also travelled on the Harbourfront line, which when opened in 1990 was first operated by PCCs.

The last car to operate in regular service was 4611 on 506-CARLTON, out of Main Street Station at 20:34. As this run becomes a night car, it was to be changed off at the west end. The operator was to run it in, and his relief operator would bring a CLRV out for time and place. About six of us from the charter went up to ride for the last trip on 4611, and when it left Main Street it had about 30 railfans on board, many of whom were retired from the TTC (and some who were not yet retired).

When we reached the west end, the operator of the car didn't want to drive down to Roncy as his auto was parked at Lansdowne and College. So the inspector on board said he would take the car in. He then turned to me and asked if I would like to operate the car in! I said YES, so at Brock St. and College, I took over the car. By this time we had two regular passengers and 30 fans. We all rode down to Roncesvalles and Queen where we exited. The inspector took the car into the yard, at about 21:30, to end the PCC era. There were six cars in service on Friday they all completed their crews. Good Bye to the PCCs! —*Frank Hood*

GLOUCESTER CARS TO BE SCRAPPED

The TTC's four remaining unused Gloucester subway cars have been stripped of useful parts by the Ontario Electric Railway Heritage Association, and the cars will be sold for scrap by the TTC. Cars 5066-67 and 5074-75 have been stored since 1990 for possible conversion to work cars, but are not required. The cars were moved to the closed-Davisville carhouse and stripped there, and were then towed to Wilson Carhouse on November 19. From there they will be trucked away and scrapped. Consideration had been given to cosmetically restoring the cars for use in celebrating the TTC's 75th anniversary in 1996, but the cost could not be justified.

The majority of the class were scrapped at Wilson in 1990-91. Eight G-cars remain in the TTC's work service fleet, four as subway rail grinding locomotives, two as tunnel washing train locomotives, and two as refuse collection cars. —*Ray Corley, SH*

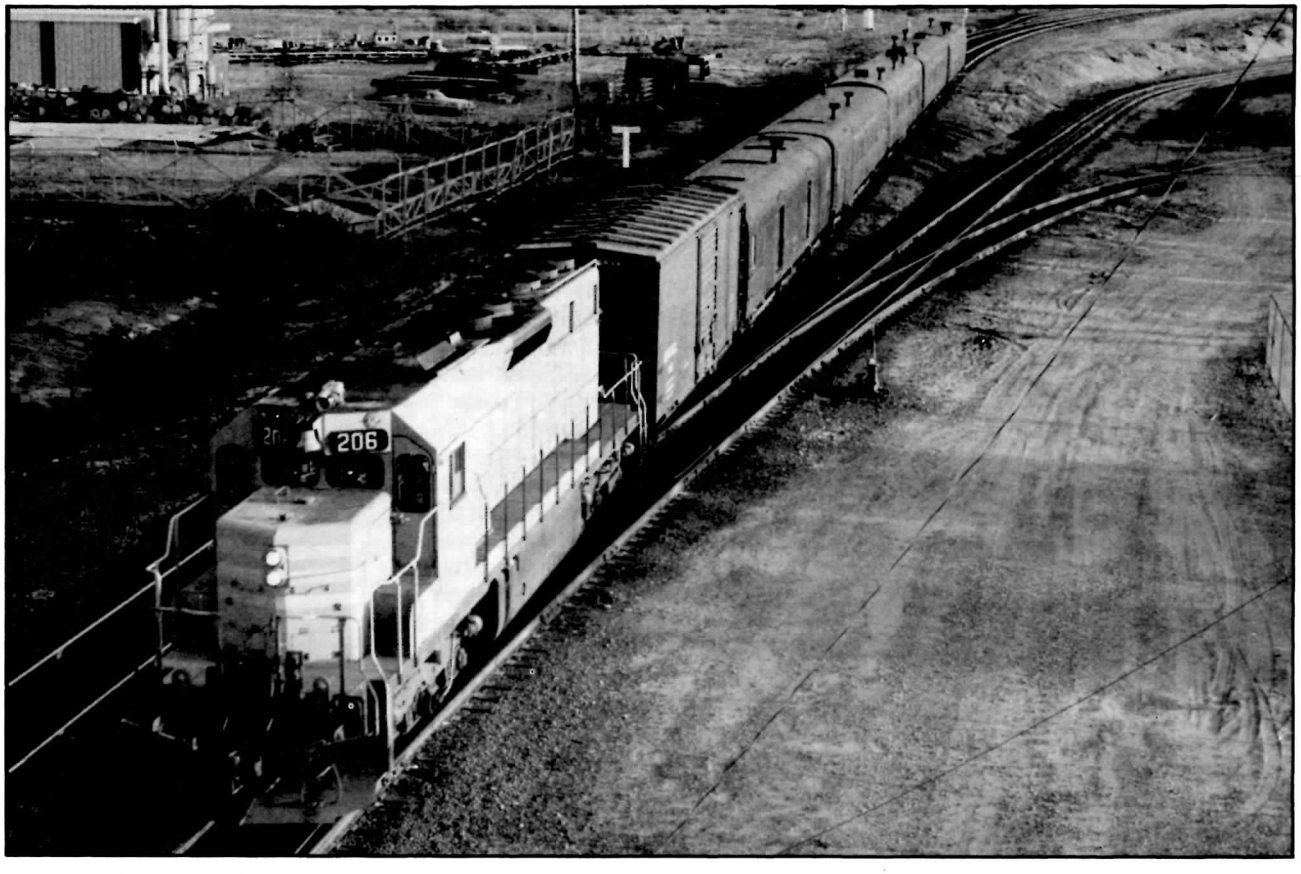
SUBWAY DERAILMENT

The TTC had a rare subway derailment, at Kipling Station on November 13. At about 21:40, the second truck of the lead car on eastbound Run 82 derailed for a distance of about 300 feet, as the train was leaving the station. The derailed train came to rest foul of both eastbound and westbound tracks, and blocked westbound Run 86. Customers left from both trains using the emergency end-door evacuation ladders, and walked back to Kipling Station.

Subway trains were turned back east from Islington Station for the remainder of the night, and shuttle buses were operated between the two stations. The damaged car (H6-class 5918) was jacked up and placed on dollies. After the third-rail power was restored just before 03:00, Run 86 was operated reverse traffic back east to Islington, where it crossed over and came west on the eastbound track to the derailment site. The five undamaged cars of Run 82 operated backwards to the crossover at Kipling, and then operated east on the westbound line to Islington, where they crossed over and continued on to Greenwood carhouse. Once the five cars of Run 82 were clear, Run 86 towed car 5918 to Greenwood yard.

The accident appears to have been caused by a broken axle on car 5918, which may have been the result of a manufacturing defect. All similar axles on the system were checked over the next few days, and no similar defects were found. The underside and truck of 5918 were heavily damaged.

Kipling Station was back in operation at the beginning of the next day, although one platform was out of use until after the morning rush hour, as crews had considerable track, signalling, and third-rail damage to repair.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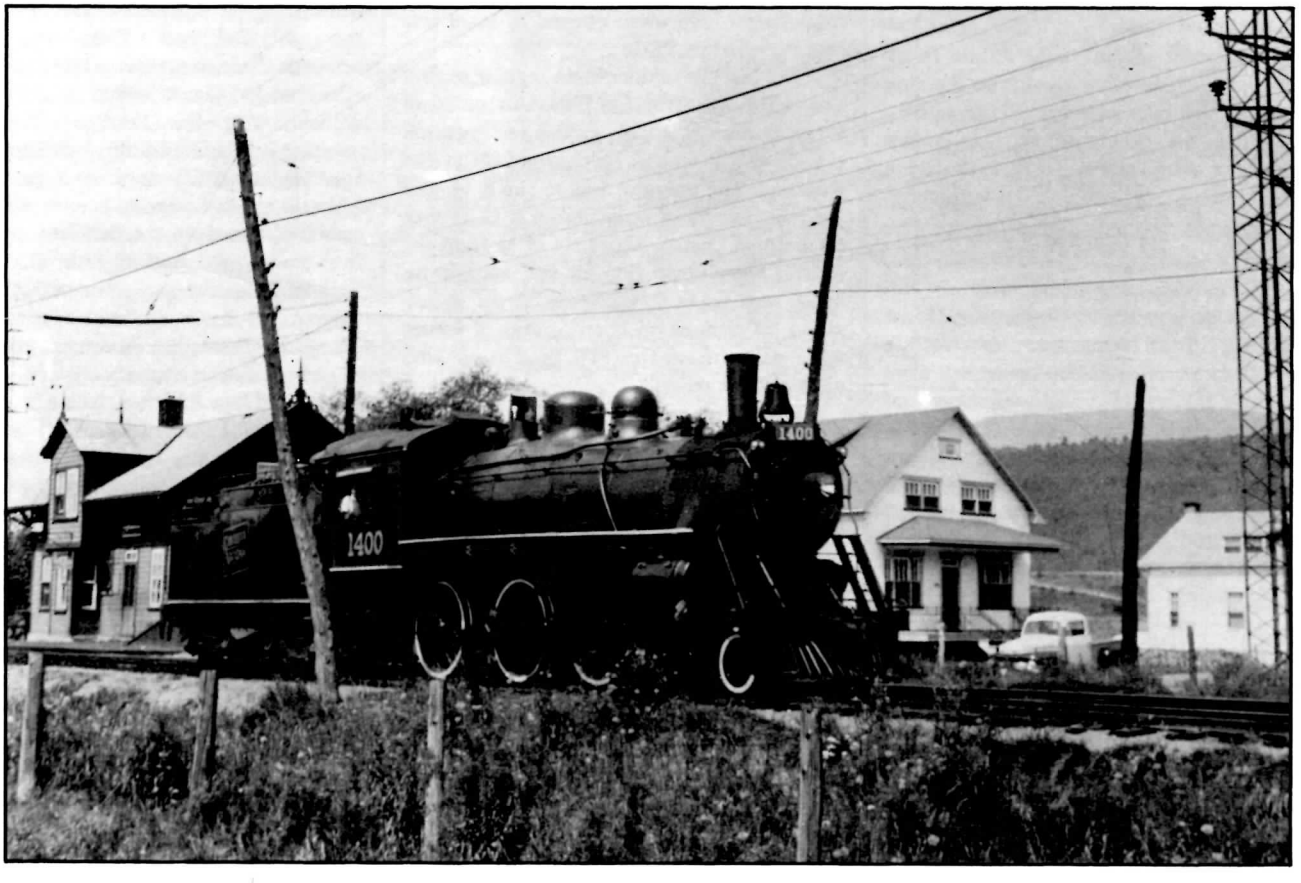
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