

Canada's Railway Magazine since 1945

Rail & Transit



DECEMBER 1995



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A word of explanation

As I write this note, it is early February, quite some time after the date on which I would have preferred to be completing the December issue of *Rail and Transit*.

The circumstances which led to this mismatch between the cover date and the calendar date were perhaps unavoidable in an organisation run entirely by volunteer effort. Simply put, many of us were not able to devote the amount of time to *Rail and Transit* in the second half of 1995 as we had before. Members of the editorial group dealt between them with new jobs, a full-time return to school, and some rather unforeseen busy times in the modern world of businesses and government as they get smaller.

There has been no lack of interest or commitment on our part, and I believe no decline in the quality of the magazines we have prepared. We begin 1996 with a gratifying backlog of articles and photographs, which we hope you will enjoy over the next several months.

We appreciate greatly all the help we do receive from those who contribute material or do any of the countless tasks required to keep the Society working. Any additional help would be equally valued, and so please consider ways you might like to participate. We could in particular use help in administrative tasks such as banking and record-keeping, editorial tasks such as co-ordinating current railway news, and marketing tasks such as advertising, retail sales, and sales of back issues. What skills or interests could you share with your fellow members?

—Pat Scrimgeour

Renewals for 1996

With the last issues of *Rail and Transit*, most members will have received renewal forms for 1996. The dues are unchanged from 1995, \$29.00 for addresses in Canada, \$27.00 (U.S.) or \$35.00 (Canadian) for addresses in the U.S. or overseas, and \$20.00 for student members. Renewals or new memberships may be sent to the UCRS at P.O. Box 122, Station A, Toronto, Ontario M5W 1A2.

Notice of Annual General Meeting March 15, 1996

"Notice is hereby given that the annual general meeting of the Upper Canada Railway Society, Incorporated, will be held at the offices of Toronto Hydro, 14 Carlton Street, Toronto, Ontario, on Friday, March 15, 1996, at the hour of 7:30 o'clock in the evening, Eastern Standard Time, for the purpose of receiving reports and considering the directors' reports and financial statements for the year ended December 31, 1995, electing directors, appointing an auditor, and for the transaction of any other such business as may properly be brought before the meeting.

"Dated February 5, 1996. By order of the board of directors.

"(Signed) Scott Haskill, President, and Rick Eastman, Secretary."

UCRS meetings

The next meeting in Toronto will be on Friday, February 16. Peter Jobe will show slides of railways in the southwestern U.S., including those whose identities have been and are being lost in the large Burlington Northern and Union Pacific mergers. The

meeting will begin at 7:30 p.m. at the Toronto Hydro offices, 14 Carlton Street, just east of College subway station.

The following meeting will be on March 15. After the business of the annual general meeting is concluded, Ted Wickson will give a presentation on the life and times of the PCC streetcar in Toronto.

The Hamilton meeting on Friday, February 23, 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

On the front cover, a close-up picture of a freight car truck tells stories of the travels it has seen. It was resting in Esquimalt, B.C., on February 20, 1994. The photo is by Rob Scrimgeour.

The two photos on the back cover are from the Paterson-George collection, and show New York Central passenger-train operations in Canada in the early 1950s. The upper photo is at Valleyfield, Québec, on August 30, 1952. The lower photo is at the station in Ottawa, Ontario, likely in 1951. The NYC line to Ottawa was severed with the construction of the St. Lawrence Seaway, with short sections in Ottawa and Cornwall now operated by CN. The line through Valleyfield to Montréal is still in place, though the route of freight trains of NYC's ultimate successor, Conrail, has changed, and they now travel also on former and current CN lines.

This issue completed February 5, 1995

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News Photos

DEC 95

This view by Sean Robitaille provides a good overview of the scene at Brent, Ontario, on the second-last day of regular operation over the CN Beachburg Subdivision, November 23, 1995. The train is westbound No. 101, with GP40-2s 9422 and 9481 leading 80 cars of containers and trailers. The time is 10:15, and the train is just pulling out after a crew change.

To the right is the crew bunkhouse, built in the 1970s to house crews during their layover in the remote location. At the left is the only rolling stock that was in the yard — three boxcars and transfer van 76509. Within 36 hours, the last train would pass through Brent, the boxcars would be hauled off, and the van would be sent to Mandak Metals for scrap.



These two pictures by Jim Mumford show the Ecorail equipment at the Drummondville, Québec, yard of Bourret Transport on September 5, 1995. The upper photo shows Ecorail control unit 8004 and two power units. The Ecorail system uses standard truck trailers with only minor modifications and is powered by distributed power units controlled by radio from the control unit. This method allows train forces to be evenly distributed. The lower photo shows a set of fifth-wheel "bogies" on which the truck trailers are placed. (See the July 1995 *Rail and Transit* for more information on Ecorail.)

The Ecorail equipment runs as CN Trains 282 and 283 between the Bourret yard in Drummondville and the CN yard at Malport, to the northwest of Toronto. To avoid turning the control and power units in Toronto, Train 283 arrives from the east using the Kingston, York, and Halton subdivisions and runs into Malport via the south service track at Goreway, and Train 282 leaves west from Malport on the Halton Subdivision, then turns south and east on the Halton-Weston connecting track at Halwest, and runs over the Weston Subdivision, the Toronto Terminals Railway tracks at Union Station, and the Kingston Subdivision.



EUROSTAR AND MORE

BY BOB SANDUSKY

This article, in two parts, shares some observations of railway travel made on a May visit to France and the United Kingdom, and I hope it gives a flavour of the changes occurring there. My wife and I had planned a visit to Ireland and found it difficult to avoid London, so we decided to build some travel around it. The basic plan would be to fly to Paris via London, visit friends in Normandy by train, then take the Eurostar train through the Channel Tunnel to London. From there, train and ferry to Belfast via Scotland, and auto from there for the family matters (and some linesiding). A Railway Preservation Society of Ireland tour for May 20 and 21 was just a plus.

Tickets and a few critical hotel reservations in hand, and departing May 4, we found that getting there was not half the fun. Starting with five hours to kill at Pearson Terminal 1 in Toronto, then a midnight take-off 90 minutes late when we'd expected to have three hours to get from Gatwick to Heathrow, a fast taxi to handle that connection, and one short flight later, we were finally at Charles de Gaulle Airport, just north of Paris.

Finding St. Lazare station was next. Guides showed Roissybus getting close to it but the same map showed

the Réseau Express Régional Line B passing Gare du Nord. So we boarded an RER shuttle bus which dropped us at Line B. Hurriedly purchasing tickets (79 francs) and rushing onto a waiting train as the doors closed, we were soon speeding through the verdant suburban countryside, enjoying a warm breeze from the open windows. The car had overhead racks adequate only for our smaller bags. A wall map showed this line to be mainly a north-south one, also linking the Charles de Gaulle and Orly airports. It is one of four lines serving Paris and its suburbs. Reaching Paris Nord and surfacing to Rue de Dunkerque, we located a bus stop just as a No. 26 arrived. The patient driver helped his two overheated and overloaded fares fumble with unfamiliar coins to locate 14 Fr. The 2.5 km journey seemed to take as long as the RER. Rush-hour traffic was legendary and gendarmes were everywhere, strolling among the crawling vehicles, eyeing each vehicle and person; an alert situation for sure. Given that it was the weekend of the presidential election and many commemorations of the second world war, it was not surprising.

At Gare St. Lazare we paused to take study of the palatial facade and its outdoor obelisk. Under a series of short, steam-era train sheds, an array of over 20 tracks was filled with SNCF main-line and commuter trains of diesel and electric traction, respectively. All were locomotive-drawn (or pushed) except one type of stainless-steel multiple-unit commuter stock.

The preponderance of bi-level cars was noticeable

EPS EUROSTAR AT PARIS NORD

The waiting room is upstairs on the left; international passengers are separated from others by the glass partition on the left. May 9, 1995



here, as on the RER. SNCF has used them for decades to solve the problem of handling larger traffic volumes with the same platforms. Lengthening is not an option where the tracks of stub-end termini converge quickly in a limited space. The petroleum crisis of 1974 encouraged more off-road public transport and a variety of bi-level designs have resulted. An older class, which I took to be Z2N, was in orange and light grey, and appeared to be changing to blue and grey. The newer V2N class, all in blue and white, was introduced from 1989 through 1994. All were loco-hauled, with control cabs at the other end. Their ceiling clearances seemed quite low (but so were some of the overbridge allowances). Many of these are designed for speeds of 160 km/h, which puts them beyond the rapid-transit category. The bi-level concept has even gone TGV now. The first duplex double-deck TGV for the Paris-Lyon line was displayed in October at the "Eurailspeed 95" conference at Lille.

Access to St. Lazare's station platforms was open, so we only had to pass our travel tickets through a validation machine (*composteur*) when the next Cherbourg train drew in and walk down to select a coach. Two 67000-series diesels of 1965 and 1970 vintage were on our train. Coaches were both open-concept and corridor. The train was not full, so seat reservations, normally recommended, were not necessary.

After departure we met a series of inbound suburban trains, passing our westbound every five minutes or so as far as Mantes, where we swung away from the industrialised Seine River valley and into the rolling Normandy countryside. To then, we had passed numerous freight yards, largely electrified and each with a resident diesel switcher. After about two hours of fairly rapid running, with two or three stops at major towns, we reached our destination of Lisieux. There sat a rather newish blue-and-white two-car diesel set parked on a side platform. On the letterboard was the service designation "TER Basse Normandie." This was the branch train to Deauville. The station, which is looked down on by a large basilica, has four main-line and three branch platforms usable, much more than the traffic appeared to warrant. Likely a remnant of better days.

The following day, while touring with our hosts, we crossed the branch line and could see that it had been reduced from double- to single-track in recent times. At Deauville itself we were shown the SNCF terminus. It is a large and handsome brick building, not more than 40 years old, but with only a few tracks left from some former glory. A former yard at the side was being paved. A line of main-line coaches sat in the station, indicating some through running. A local joke is that there are 20 districts or wards in Paris, and Deauville is the 21st. Parisians flock here on the weekend, but it appears that most drive. Branch line services in France receive less attention than high-visibility TGV routes. The government apparently wishes to close about 20 percent of its system.

The long weekend included sightseeing in Normandy and Paris plus a suburban double decker journey (3+2 seating in the upper level), along with a few more buses, but not the Métro.

The next leg of our journey began at the Gare du Nord. Its classic, wide facade of stone and glass, festooned with 23 statues and the word "Nord" carved four times in raised stone is a sight to linger and admire in the daylight . . . but don't tarry under the canopy after dark. Along the length of the concourse was an assortment of high-speed electric locomotives and grey, shark-like TGVs. The reward at the west end was the Eurostar. To secure the international travel section, Tracks 3 to 6 have been glassed-off from the main concourse. Reaching this area by an escalator to the mezzanine, our travel documents were checked (no X-ray processes here) and we moved to a new waiting concourse along the northwest wall of the station. The downstairs platform opened about 30 minutes before departure. Our Eurostar was a back-to-back pair of nine-car sets with a locomotive at each end. It was light grey with yellow trim along the floor level and dark blue on the roof, underbody, and window surrounds. The sixth and thirteenth cars are stand-up bar cars, with a distinctive higher window profile. Locating our car, we stowed the large bags at the end, while smaller ones went in the overhead rack. There was just time for a visit to the head-end, which was rewarded by an invitation to a quick cab visit. The conversation with the driver was in awkward French until we each determined the other spoke better English. The single driving seat is centrally positioned and faces a small window. Screens, keys, and handles proliferate around the console. An international rule book sat within easy reach. No side windows means no visual distractions at high speeds. After my return to Car 11, the plug doors slid closed and we departed on schedule at 12:12.

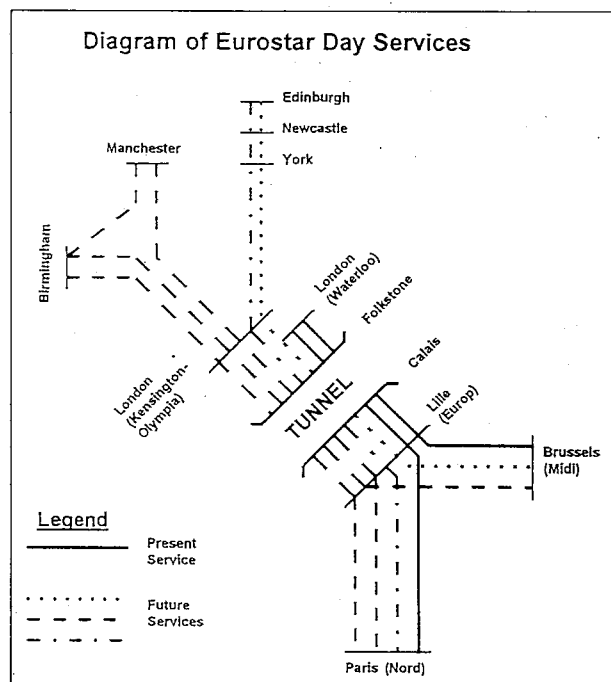
Our car was almost full. The vehicle had a solid look and was well-lit. One end wall panel and the vestibule doors were of glass, adding to the brightness. The door was movement-actuated. A young lady across the aisle was bothered by the fact that the door would appear to open from time to time for no apparent reason. When she complained to the attendant, he quickly discovered that it was the result of movement of her companion's coat in the aisle. We were in a comfortable four-place setting with a fixed central table and Pullman-style lamp. Seat access was eased by hinged flaps on the table. The remaining seats were combinations of facing pairs and uni-directional singles.

We picked up velocity as Paris disappeared, and I noticed a lot of lineside sound barriers. Timing a few kilometres came out to 300 km/h about the time the train manager announced that we had reached our top speed. The ride was incredibly smooth, and liquid beverages sat rock-steady on the table. Through the tinted window, on the adjoining track one could see the narrow, shiny line of rail wear, right in the centre of the rail head.

Our SNCF line was the TGV North. It is linked via Charles de Gaulle airport to the TGV Southeast line which terminates at the Gare de Lyon in Paris. At Lille, a new line is being built to replace the existing conventional route to Brussels, now used by Eurostars at reduced speeds. We curved west and headed for the Channel Tunnel.

The Eurostar is a very singular train, operating over four different jurisdictions with three different voltages. On SNCF and Eurotunnel lines it runs on 25 kV AC with a pantograph. On the Belgian conventional lines it uses a different pantograph at 3000 V DC. On British Rail it's third-rail shoes for 750 V DC. Being heavier (but narrower) than regular TGV trains, traction is provided by six powered trucks which can deliver 16 408 horsepower per train, at least on the 25 kV lines. (The extra two powered trucks are found under the loco end of each of the first coaches.) There is a cab signaling system called TVM430 but it is only used on the 25 kV lines. The driver has a diagnostic computer to monitor train systems and help with minor malfunctions. Continental platform heights are 50.0 cm and British ones are 91.5 cm, so different retractable steps are deployed, depending on the voltage the driver has selected. This is believably the most complex train existing.

Each 20-vehicle set seats 210 first-class and 584 standard-class customers, plus 52 flip-up seats in corridors and vestibules. The summer of 1995 saw nine trains each way, Monday to Thursday, between London Waterloo International and Paris Nord, ten on Friday, and eight on weekends, plus five between London and Brussels Midi. Newspaper reports seem to confirm that the Paris-London train is faster, cheaper, and less hassle than going by air. In addition to the 31 full 20-vehicle sets for this service there are an additional seven shorter 16-car sets for regional services north of London. These Regional Eurostars should begin running in 1996. Routings must be established as well as alternate emergency routes. Clearances must change, for the units are slightly larger than the present British stock. Existing overhead wiring of the British 25 kV lines must be reviewed. As well, there is an unknown in the effects of electromagnetic induction from AC motors on track circuits and signaling. The first regional working is expected to be the one from Manchester.



If the Eurostar seems complex, consider the operating companies. The trains were produced by a group called the Trans Manche Super Train Group. Ownership of 38 TMSTs is four Belgian, 16 French, and 18 British. The British operating company is called European Passenger Services, and started out as a subsidiary of the British Railways Board. There were 27 Eurostar sets for the tunnel's initial service, but more lies ahead. Regional Eurostars will link Glasgow, Edinburgh, Manchester, and Birmingham with Paris and Brussels. Brussels (center of the EC) will be closer to London than is Manchester! A further night service would link Glasgow, Swansea, Plymouth, and Bristol with Paris, Amsterdam, Dortmund, and Frankfurt, requiring about 140 assorted sleepers, coaches, and service cars (all on order). To operate this, EPS formed a joint company with SNCF, DB, and NS (but not SNCB) called European Night Services Ltd. Brussels is absent from the night service since experience to-date has proven Paris to be a more popular destination than Brussels (except perhaps for tram enthusiasts?). One wonders about the potential impact on these plans of the ongoing privatization and dismemberment of British Railways. Nonetheless, these are exciting developments as the international railway system moves to align itself with the vision of the European Community.

As our journey progressed, lunch and postcard-writing distracted me until we slowed down for the tunnel. Here begins the jurisdiction of Eurotunnel, the company with the large debt. They grant paths to EPS, SNCF, and BR's Railfreight Distribution. They also own and operate Le Shuttle, the separate service which operates exclusively from Calais Frethun on the southeast to Folkestone on the northwest. On our right was the massive facility for loading autos and trucks onto Le Shuttle. This other service is worth describing.

There are two types of shuttle service operating over the tunnel's two tracks. The truck service employs eight sets of trains, each comprised of two locomotives and two sets of 16 cars plus a club car for truck drivers behind the lead locomotive. (A minibus transports the drivers from their trucks to the club car.) Each 16-car set is made up of an unloading flat car at each end and 14 single-deck, open-ended mesh box cars for the trucks.

The passenger vehicle service has nine sets of trains, each comprised of two locomotives and two sets of 14 cars. One set has 12 double deck carriers and two unloading cars while the other has 12 single deck carriers and two unloaders. The bi-levels are for autos and motorcycles. Access to each level is from a different end of the set, through side doors (with a fixed ramp for the upper deck). Side plates bridge the gap to the platform. Drivers stay with their vehicles and fire doors seal off each car. Pass-through doors allow auto passengers to reach washrooms in every third car. Air conditioning expels fumes and, with pressure seals between cars, maintains a constant air pressure on entering and leaving the tunnel. Fuel leaks channel into holding tanks. A fire in any vehicle should be containable for 30 minutes, the safe time for extracting a train from the tunnel. The single-deckers are similar, except that the side access is from a separate end vehicle

which looks like a square telescope. The sections stack away from the open end of the carrier and side ramps go down. Bus weight is a factor here, so hydraulic stabilising pads are at the side. Further, to prevent pitching as buses drive between carriers, a hydraulic cross-bar (interlocked with the brakes) presses down to rail level, raising the carrier off its suspension.

Bi-level cars measure 18 feet 10 inches by 85 feet 10 inches (92 feet 2 inches for the unloaders) and are reported to be the largest publicly-used railway vehicles in the world. Some growing pains have been felt, such as the emergency exit door of an empty bi-level opening in mid-tunnel and being blown off at 80 m.p.h., only to be hit by the following train.

The transfer facilities with about 10 tracks are a first-come, first-serve operation, with customs posts for both countries at each entry port so it's just drive away after navigating the tunnel. The intention is to have 60-minute motorway-to-motorway service for autos. At each terminal the trains loop. Half the paths through the tunnel are given to Le Shuttle for its 24-hour service. As of September, Eurotunnel was claiming to have 50 percent of the freight market via Calais and 39 percent of cars via the Calais-Dover/Folkestone path.

Le Shuttle locomotives, with their unusual B-B-B wheel arrangement, have a single cab and at 7500 horsepower are powerful enough to push a 2400-ton train out the tunnel should one engine fail. They provide 1500 V DC for the train services. Interesting too are the tunnel maintenance diesel locomotives. They are equipped with three types of couplers for compatibility with anything likely to be encountered on the line. They run in pairs with a scrubber wagon between them. A top stack directs the exhaust into the scrubbing and deodorising process which alternately cools and reheats the gases. A fire detection system was given the "acid test" in June 1994 by running a French 4-6-2 eight miles into the tunnel!

One other service using Eurotunnel is Railfreight Distribution. It was the first revenue traffic in June 1994. Handling international goods of a non-hazardous nature, it has its own through-running electric locomotives.

As Calais sped by, we entered the tunnel for 23 minutes. That's about 60 m.p.h. for the 23.4 miles, which I assumed to be the normal working speed. (Le Shuttle is designed to run at 87 m.p.h.) Upon emerging, Folkestone terminal was immediately on our right. There didn't appear to be great lines of traffic waiting to be loaded. Third rail appeared. There was nothing to signify the switch of our Eurostar train from overhead to third rail any more than the switch of power grids in the tunnel. (The 25 kV overhead is fed from both countries, and while the grids are isolated, they are also interlocked to allow through-feeding should one fail.) The Eurostar accelerated up a gradient and over the terminal loop into the countryside. The British route is via Ashford, Tonbridge, and Sevenoaks on existing lines which were upgraded for international service but where the speed is still 100 m.p.h. or less. Many changes were made to trackage and signaling as the new traffic has brought more and longer trains.

Just west of Ashford we glided to a halt. This really caught the attention of most fellow passengers. After all this high speed, what was up? Then the train inched forward, and as we cleared an underpass, I saw the answer. There on the road sat a tractor-trailer, its top mangled by an obviously-recent clearance conflict. We proceeded under slow order, then resumed speed when the train had cleared the spot. We were only five minutes late in arrival at Waterloo International. Here, the four Windsor Line platforms of Waterloo were demolished and replaced by five new ones (Nos. 20 to 24) which are isolated from the old building and covered by a striking quarter mile of curved glass roof. After a brief customs check we were out of the building. (For servicing, the trains must proceed via Clapham Junction and the West London Line to North Pole depot, situated across the line from the former Great Western Old Oak Common depot.)

For the next leg of our trip, we took the underground to our hotel near King's Cross, then strolled towards the station to confirm East Coast train times. En route, we saw St. Pancras station, a most magnificent palace of a structure. It had obviously received a recent face-lift. A public notice explained that a 10-million-pound refurbishment program had just been completed on the hotel building which fronts the station itself, making it the most notable example of "Victorian Monumental Commercial Architecture" in England. The hotel portion had been closed to that use from 1935 and BR had recently wanted to get rid of the whole thing.

Now, to put this restoration into perspective and round out the Eurostar story. Union Railways Ltd. was set up under BR to complete the high-speed link from the tunnel to London, passing east of London under the Thames estuary and entering the city from the north. The original terminus was to be King's Cross (next door to St. Pancras). Following a property market collapse, Union Railways suggested using St. Pancras rather than new facilities at King's Cross. This would accommodate existing Midland trains plus those related to the Channel Tunnel. (A decision was expected by Christmas 1995 as to which consortium would build this line and be awarded the whole of the EPS operation as its reward for building it.) By now you have a flavour too of the shape of rail privatisation in the U.K. There are 25 train operating companies. They will be billed by Railtrack, who own the lines, and the ROSCOs (Rolling Stock Companies) and so require a subsidy.

Departing on the East Coast 08:00 from King's Cross the next day, we passed a spiffy, black Class 47 diesel "Lewis Carroll" belonging to Waterman Railways, the new, privatised charter operation taking over BR's Special Trains business. Our Class 91 electric locomotive had us up to 125 m.p.h. before long. One mile was timed at 129.4 m.p.h. north of Peterborough. Several brief stops were made at intermediate cities such as York, Darlington, and Newcastle. The two-car railcar set to Peterborough paced us out of York station. At Newcastle there was time to check several Class 142 railcar sets nearby. These two-axle "skipper" units frequent short branches. While still in BR livery, they apparently all belong to Angel Train Contracts, one of the ROSCOs.

When the guard sounded the whistle it was wise to nip in quickly as the automatic plug doors slid forward and firmly clunked into position. As we left, two railcars could be seen to the east (having left when we did), receding across the substantial stone-and-girder Tyne River bridge, en route to Sunderland. The weather was clear and many good views were had of the North Sea and coastline towns and harbours. After one more stop at Edinburgh Waverly we arrived in Glasgow Central, 5 hours 21 minutes (8 minutes down) from King's Cross.

There was time to admire the enormous glass train shed covering the main tracks and concourse, and have lunch and a quick look around the streets. The smoky, tram-filled Glasgow last seen in 1958 was now bright and clean, but with no trams.

Walking to our connection we observed an InterCity train like our East Coast one but headed by Class 87 electric "Robert the Bruce." This belonged to the CrossCountry Trains operating company which has the longest (704-mile) through train in Britain, called *The Cornishman*, linking Aberdeen to Penzance. Our train, however, was a simple little three-car electric belonging to Strathclyde Transport.

We were now in the kingdom of Scotrail. It has most of the Scottish railway operations and runs about 1900 services per day. Within this domain, they handle the Strathclyde commuter network (the largest outside London) which is one-third financed by the Strathclyde Passenger Transport Executive. Scotrail's stock seemed to be all blue and grey and Strathclyde's orange.

SCOTRAIL AYR STATION

A Strathclyde electric train is on the right, having arrived from Glasgow Central. Electrification ends here, but the line continues to Stranraer.

May 10, 1995

The destination was Ayr, where electrification arrived in 1986. We made stops en route, including the new privatised station at Prestwick airport, and between stops made the permitted 90 m.p.h. This consist had a central power car with control trailers on either end, the norm for the EMUs. At Ayr we waited an hour for a diesel set. Everyone boarded one train on Track 3 but were shooed off as a 1989-built, Class 156 two-car DMU arrived late on Track 4, reversed on the crossover and slipped into Track 3. This was not a blue and grey Scotrail set but an orange Strathclyde one.

The Stranraer sprint was just that. A lunch cart provided welcome refreshments during this time. The landscape was rolling coastal hills, towns, golf courses and fields dotted with sheep and gorse. After climbing a pass south of Girvan the descent to Glenluce was done at 70 to 87 m.p.h. The abandoned "Port Road" to Gretna Junction, gone since 1965, was noted. Swinging west then north we terminated in a one-track trainshed about 500 metres out on the pier in Loch Ryan, the Larne ferry *Stena Caledonia* at the adjacent dock. Three other tracks are on the pier but the far, uncovered platform looked seldom-used.

The distant town looked uninviting, so we changed our plans to rest here and boarded the *Caledonia*. Inquiring ahead about accommodation in Larne, a staff member arranged that we would be met at Larne by her father and taken to his B&B there. With that matter resolved, we relaxed for a few hours, passing en route the *Stena Antrim*, plus P&O's *Pride of Rathlin*. We savoured the memories of the continental and U.K. travels as a photographer's sunset drew us to the Antrim coast and our Irish episode.

NEXT: IRELAND REVISITED



Newest section of Ottawa Transitway open

On September 3, OC Transpo opened the latest section of its Transitway, from Riverside to the Macdonald-Cartier International Airport. The launch of rapid transit bus service on the new 4.3 km Southeast Transitway opens up the rapid transit network to 40 000 more households in the region's fast-growing southern suburban area.

The Southeast Transitway allows most southeast express and peak-hour routes to be rerouted from gridlocked Bank Street, a main north-south corridor, and gives southeastern residents connections from two high-frequency Transitway routes to downtown, and many other OC Transpo routes. Transitway Route 96 offers a fast, direct trip from downtown to the Ottawa Macdonald-Cartier International Airport, at a speed that is competitive with driving. Transitway Route 97 operates from South Keys station through downtown to Carlingwood, in the city's west end.

The opening of the Southeast Transitway came at a time of downsizing of the federal and provincial civil service, cutbacks in government financial support, and a generally slow economy. These factors have all contributed to declines in OC Transpo ridership over the past few years. Exacerbating the situation has been strong public resistance to fare and tax increases that made it difficult to cover transit revenue losses. The opening of the Southeast Transitway was seen by OC Transpo as a way to halt the downward spiral by improving the product, and selling it more competitively. The Southeast Transitway is OC Transpo's biggest opportunity for ridership growth in the 1990s.

Preliminary planning began 11 years ago for the changes to the bus route network that would be needed with the opening of the Southeast Transitway. Considerable community consultation was carried out, as well as the usual environmental assessments, engineering studies, and negotiations for land purchases. It was necessary to gain public and political support for the alignment of the new Transitway section, which passes near some well-established neighbourhoods, as well as through newly-developed and previously-undeveloped corridors. As part of the planning and construction, the CN Beachburg Subdivision was relocated to make way for the Transitway.

The objectives of the route re-alignment were to provide a route network that would provide better service to the transit agency's existing customers, and to convince non-transit users to try the bus. The plan centred on rerouting local and peak-hour routes to link up with the new high-frequency Transitway service, and redesigning weekday express routes to take advantage of a traffic-free trip on the Transitway for as much of their route as possible. This strategy had already been successfully implemented on other Transitway sections.

As part of the extensive employee involvement and consultation around the new transitway service, an employee family picnic was held at one of the new stations the Sunday before the official opening. About 500 employees attended the event, which included bus tours of the 4.3 km of new Transitway and stations before service started operating.

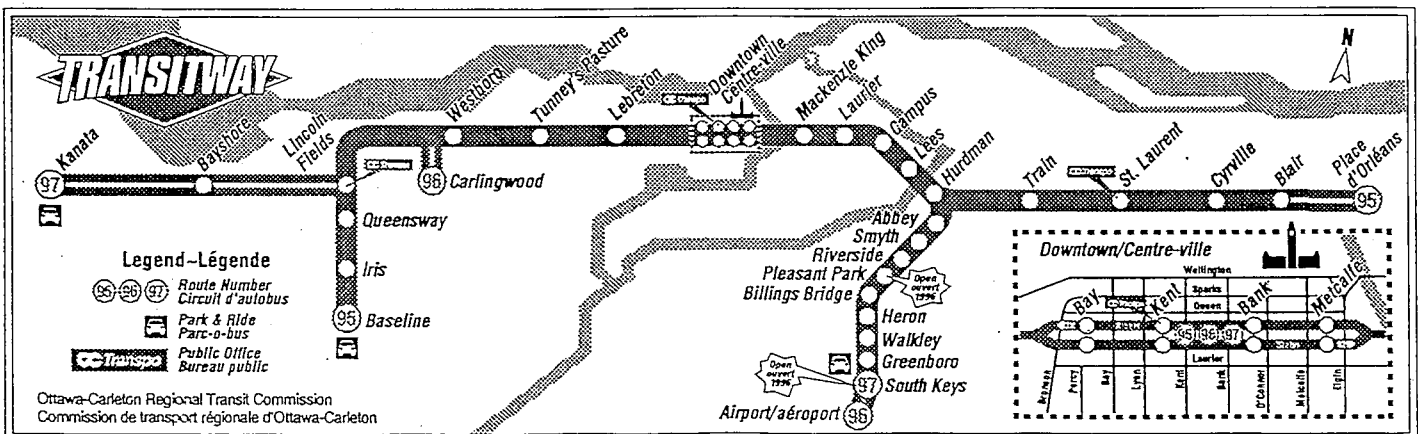
A public grand opening of the Southeast Transitway was held on Saturday, September 2, the day before service began. The ceremony was held at the Billings Bridge Shopping Plaza, which is connected to the northernmost station on the new section. The event included guided bus tours, open to the public, of the new roadway and stations.

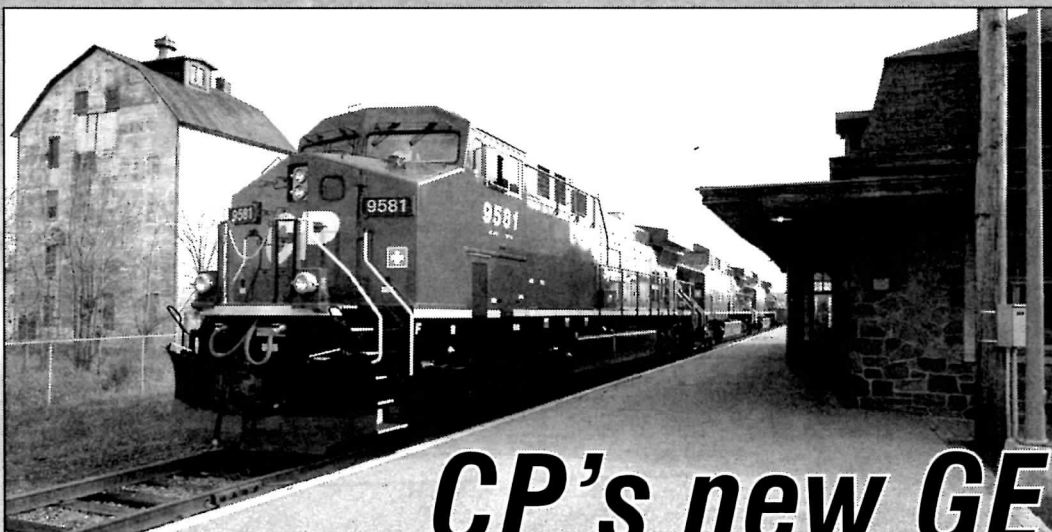
After the launch celebrations, teams of OC Transpo employees fanned out over the platforms of the new stations during the first week of service to help customers find the right bus. These special guides were on duty during the peak periods and the mid-day.

The OC Transpo Transitway is a bus-only roadway providing rapid transit service to 625 000 residents of Canada's National Capital Region. About 200 000 trips are taken on the Transitway each workday. With the opening of the new Southeast Transitway section, the Transitway now has 22 stations, eight downtown stops and a total 29.5 km of roadway in four corridors. The total cost of the network to date is \$372-million.

High-frequency Routes 95, 96, and 97 operate solely on the Transitway, while peak-period and express routes use both the Transitway and local streets. When the Southeast Transitway opened, Route 96 began providing direct rapid transit service between the airport and downtown, making Ottawa the first city in Canada to have direct rapid transit access to its airport.

—Information from OC Transpo





CP's new GE AC4400

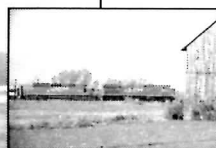


*CP AC4400CWs 9581,
Photos by Michel Belh*

CW locomotives on test



9573, 9574, test car 66, SD40-2 6012, and AC4400CW 9579.
meur at Rigaud, Québec, October 23, 1995.



Research and Reviews



Just A. Ferronut's

Railway Archaeology

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Well, after a month roaming around New Brunswick, it's back to the urban cabin in Montréal for a while. These lengthy sojourns are great, but since I usually spend a considerable time collecting old news clippings, it means burning some extra oil to get them all filed in my electronic scrapbook when I get back.

Ah, but, who cares? The coal scuttle is full, so what better way to help pass a good old Canadian winter than sitting by the old hot pot-bellied stove, reading and thinking about railways? So, in this mood, with a good jig playing in the background, it's time to see what's around in the Ferronut files.

Courtaulds' equipment question

Based on a query that was presented to me, I had asked in September if anyone had information on what happened to the two Plymouth ML6s that Courtaulds Industries had in Cornwall, Ontario.

While not being able to supply the answer concerning these two internal combustion units, Jack Knowles has forwarded some of his recollections about Cornwall. These include comments about some of the equipment at both Courtaulds Industries' rayon and nylon mill, in the east end of Cornwall, as well as the Cornwall Street Railway Light and Power Company Limited. Jack, as one of our long-time transit enthusiasts, followed these operations from his first visit in July 1943, until the CSRL&P was de-electrified in the fall of 1971.

In the summer of 1943, Courtaulds owned one of the first two trolley locomotives of the Cornwall Street Railway. This locomotive, CSRL&P No. 26, had been built by Canadian General Electric in 1900, and sold to Courtaulds in 1932. In 1943, it still had the appearance of an early interurban express motor, but lacked the big side doors. It remained at Courtaulds until the electrification was removed from the CSRL&P. Over much of this period, it continued to carry its CSRL&P number, and in its later life it was used as a snow plough. Courtaulds sold this locomotive to Harry L. Magee of Bloomsburg, Pennsylvania, for his operating electric railway museum. This line was wrecked by

flooding on June 22, 1972, by a tropical storm, and Harry Magee died October 9, 1972. (Reference: *Modern Tramways*, February 1973). This popular museum line was not reopened because of its flood-prone location, the equipment was dispersed, and Jack is uncertain what became of this Courtaulds motor.

While, as mentioned, Courtaulds' motor continued to sport No. 26, the CSRL&P had by 1943 given number 26 to one of three St. Louis Car Company 1917 double-truck, double-ended streetcars bought from the Jamestown (New York) Street Railway in 1938, and kept until scrapped in 1949.

By Jack's 1943 visit, the CSRL&P's other 1900 freight motor, originally CSRL&P No. 12, which had a wooden steeple cab, was on the property as snow plough No. 4, a role it kept from its 1930 conversion until it was scrapped in 1948.

Shortly before Jack's first visit, the CSRL&P had purchased locomotive No. 10, the first of what was to become a fleet of eleven second-hand Baldwin-Westinghouse trolley locomotives. A 12th was purchased for parts. The CSRL&P at that time was still operating its older small steeple-cab trolley locomotives Nos. 7, 8, 9, and 11. These were used in double-end operation, but from one set of mid-cab controls positioned 90 degrees askew from normal.

CSRL&P's No. 7 was sold to Courtaulds in 1946, where it retained the same number. Courtaulds retired No. 7 due to major frame damage and donated it to the Canadian Railway Museum of Saint-Constant in 1959.

CSRL&P No. 8, which had been acquired from the Niagara, St. Catharines and Toronto, was rebuilt to become CSRL&P's snow plough No. P-8 in 1946, and was scrapped in 1958.

CSRL&P No. 9 was converted by A. Andrew Merrilees to an end-cab diesel-electric for a Saskatchewan coal mine. While out of service, it still existed in 1992 at Manalta Coal, Alberta. A photo was on the back cover of the October 1992 issue of *Rail and Transit*.

The older part of Cornwall is laid out in a grid of squares, with streets running parallel and at right angles to the St. Lawrence River. The parallel streets start with Water Street/Montreal Road along the river and then numbered streets as one travels inland to the north. The old Grand Trunk/Canadian National went through Cornwall in pre-St. Lawrence Seaway times between Ninth and Tenth Streets. The Glengarry and Stormont

Railway's (Canadian Pacific's) line came into Cornwall from the northeast and penetrated south to Seventh Street.

Early freight service to Courtaulds' Montreal Road plant in the east end from these long-haul railways was over CSRL&P track. Freight interchanged with the CNR would travel along the nine blocks of the CSRL&P street trackage on Cumberland Street, turning east on Water Street and Montreal Road. In the 1940s, Montreal Road was part of the main Toronto-Montréal Highway 2, as Highway 401 was still far in the future. Freight traffic interchanged with the CPR, would use the street trackage of the CSRL&P from Seventh Street, along Pitt Street, four blocks east of Cumberland, to meet the riverside Water Street/Montreal Road line to go east to Courtaulds.

In 1945, as the second world war closed, it was determined that Pitt Street and the downtown business area was suffering congestion from the frequent freight movement required through the area. This resulted in the construction of a new freight line to Courtaulds, on a private right-of-way. This new freight line was located along the south side of the CNR's soon to be relocated (by the St. Lawrence Seaway project) main line. This new line provided interchange with both CN and CP trackage. From its alignment along the CNR, it swung south through what was then open country in a straight line to Courtaulds' plant.

A few years later, the continued heavy demands from freight traffic and track changes resulting from the construction of the St. Lawrence Seaway indicated the need for some additional motive power. The de-electrification of the small Springfield Terminal Railway (Springfield, Vermont, to Charlestown, New Hampshire), in the mid-1950s permitted the CSRL&P to acquire their two double-ended, Baldwin-Westinghouse built, steeple-cab locomotives. On the CSRL&P, these became Nos. 7 and 14.

Jack mentioned that the superintendent of the Springfield Terminal at the time of de-electrification was Dwight Smith, now widely known as a leading personality in the Conway Scenic Railroad. He replaced ST's two trolley locomotives with one second-hand GE 44-ton diesel, which eventually became a Claremont and Concord parts locomotive.

These two former Springfield Terminal locomotives were a common sight around Courtaulds in the latter years of Cornwall electrification. Courtaulds usually rented a

CSRL&P motor, and Nos. 7 and 14 would take their turns on alternate months. CSRL&P No. 14 still exists in operating condition at the vast Illinois Railway Museum, painted CSRL&P Agram Red and carrying its CSRL&P number.

Jack closed with comments about another unique piece of equipment that called Cornwall home.

"Entirely unrelated to Courtaulds was another piece of equipment still present on the Cornwall Street Railway in 1943, which never appears on CSR rosters. This was a wooden, truss-rod, arch-bar-truck boxcar, of similar appearance to the original CNR 300000 series, which was lettered CANADA STEAMSHIP LINES No. 5. It sat semi-permanently on a spur on the south side of Water Street at Pitt Street adjacent to the docks and transfer shed by the canal which then existed. The boxcar had been used to transfer passengers' baggage between the old CNR depot and the boats."

So, while we may not have the answer concerning Courtaulds' two Plymouth locomotives, Jack's notes brought back many memories concerning Cornwall electric railway operations. The CSRL&P was Canada's last common-carrier electric railway when it was ceremoniously closed with a farewell excursion on October 9, 1971.

Station news

First, how many millions are some of the politicians saying we are "wasting" on VIA? Then there are those grumbling about the profits our banks are making! How about \$985-million (Canadian), for one new station? Well, that is the price-tag that the *Montréal Gazette* quoted in the caption of the photo of the new Beijing, China, railway station. This huge new station has taken 20 000 workers three years to build. The caption continued that the new station would open for the Lunar New Year, in time for the busiest railway season in China.

The *Gazette* this week not only made reference to the very large station in Beijing, but it also carried a captioned photo about a rather small station that has been converted to a coffee shop. The Canadian Northern suburban station at Mount Royal has been completely refurbished and is now open as a café-restaurant, called "Le Torréfacteur de la Gare." (Tom Box says that "torréfacteur" means "roaster," as in one that roasts coffee beans.)

This single-storey brick station, with its hip roof and end dormers, has been completely redone both inside and out. The exterior walls have been cleaned down to expose their red brick. The wooden roof brackets have been painted black and much of the other exterior woodwork has been replaced with narrow tongue-and-groove, and

finished in a natural stain. The dormers at each end of the hip roof have been redone with clear glass side lights on either side of a square panel with a circular stained glass insert in the middle. This treatment highlights the dormers, and thus gives you the feeling that someone has just removed the circular Canadian Northern crest from the stained glass circles. This is about where the retention of the station ends. The doors and entryway at the south end to the abbreviated portico, originally the access to the station platforms, have been replaced with several narrow doors that can be opened accordion-style, to enable the area to be used for an outdoor patio come the season of warm weather. The entrance doors on the west side have been replaced by very non-station-like doors, having full-length glass. The windows have been replaced with fixed sashes which have only two large panes of glass, a bottom and top light.

It is on entering that one gets the total shock. I guess I was expecting something like the rebuilt TH&B station restaurant in Brantford, Ontario. At Brantford, while one can comment about the artistic license taken in the rebuilding, you still get the feeling of an older station. Not so at Mount Royal. The building was completely gutted, and opened into basically one room. To meet their rate-of-return targets, everything is very cramped. They have stripped out the ceilings and exposed the wooden boards and rafters. This has permitted the installation of a second-level gallery, supported on exposed structural steel, painted grey. While some of the interior finish is wood, there is extensive use of plastic and metal. Lighting follows the current trend to strings of miniature lights. These are supported on rods under the gallery. The inclusion of a floor-model coffee bean roaster and the storage and display facilities for up to 42 varieties of coffee and imported teas, don't help with the free flow of people in the restaurant.

Perhaps the thinking of the owners and architect was that "Le Torréfacteur de la Gare" should reflex the glitz of the new commuter service in just another recycled building, not to reflect back on the railway history that built the Town of Mount Royal.

I enjoyed my coffee and croissant, and the price was reasonable. The shock of the interior did cause me to ask my waitress, "What would Bill and Donald (Mackenzie and Mann) say if they wandered into their station now?" This threw her for a moment, but on explaining, she did know that it had been a station. We wish the promoters all the best, and regardless, it is good to see stations being recycled.

A few eastern ramblings

While in New Brunswick, I was in Sussex a couple of times. Cutting through the old army camp grounds, I passed the Agricultural Museum of New Brunswick. I had forgotten that this museum has some railway displays associated with it. Since my last visit, years ago, they have added a CN caboose. This caboose still sports its former road number, CN 79229, and is located in front of the former CN Apohaqui station. A short stone's throw "down the track" is a crossing tower. While I am going to have to some digging myself on some of the details on these buildings and when they were moved, I am mentioning them for those who may be planning some summer vacation in southeastern New Brunswick. Apohaqui is a small community about five miles west of Sussex. While I shouldn't trust my memory, I believe the crossing tower was the one at the Main Street crossing just east of the Sussex station. This crossing is also at the east end of the yard in Sussex. Since Sussex is in a good agricultural valley supporting numerous dairy farms, this yard was once very active. In addition, as mentioned above, Sussex was home for a substantial military camp that also had railway requirements. Today, the only activity that I found was on December 28, when I spotted CN M420s 3532 and 3533, along with a few covered hoppers, basking in the sun near the Sussex station.

While travelling from Sussex to Fredericton, I dropped by to visit another station that Mike White, of Moncton, had reminded me of. This is the former Central Railway (CPR) station at Codys. This line is probably best-known as the home for years of CPR No. 136, from Patterson, New Jersey, and CPR Nos. 144 and 29, built at Delorimier Avenue Shops in Montréal. The section of line through Codys was taken out of service on April 2, 1962, following the damage by ice of the drawbridge over the Washademoak River, north of Codys. Official abandonment of the 25.5 miles of track, from Norton north through Codys, to Youngs Cove Road, occurred on September 1, 1963, following approval of the Board of Transport Commissioners for Canada.

The Codys station is now being used as a house and the owner is presently undertaking repair work. The old Central Railway line sneaked through Codys hanging on the side of a fairly steep hillside. The station almost seems custom-made for the location, of average length, but rather narrower than most stations. The highway has been rerouted around Codys, so the small cluster of buildings near the station are now on a cul-de-sac.

Having made mention of Mike White, we spent several hours one evening discussing

the railway hobby. I had corresponded with him for considerable time, but this was our first direct meeting. Mike, a resident of Moncton, is a very active member of the Salem and Hillsborough Railroad as well as the New Brunswick Division of the CRHA. We ran the gamut of Maritime railway topics. But on the more global issues, Mike was filling me in on S&H's new engine, ex-CN RS18 1754 and how great it was for them to have it. He also commented on what great cooperations and donations of time and equipment the S&H had received from many local groups and companies towards this project. In return, the group from the Hillsborough museum held an appreciation dinner for the people who helped. This dinner was held on October 22, 1995, on board the "Sunset Diner" as the S&H train made its way along their line. Company representatives were given a certificate of appreciation from the museum group. While the losses from their 1994 fire are still being felt, Mike was indicating that things are looking good towards a new building for the S&H this year.

Rail removals

In the September column, I mentioned that it was expected that CN would be removing its so-called Port Hope Spur, under and around its Kingston Subdivision bridge and in the valley under it. Well, both Tom Box and Denis Taylor have forwarded comments concerning this trackage and its removal.

While this trackage had not been used in recent years, and was identified by CN as its Port Hope Spur, in fact parts of it are the remains of the old Peterborough and Port Hope Railway, renamed the Port Hope, Lindsay and Beaverton Railway, then the Midland Railway Company of Canada, then the GTR, and most recently the CNR. As Tom mentioned, its early names are long-forgotten, but some old-timers still call it the Midland.

This railway was constructed from the Port Hope harbour along the Ganaraska River, some 40 feet below the Grand Trunk (now CN's Kingston Subdivision), inland to Millbrook, and eventually Lindsay. It was one of several similar railways extending inland from Lake Ontario with the goal of tapping the rich timber resources of the hinterland. Like most Canadian railways constructed in the 1850s, the PHL&B was originally built to the provincial gauge of 5 feet 6 inches. A connecting track climbed the 40 feet on the west side of the Ganaraska River valley to join with the Grand Trunk main line just east of the GTR's (now VIA's) stone Port Hope station.

At the north end of Port Hope, once the Grand Trunk was brought into the Canadian National fold, new connections were built between the Canadian Northern and the GTR

trackage to permit the abandonment of portions of the Canadian Northern east of Port Hope.

The Port Hope, Lindsay and Beaverton trackage along the river in Port Hope was washed out, I believe in 1936. This track was reconstructed, but in the fall of 1941, permission was obtained to abandon the line from Port Hope to Millbrook. However, "due to wartime conditions," this abandonment was delayed.

The end for operations over the 16 miles between Port Hope and Millbrook came on the sunny afternoon of Thursday, May 31, 1951, as "Old 95" pulled out of the Walton Street station in Port Hope for the last time. This abandonment left trackage through Port Hope that became the Port Hope Town Spur, approximately two miles long. This spur served a local stone works, and as so often was the case, was also kept "to serve proposed industrial development." The trackage near the harbour developed into a double-track siding serving the former Eldorado Nuclear (now Cameco) uranium refinery. This industry still retains a railway access, although it is at the level of CN's main line, since the siding comes off the trackage behind the Port Hope station.

The two-mile Port Hope Spur remained until the second half of the 1970s. This spur crossed the Ganaraska River twice, and as Tom mentioned, the kids used to cross one of them on their way to school for several years in the 1970s. By 1979 it was cut back to a timetable length of 0.5 miles. Tom recalls the track on this 1.5 miles being lifted about 1980.

Since this trackage wasn't being used, a level crossing at Dorset Street, about a car-length beyond the junction switch joining the lead coming down from CN's main line and the old PHL&B, was paved over a couple of years ago. This made railway access at the water level to Cameco impossible.

The present need to replace the 1910-built CNR bridge over John Street spelt the end to these last remnants of the Port Hope, Lindsay and Beaverton trackage. Rather than replace the span over John Street, it was decided it was cheaper to realign John Street eastward to pass under the main portion of the CN viaduct. This realignment cut the steep grade on the PHL&B access track, so it meant part of the access track, the part of the old main line used for a pull-back and the trackage on the waterfront were cut off from connection with CN's Kingston Subdivision.

Both Denis and Tom advise that all of this trackage has been removed, and much of it stacked. In addition, fill has been placed under the old John Street railway bridge. While Denis mentions that this span is still in

place, it can be expected to be removed later in 1996.

Port Hope is one of those communities that still has three railway stations still existing. There is a standard Grand Trunk stone station, the somewhat-larger brick Canadian Northern station, occupied by the provincial government, and the third is the narrow store-front station on Walton Street, presently occupied by a travel agent.

Odds and sods

The renovated food court at CN's Central Station in Montréal is now almost completely open. I am going to wait until after I can spend some time wandering around it, before doing a final write-up on it.

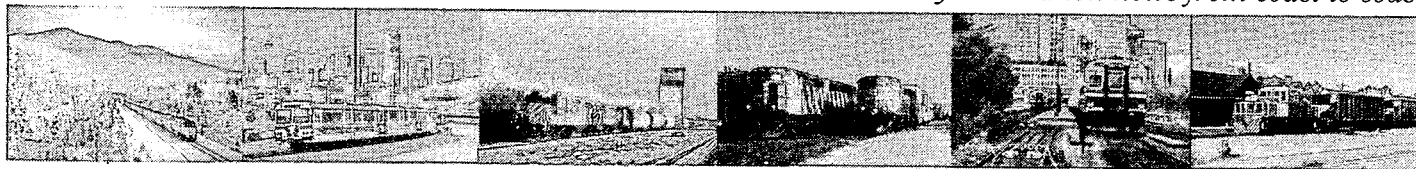
Last month I mentioned bad weather affecting railway operations in the east. Well, I think someone told VIA about my story. On a recent trip from Montréal to Toronto, we arrived in Toronto about three hours late. The departure was one hour late, and we lost another two along the way. While the weather was cold, some of the other manoeuvres did cause some head-scratching. Oh, well, it's just a pleasure of winter.

CN is taking advantage of the winter closure of the St. Lawrence Seaway to move ahead with its major rebuild of the Victoria Bridge as we have mentioned in previous columns. The railway is using the diversion bridge around the up-river end of the canal. This permits the complete closure of the original bridge at the Saint-Lambert end. The railway's steel gang has the first span on the Montréal side of the canal fully equipped with a hanging stage. They are presently busy replacing the floor system in this span.

Since this is the last issue for another year, I would like to take this opportunity to thank all of those, members and friends, who have supported and helped with this column over the past year. While I have never been noted for making (or keeping) New Years' resolutions, I am going to try to complete more single-topic columns, next year. Some of these stories have been sitting in the wings for several years.

Being interested in railway history, a recent incident happening to an acquaintance in Ottawa is enough to make us all take note. Those interested in history know the amount of material one can accumulate. Doug Smith lost all his historical accumulation, when as the result of a gas explosion, his house was one of several recently destroyed. While a lot of material can't be copied and stored at a second site, this type of event makes one think. I keep a backup copy of my computer records stored away from home. What ideas do you have to help protect historical information and material?

Again, thanks for your support, and I always enjoy your input.



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN NATIONAL

GARBAGE CONTAINERISATION

In an effort to reassure critics of a plan to ship Toronto's garbage north by railway, CN and Ontario Northland unveiled a new intermodal road and railway container for solid household waste. The welded-steel, water-tight container is designed to transport garbage in an environmentally safe and efficient manner. The glossy-white prototype container was displayed in North Bay atop a tractor-trailer chassis.

The prototype was commissioned by CN to counter criticism that garbage would fly off or leak on its way from Toronto to Kirkland Lake. A proposal to move Metro Toronto's garbage by railway to the closed Adams Mine near Timmins has been revived by the railways and their private-sector partners, after being turned down by the previous provincial government.

—Canadian Press

ESSEX COUNTY LAND SALE

CN Real Estate has accepted a bid of about \$8-million from local Windsor developers for an 840-acre parcel of land.

The low-lying, marshy farmland stretches from Lake St. Clair to Tecumseh Road East, from Little River nearly to the border of Tecumseh, and is known as the Lakeview Planning Area. Assembled by the Ontario government during the 1970s, it was traded to CN during the late 1980s in return for its railway lands on Windsor's waterfront.

It is estimated that it will take 20 to 25 years to fully develop the parcel into residential lots.

—Windsor Star

WATERLOO STATION

The City of Waterloo is close to clinching a deal that would see the municipally-owned former CN station in the city core turned into a restaurant. If a deal is struck, renovations could start soon, with an opening early in the new year. The restaurateur has agreed to respect historical features of the station,

including the exterior and parts of the interior, and is prepared to pay all the costs associated with the renovation.

The station is on Regina Street next to Waterloo city hall, and was built in 1910 by the Grand Trunk. It was closed by the CNR in 1949. It was most recently owned by Ontario Seed before being sold to the city in the late 1980s. The city has spent about \$350 000 on restoring the exterior of the building, largely under a provincial-federal infrastructure programme. A possible deal in 1994 to lease it to a financial firm for offices fell through.

—Kitchener-Waterloo Record

VIA RAIL CANADA

BUS COMPANY COMPLAINTS

Transport 2000 has criticised the intercity bus companies for once again campaigning against the competition from VIA. In 1994, the NTA rejected the bus companies' complaints of unfair competition and pricing by VIA, saying that the railway was not unfairly pricing its services. VIA was only doing normal "yield management" and their prices, higher overall than bus fares, were fair, said the NTA.

Transport 2000 notes that the bus companies benefit from publicly-built and -maintained roads and superhighways, and that the real competition for the buses is the private car and also the car-pools and unlicensed operators offering fares that are half those of bus fares. Recent examples are \$25 one way, Ottawa-Toronto; \$31, Ottawa-Hamilton; \$37, London-Ottawa. In Transport 2000's opinion, the bus companies in various parts of Canada are losing their customers to these "jitney" operators, and intercity motorcoach operators would be more effective if they complained publicly about the unlicensed, non-unionised competition that, to date, the Ontario and Québec authorities have willingly tolerated.

It was pointed out by Transport 2000 that the brochure for the intercity bus industry's annual meeting in Toronto in November mentioned only airlines and VIA as official carriers to the event.

—Montreal Gazette

DELAYS

On November 12, VIA Train 84 arrived at Union Station in Toronto at 15:10, that is, 4 h 25 min late. The train consisted of F40 6458, coaches 8108, 8107, and 8102, F40s 6405 and 6410, and coaches 3314 and 3312.

The train actually left Sarnia with 6410 and the two LRC coaches. At Breslau, just east of Kitchener, the train stalled. To rescue the train, VIA sent out from its Toronto Maintenance Centre the trainset of 6458 and the three stainless-steel coaches with unit 6405 tacked on the west end. At Bathurst Street, the train changed directions and headed up the Weston Subdivision with 6405 leading. An entire train was sent to the rescue, rather than just a unit, as the electric power was out on No. 84 and passengers were to ride in the warm stainless-steel coaches for the remainder of the journey to Toronto. At Breslau, units 6405 and 6410 were coupled nose-to-nose. The passengers rode in the LRC coaches instead of the stainless-steel coaches, despite the rescue train having been sent: power was provided to the LRC coaches on the tail end of the combined consist, with the ailing 6410 just idling for the remainder of the trip.

On November 17, Train 2 arrived quite late, getting into Union Station at 03:30. The consist was unusual for the *Canadian*, being F40 6457 and cars 8121, 8123, 8507, 8105, *Fairholme*, *Wolfe Manor*, *Douglas Manor*, *Draper Manor*, and *Kokanee Park*. The train had hit a payloader at Blue River, B.C. on December 14, which resulted in the derailment of units 6451, 6458, and the baggage car. CN provided two GEs, 2510 and 2445, to haul up to Jasper the cars which did not derail. At Jasper, unit 6457 was taken off Train 6 to lead Train 2 for the rest of the journey to Toronto. The derailed units and baggage car were hauled to Vancouver by a CN freight for repairs.

—Paul Bloxham

SHIPPING NEWS

HALIFAX PORT TRAFFIC UP

Container traffic was up sharply in Halifax in 1995, and the increase is attributed to CN's new St. Clair Tunnel many miles away in Sarnia, Ontario. The St. Clair Tunnel has increased CN traffic from Halifax to the U.S. midwest by 300 percent. While part of the increase came during a strike that closed the Port of Montréal last spring, even without the strike, Halifax's numbers would be up by more than 20 percent.

Double-stack operation through the tunnel cuts as much as a third off the old three-day trip to Chicago, and it represents Halifax's best opportunity for growth, and a valuable marketing tool for the port. Port

officials would like to drum up enough new business to warrant a regular dedicated Halifax—Chicago double-stack train, which in turn would lead to more traffic growth through the port.

To show off the time-saving potential of the new tunnel, CN ran a special intermodal train in June that delivered 141 containers to Chicago from Halifax in 44 hours, compared with the usual 60 hours. The train was an example of what CN could do on a regular basis if there were adequate volume to operate a dedicated Halifax—Chicago unit train.

One marketing pitch for the port is that it has a naturally-deep channel that can handle the largest container ships being planned, and is a day closer to Europe than any U.S. east coast port. With the faster CN delivery, a shipping line unloading in Halifax could have its containers on their way to Chicago before a ship that left Europe at the same time even reached a U.S. port.

The first container terminal opened in Halifax in 1969, and the second a few years later. CN is Halifax's only transcontinental railway connection and the relationship between the port and the railway has had its rough spots over the years, mostly involving complaints about freight rates and the railway's service quality. The situation began to improve a few years ago when the province helped CN buy double-stack well cars for hauling Halifax container traffic.

The harbour is now handling about 500 000 twenty-foot container equivalents (TEUs) a year, about 60 percent of its capacity. If business keeps growing, a new third terminal would be considered, to increase capacity. The new site would cover 50 to 70 acres of land in Rockingham, close to the second terminal at Fairview Cove. Besides containers, Fairview Cove is looking to expand its automobile traffic, especially imports to and exports from the U.S. using the new tunnel, which can handle tri-level autoracks.

The original terminal handled 4000 containers in its first year, and is now up to 135 000 annually. The terminal has increased its capacity for refrigerated units, and upgraded the lifting strength of one of the gantry cranes.

The port of Halifax may face major industry-wide changes. New, larger ships that are already working Pacific routes are expected to start calling in at ports along the east coast by the end of the decade, causing consolidation in the container business. The largest ships now calling at Halifax carry about 3000 TEUs. The new ships, called "post-Panamax" after the vessel that set the standard for the last round of shipbuilding,

carry as many as 4000 TEUs, and ships are in the planning stages that can carry 5500. The new ships will not call on all the ports visited by existing vessels. Deeper draughts and the need for new handling equipment will combine with a shift to fewer carriers to reduce the number of major container ports in eastern North America to as few as three.

Ports such as Halifax that are deep enough to accommodate the post-Panamax ships have an edge on those that would need extensive dredging, but natural advantages alone won't be enough. Only the lowest-cost, most efficient, and best marketed ports will make it.

—Halifax Daily News, Knight-Ridder/
Tribune Business News

ALGOMA CENTRAL

HEARST TRAIN THREATENED

The Algoma Central Railway has made it clear that it is no longer willing to absorb million-dollar losses to keep Sault Ste. Marie—Hearst passenger trains in operation.

"We are not prepared to use freight revenues to subsidise a losing passenger train," said Bill McComb, a spokesman for Algoma Central Railway Inc. The Hearst run carries about 20 000 passengers a year, and is separate from the popular and profitable Agawa Canyon excursion trains.

The service to Hearst is subsidised by the federal government, but the railway says it still absorbs about \$1-million in losses each year. The federal government has said it will not spend additional money on the service.

The railway has set up a task force to study ways to save the Sault-to-Hearst run. Fare hikes and service cuts are two possibilities. Lodge owners who rely on the service will be consulted before a final decision is made. The railway also wants communities along the route, such as Hearst, Dubreuilville, and Wawa, to market the service more aggressively to tourists.

—Canadian Press

TOURIST RAILWAYS AND MUSEUMS

SALEM AND HILLSBOROUGH

The Salem and Hillsborough received RS18 1754, donated by CN, on the evening of September 7, 1995 (see photos in the September *Rail and Transit*). Work on transferring the unit by road from CN rails to the S&H got under way the day before, with help from the Irving group of companies. The unit had been spotted on a track parallel to the main road alongside CN's Gordon Yard diesel shop. The preparation, loading, and securing of the unit took all morning.

By 14:00 the unit was on its way and in no time it made the 11-mile trek to Pine Glen

crossing. At the crossing it only took approximately 25 minutes to lift the two four-axle trucks onto the rails, and then the unit itself was lifted and placed on its trucks. Traffic was tied up for this time but all of the motorists were soon taken up with the on-going lift and the time went by quickly.

The S&H crew had the Sunset Diner spotted just south of the crossing, ready to feed all the workers, who were very pleased to have the new locomotive on S&H rails. After eating, the train crew soon had No. 1754 ready to be deadheaded back to Hillsborough. The trip initially went well, but at 19:00, as the train approached Salem Station, the train was met by the RCMP and the Forest Service. The crew was informed that a forest fire in the nearby area was out of control!

The fire threatened Downes Lumber Mill and the railway's Hiram Trestle. After the disastrous fire at the railway last year, having both operable engines — 8245 and 1754 — along with the four-car dining consist stranded on the north side of the Hiram Trestle would have really done in the S&H again! The crew were determined to not have this happen, and they agreed to proceed, prepared to stop in the blanket of smoke. A foot patrol was sent out on the approach to the trestle and soon the green flag was waving to proceed. Once over the trestle, engineer Pat McKinley kicked off the brake and pulled out the throttle leaving more smoke and all the danger behind. There again was one happy crew! The fire continued to burn, but by late evening heavy rain fell over the area. This helped to bring the fire under control, and it did not reach the trestle nor the lumber mill.

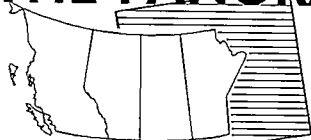
On September 16, 1995, one year to the day after the museum fire, S&H 1754 took the Sunset Diner out with approximately 90 guests from CN's Moncton operations who make the trip an annual event.

The move of 1754 involved many persons who made it happen, from two police forces, NB Tel, NB Power, Modern Construction, CN, and the Irving Group. The CRHA New Brunswick Division planned an appreciation night on October 22 to thank everyone for their assistance.

The 1995 season went well. The railroad had many visitors, and the museum and static displays were well attended. The fall season was busy with 23 charter trips toward the end of the season. The S&H and the CRHA division created the largest blueberry shortcake, which made the Guinness Book of World Records. The cake weighed 1640 pounds, and measured 49 feet 4 inches long and nine feet wide. It was built on a 50-foot flat car.

—Mike White

THE PANORAMA



WESTERN CANADA

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WEST COAST EXPRESS

CHRISTMAS SPECIALS

On Saturday, December 16, WCE operated special Christmas Shoppe service. Trains left Mission City at 09:00 and 10:00, and returned from Vancouver at 15:00 and 16:00. Regular fares were charged, or passengers could donate one new, unwrapped toy and get a free round-trip ride. The six-car trains were full.

Eastbound schedules on Friday, December 22 – the last working day before Christmas – were altered by adding a train at 14:35 and cancelling the 17:45 train.

SPORTS SPECIALS PLANNED

Orca Bay Sports and Entertainment, owners of the Vancouver Canucks hockey club and Vancouver Grizzlies basketball team, have approached West Coast Express about a joint marketing initiative to each of six events. One train would run in each direction, timed to arrive at Waterfront station in Vancouver 30 minutes before game time and to depart 30 minutes after the finish. (Passengers would use SkyTrain between Waterfront and Stadium stations.) Tickets would be sold as package deals, including parking at the station, fare on the train and SkyTrain, and the game ticket. Assuming a 75-minute running time for the train, tentative inbound schedules are:

Feb 18, Harlem Globetrotters . dp Mission 18:15
Feb 25, Grizzlies dp Mission 10:45
March 10, Grizzlies dp Mission 10:15
March 23, Canucks dp Mission 17:45
March 31, Grizzlies dp Mission 12:45
April 7, Grizzlies dp Mission 10:15

—Dean Ogle

BRITISH COLUMBIA RAILWAY

AVALANCHE AND AFTERMATH

An avalanche at about 16:00 on January 10 blocked the Tumbler Subdivision at Mile 32.1. Snow-clearing equipment was dispatched, but during the work one Cat and its operator went over the edge and into a ravine. The operator was shaken-up but otherwise unhurt, while the Cat will be left until the spring. At 08:00 on January 11, a plough extra with SD40-2s 758 and 745 was

dispatched from Wakely. At about 10:00, the plough and both units derailed at Mile 32.5. The plough, with its crew of three, went into the ravine, and No. 758 was heavily damaged. No. 745 was rerailed by 15:00 that day, but 758 was still there four days later.

—Dean Ogle

SPILL IN PRINCE GEORGE

About 6000 people were on evacuation standby for 24 hours in Prince George after a BCR tank car spilled propane and butane on the night of January 27 in a predominantly industrial area. The leak (about 2400 litres per hour) stopped around noon the next. The accident occurred when a BCR engine struck the tank car, on the Chetwynd Subdivision, where it runs along the Fraser River, north of the yard and east of town. The accident halted traffic on the line.

—Victoria Times-Colonist

NEGOTIATIONS

Approximately 1500 BCR workers are without a contract as of January 1. Negotiations are held up by the company's application to the provincial labour relations board, seeking to force the seven unions on the property to merge into three. The Council of Trade Unions claims an offer to amend its constitution to meet BC Rail's concerns was rejected, so they won't negotiate until the labour relations board issues a ruling. The last round of negotiations, in 1993, resulted in a five-week strike.

—Vancouver Sun via Dean Ogle

BCR NOTES

BCR abolished the broadcasting of trackmen's lineups over the radio at the end of December. Lineups are now transmitted in written form, by fax, as required. *There goes another useful railfan tool!*

BC Rail Group-unaudited results indicate a net income of \$47-million for 1995 – an 18 percent improvement over 1994. The five-year average operating ratio for BCR is 80 percent. BCR's business strategy calls for diversification into related businesses, like deep-sea terminal operations, real estate development, telecommunications, and resource development, the railway said. BCR's Vancouver Wharves is now profitable and Westel Telecommunications made its first operating profit in the fourth quarter of 1995 and expects to show a profit for 1996.

AMTRAK

MT. BAKER INTERNATIONAL

On February 1, the schedules of Amtrak Trains 760 and 761 will be speeded up 20 minutes between Seattle and Vancouver. • Amtrak has named the *Mt. Baker International* as its "Train of the Year" for 1996. In recognition, the southbound train is featured on the Amtrak 1996 calendar, passing the Peace

Arch at the Canada-U.S. border in a watercolour by artist Craig Thorpe of Bellevue, Washington. Calendars are \$5.00 (U.S.) for one, \$15.00 (U.S.) for three and \$25.00 (U.S.) for ten, and may be ordered from Amtrak Calendar, P.O. Box 7717, Itasca, Illinois, U.S.A. 60143.

Train 761, the southbound *Mt. Baker International*, was delayed an hour and ten minutes on December 1 by a slide at Mile 124.4 of the BNSF New Westminster Subdivision, north of White Rock. • On December 15, Amtrak cancelled Trains 760 and 761 because of a sinkhole that developed near Blaine, Washington. Passengers were provided alternate transportation. • Train 760, the northbound, lost 45 minutes on December 27 when southbound BNSF freight No. 631, switching over the south switch at Brownsville, got a knuckle. Northbound BNSF Train 632 was in front of the Amtrak and couldn't get into Brownsville and out of the way until 631 became mobile again. • Train 760 was an hour and 15 minutes late into Vancouver on December 30, due in large part to waiting while several large boulders were removed from the right-of-way between Bow and Bellingham, Washington. • The passenger count on Train 760 of January 8 was only about 20.

—Dean Ogle, AI Tuner

CANADIAN NATIONAL

PLANS FOR THE CHURCHILL LINE

A group known as the Canadian Northern Gateway Transportation Company, composed of about a dozen investors including the Hudson Bay community of Churchill, have contributed \$29 000 towards developing a business plan. The investors want to purchase thousands of kilometres of CN track in Saskatchewan and northern Manitoba when they go on sale. They hope to succeed where CN failed by making the northern Manitoba port of Churchill profitable. CN has said that it would take about \$90-million over 20 years to upgrade a line that runs over hundreds of kilometres of boggy ground; another \$60-million over two decades is needed to improve the port. The Manitoba government is supporting the group, but the Saskatchewan government is waiting to see if aluminum grain cars can be used on the line.

—Canadian Press

DERAILMENT ON THE EDSON SUB.

Two gravel trucks smashed into a CN freight train in dense fog near Wabamun, Alberta, on December 20. About 160 000 litres of diesel fuel spilled onto a frozen creek after 33 cars derailed. The spill was contained and the fuel was recovered. Some residents of the nearby Paul Band Reserve were evacuated.

VIA and CN rerouted traffic through Calgary. VIA Train 1, due in Vancouver on

December 22, detoured via Calgary and arrived over six hours late. Two eastbound CN freights in Calgary were led by Dash 8-40CM 2438 and GP40-2 9539.

—Victoria Times-Colonist, Ted Deller,
Dean Ogle, Bob Sandusky

BURLINGTON NORTHERN SANTA FE

LINE RELOCATION SUGGESTED

The mayor of Surrey said in August that BNSF tracks running along the beach at White Rock should be moved inland to accommodate high-speed passenger and freight trains, suggesting that a line running along the shoulder of Highway 99 is a first choice if bullet trains are ever planned.

A preliminary study commissioned by the transportation departments of B.C., Washington, and Oregon has suggested that a 4.4 km tunnel be built to get the tracks off the beach and eliminate local safety concerns. The estimated cost of the tunnel is \$265-million (U.S.). White Rock city officials dismissed the idea, calling it a pipe dream because of the cost.

—Surrey Leader, Surrey-North Delta Now

GRAIN TRANSPORTATION

ROBERTS BANK TERMINAL

Starting in the fall of 1996, Cargill Grain and the Saskatchewan Wheat Pool will build a \$175-million high-capacity grain elevator at Roberts Bank, next to the coal terminal. Completion is expected in April 1999. This development will allow Cargill to transfer the one million tonnes of canola it now directs through the Alberta Wheat pool elevator in Vancouver harbour.

The Vancouver Port Corporation had approved a proposal by Mercury International to construct the facility, but the company was unable to meet contractual conditions for financing and product supply.

The terminal will cover 65 acres, and will be the final development at Roberts Bank, opened 25 years ago as a coal terminal. In March 1997 a new container facility named Deltaport will open.

—Vancouver Sun, Ted Deller

GRAIN NOTES

Canadian grain could be making its way to U.S. ports by American railways this fall if a group of Saskatchewan farmers has its way. A number of farmers recently met with Burlington Northern Santa Fe officials. Some farmers want to bypass the Canadian Wheat Board, and sell their grain directly to market. The group must get approval from the wheat board to ship grain through the U.S.

B.C. grain ports will have much lower shipments this year, compared to the 1994-

1995 crop year. Last year was one of the best crop years on record. During the first 21 weeks this year, shipments are down 31 percent.

CP Rail will consolidate its Canadian and U.S. grain transportation operation in Winnipeg. With this change and an increase in spin-off benefits from the deal between CP and GE Canada, the employment in Manitoba "should hold steady despite sharp cuts in other parts of the country as the company moves from Montréal to Calgary," says Premier Gary Filmon.

—Canadian Press via Ted Deller,
Victoria Times-Colonist

SHIPPING

NEW B.C. FERRIES RUN

B.C. Ferries has announced that a new route called the "Adventure Circle Tour" will be introduced as a trial next June. The new route will serve Bella Bella, Klemtu, Shearwater, Namu, Ocean Falls, and Bella Coola from Port Hardy. For this service, the *Queen of Chilliwack* will be transferred from the Saltery Bay run and renamed the *Spirit of Adventure*. The schedule will involve an eight-day cycle, with frequency varying by community. An express run from Port Hardy to Bella Coola (three visits every eight days) will take about 12 hours. Runs that include smaller communities will take about 20 hours. Plans are also being developed for new passenger and freight service to Kitkatla, Port Simpson, Kincolith, and Hartley Bay. In addition, the 29-year-old *Queen of Prince Rupert* will be replaced in the next three years at a cost of about \$70-million.

—Victoria Times-Colonist

TUG COMPANY PURCHASED

Dennis Washington, the Montana businessman who owns the Southern Railway of British Columbia and Montana Rail Link, has acquired Seaspan International Ltd., the largest tug and barge company on the B.C. coast. Washington already owns C. H. Cates and Sons Ltd., which provides tug-assist services to deep-sea vessels in Vancouver harbour. The acquisition of Seaspan will give him a monopoly over ship-berthing services in the Port of Vancouver, including the new Deltaport container terminal at Roberts Bank. Last year, he bought Norsk Pacific Steamship Co. Ltd. from Fletcher Challenge Ltd.

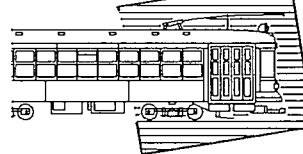
—Victoria Times-Colonist and Vancouver Sun

VICTORIA—SEATTLE PASSENGER SHIPS

Ridership on the ferry *Royal Victorian* rose 15 percent this year. About 100 000 passengers were carried from May 18 to September 24.

- *Victoria Clipper IV* will be modified with gas turbines replacing its present engines, to give a faster trip and quieter running.

IN TRANSIT



Scott Haskill

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TORONTO

PCCs RETIRED

After the decision on November 23 to end the operation of PCC cars in regular service, TTC operations staff made arrangements to make extensive use of PCCs in their last few weeks. For the last week of operation, two cars were scheduled to hold down all-day runs on the 504-King, 505-Dundas, and 506-Carlton lines. Additional PCCs were also operated on other runs on these routes on some of the days.

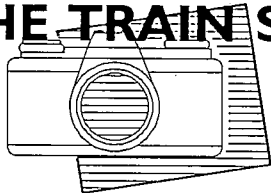
The last day of service (see also the November *Rail and Transit*) was marked by a ceremonial last run early in the afternoon from, which used two cars decorated with banners marking the occasion. The last revenue run was later that evening, on the 506-Carlton route, from Main Street Station to Roncesvalles Carhouse. The retirement of the PCCs brings to a close more than 57 years of revenue service for the type in Toronto.

There are no plans to retire the two PCCs, 4500 and 4549, that were rebuilt to near-original condition, primarily for sight-seeing and charter work. These will continue to be available for hire. Even though the remaining 17 PCCs were also rebuilt at the same time, from 1986 to 1992, the TTC will not keep them, but will attempt to sell them for continued use elsewhere, either at museums or transit properties. The four PCCs stored at Wychwood carhouse for possible future rebuilding will also be disposed of, likely for scrap.

PCC use did actually end once earlier, on October 17. On that day word went out to the two carhouses to stop using the cars, and to cease major repairs on them. No PCCs were used from either carhouse for some days afterwards. By the first week of November, two cars were reinstated at each carhouse on rush-hour only runs, to keep the cars operable, and to not jump the gun on retirement, which had not yet been formally approved.

PCCs have not been used on the 604-Harbourfront line since September 1994, when they were replaced by CLRVs due to noise complaints from residents. In deference to their tourist appeal, the PCCs were to return to the line for the summer months in May 1995, but this did not occur.

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

TOUR OF THE WEST July 13-31 Larry D. Morrill

- July 13 Ignace, Ontario - CP Train 917 with 3098-MKCX 9054
- July 16 Kelliher, Saskatchewan - CN Train 362 with 5553-5506
Raymore - CN Train 368 with 2432-5533
- July 19 Henry House, Alberta - CN Train 163 with 2109-5314
Jasper - CN Train 711 with 9443-5426-9406
- July 20 Redpass, B.C. - CN Train 799 with 2518-5406
Clearwater - CN Train 792 with 2551-2509
- July 23 Drynoch - CP Train 826 with 5872-6016 and midtrain units 5978-6074
North Bend - CP Train 351 with 5740-CR 6031-Soo 6029-CP 5621
- July 24 Spuzzum - CP Train 401 with 6031-5828-HATX 504-CR 6299
- July 25 Hicks - CN Train 413 with 5457-2502
North Bend - CP Train 607 with 9019-MKCX 9539-CP 5976 and midtrain units 5759-5959
Cisco - CN Train 412 with 2521-2509-5284-5506
Drynoch - CP Train 356 with 5987-CR 6039-6045
- July 26 Taft - CP Train 607 with 9016-5766-5696-Soo 3015-EMDX 6504 and midtrain units 5704-5931
- July 27 Revelstoke - CP Train 996 with 9019-6023-6006-HLCX 6204-EMDX 6500
- July 28 Albert Canyon - CP Train 817 with 9010-5996-5771-6013-5954-5971 and midtrain units 5965-5772
Donald - CP Train 356 with 9016-5704-5980-MKCX 9534-CR 610-CP 5589
- July 29 Golden - CP E/B with 5876-5933-5696-HATX 916-Soo 761-HATX 912 and midtrain units 5932-5702
- July 31 Columbia Lake - CP N/B with 3090-3101

CHERRYWOOD AREA November 4 Sean Robitaille

- 08:47 - CP Train 739 with CPRS 6409-GSCX 7369 and 21 cars
- 12:08 - CP Train 516 with 4214-4220-HATX 4409-CP 4221 and 73 cars
- 13:15 - CP Train 508 with CPRS 5747-HATX 915-CP 5735
- 13:35 - CP Train 515 with CPRS 5633-CP 5936-5748-HATX 6210-515-CP 1840, 75 cars
- 14:40 - CP Train 502 with CPRS 6034-CP 5xxx-MKCX 9534 and 57 cars

PINE ORCHARD AREA ... November 18 and December 9 Sean Robitaille

- Nov 18, 14:17 - CN S/B with 9570-9417-3546 and 77 cars
14:55 - CN Train 102 with 9472-9555 and 76 cars
15:10 - CN Train 215 with 5387-5055 and 54 cars
16:30 - CN Train 203 with 9466-9465 and 86 cars
- Dec 9, 14:10 - CN Train B450-08 with 9486-9676-3546 and 78 cars, thoroughly plastered with snow
14:15 - CN Train 203 with 5025-5110 and 55 cars
15:08 - CN Train 451 with 9553-9504-3579-3560-5316-7040 and 86 cars

ROBERTS BANK January 17-19 Dean Ogle

- Jan 17, BNSF coal train 01 BC3MS 1/15, with BN 2707-MRL 361-369-255-353
- Jan 19, BNSF coal train 01 NN247, BN 2705-500-KCS 731-BN 5087-Oakway 9014

"ROYAL HUDSON" AT LILLOOET ... January 16 Pat Hind

No. 2860 ran from North Vancouver to Squamish and Lillooet on January 16. The sun even shone that day! The train was to stay in the Lillooet area for three or four days for the filming of a television commercial. The train left North Vancouver at 09:30 and arrived at Squamish at 10:42, but did not leave until 13:30. The consist was: 2860, *Birken*, *Seton*, *Exeter*, *Sunset Beach*, power car BCOL 75, an unnumbered tank car, tank car PROX 73604, and caboose BCOL 1882 (in the old colours).

TORONTO PASSENGER ITEMS

November 12-December 1

Paul Bloxham and Pat Scrimgeour

November 15-16-17

VIA-Amtrak trains 85 and 88, the *International*, debuted High-level/Superliner consists over the period November 15 to 17. On November 15, Train 88 arrived at Toronto with VIA F40 6450 and Amtrak Superliner Diner 38015, Superliner Coach 34073, High-level Coach 39948, High-level Coach 39954, High-level Coach 39953, and Superliner sleeper *District of Columbia*-32077.

The next day, Train 85 departed Toronto with 6450 and cars 38015, 34073, 39948, and 39954.

On November 17, Train 85 left Toronto with F40 6445, Superliner Diner 38031, Superliner coach 34056 and High-level coaches 39952, 39947, and 39953.

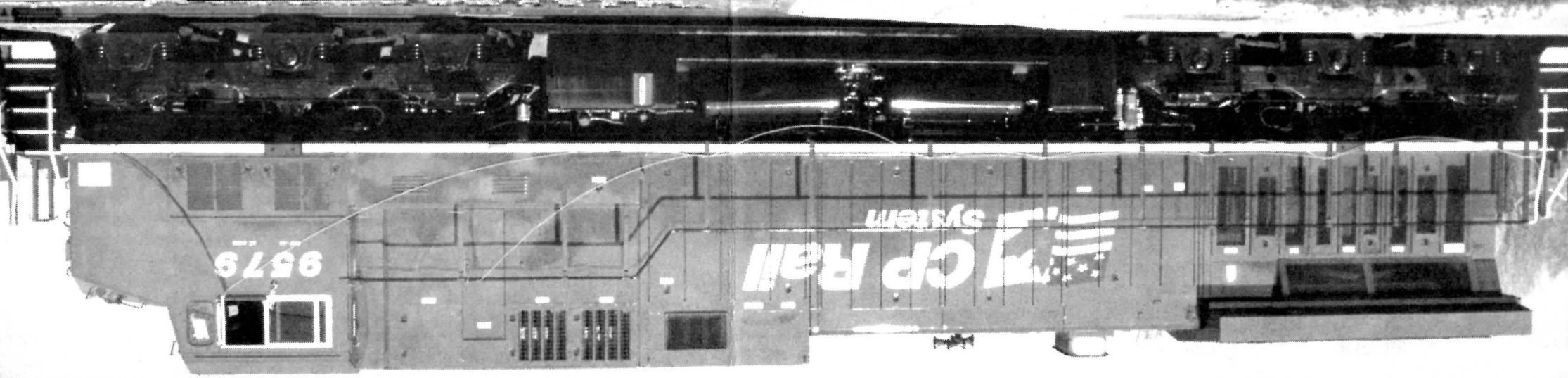
November 26

On Sunday November 26, VIA Train 73 had two F40s back-to-back for power. The train had units 6446-6453, steam generator 15461, and blue cars *Mount Royal Club*, *York Club*, 5448, 3248, 5531, 3240, 5499, 3222, 5529, 3246, 5446, and 5616. Every seat on the train was taken and passengers were left at Union Station. The crew stated that they would not be stopping at Oakville and Aldershot on account of all seats being full.

December 1

GO Train 949, with 10 cars, stalled west of Rouge Hill station at 06:50. The crew tried to get F59PH 533 running again, but it would not co-operate. The following inbound, Train 905, with nine cars and F59PH 528, was used to rescue the ailing train. The cab car of No. 905 was coupled up to the nose of F59 533 and the combined train proceeded at about 07:25 to Guildwood. At Guildwood, two stops were made to load each set of cars. The train then proceeded west quite slowly and did not even stop at the Eglinton station for passengers. Following No. 905 was Train 951, which normally runs non-stop to Danforth. On account of Nos. 949 and 905's inability to stop at Eglinton, Train 951 made the stop at 07:52, resulting in the first train service there since Train 945 had left at 06:36.

CP AC4400CWs 9581, 9573, 9574, test car 66, SD40-2 6012, and AC4400CW 9579. Photos by Michel Belhumeur at Rigaud, Québec, October 23, 1995.



CP's new GE AC4400CW locomotives on test

