

Canada's Railway Magazine since 1945

Rail & Transit



JANUARY-FEBRUARY 1996



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Halton County special events for 1996

The feature events at the OERHA's Halton County Radial Railway streetcar museum in Rockwood (on Guelph Line, 15 km north of Highway 401) for 1996 are:

- *Sunday, June 23* – Spring extravaganza and yard sale.
- *Sunday, July 21* – TTC's 75th birthday party.
- *Saturday, August 17* – Night show and corn roast.
- *Sunday, September 29* – Fall colour cavalcade.
- *Sunday, December 1* – Christmas fiesta
- *Saturday, December 7* – Christmas light show.
- *Saturday, December 14* – Christmas light show.

The museum's regular season begins this year on May 4 and ends on October 28. For more information, call 519 856-9802.

UCRS meetings

The next meetings in Toronto will be at 7:30 p.m. on Friday, April 19, and Friday, May 17, both at the Toronto Hydro offices, 14 Carlton Street, just east of College subway station. Please bring your slides and stories to the April meeting, for a members' potpourri.

The Hamilton meetings will be at 8:00 p.m. on Friday, April 26, and Friday, May 24, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The meetings will feature recent news and members' current and historical slides.

Cover photos

Four are back, perhaps only for a short visit until the new SD75Is are delivered, but here is a view of a CN 2300 when they still led trains. M636 2319 was leading Train 318 through Pickering on the York Subdivision when Steve Danko saw it in May 1992.

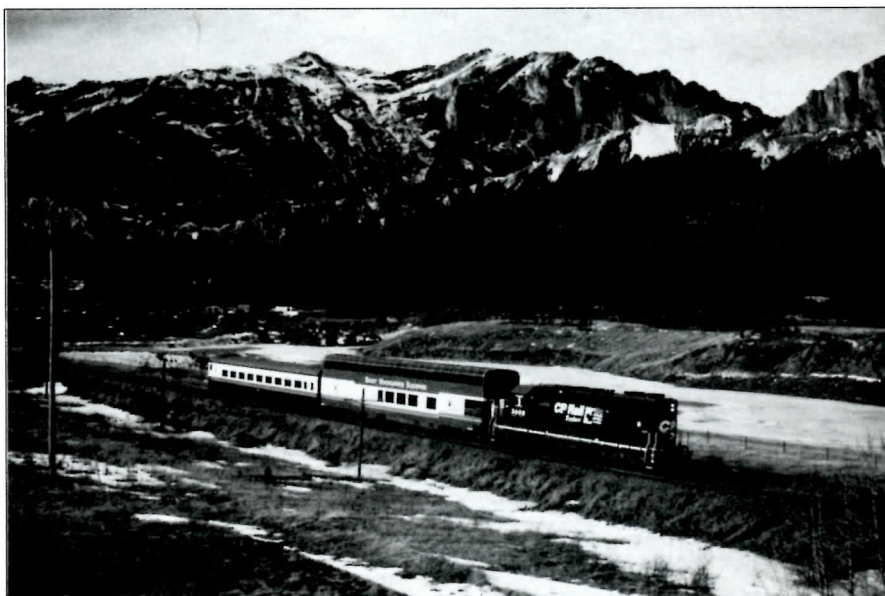
The upper photo on the back cover is of the cab of Iarnród Éireann (Irish Rail)

News Photos

Special CP Rail movement using GP38AC 3009 and GCRC dome 9501 and coach 5701, heading east from Banff to Calgary, passing Seebe, Alberta, on November 16, 1995. This consist had run to Banff with a load of travel agents

going to the Banff Springs Hotel for the opening of a new spa, leaving Calgary at 10:00. This view shows the consist returning for another trip. The locomotive and dome are running backwards.

—Photo by Bob Sandusky



JT22HCW 217—*Abhainn na Fleisce*. Bob Sandusky took this photo on May 21, 1995, at Thurles, Ireland, where the Canadian-built unit was working on a Cork-Dublin passenger train.

The lower photo, from the collection of Robert D. Tennant, Jr., shows Halifax tram No. 56. This car, built by Silliker Car Company of Halifax in 1909, was one of four single-ended, pay-as-you-enter streetcars

which the Halifax Electric Tramway Company evaluated. There were two produced by each of Ottawa Car and Silliker Car. Weighing 23 000 pounds, these cars were the heaviest trams in Halifax. This undated photograph shows No. 56 outside the car barn on Lower Water Street at the foot of Morris Street.

This issue completed on March 20, 1996

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Halifax Electric Tramway Centennial



By Robert D. Tennant, Jr.

February 1996 marks the centennial of the opening of the Halifax Electric Tramway Company, which introduced that form of transit to the Nova Scotian capital.

For the beginning of public transport in Halifax, however, one must go back to 1863 when an enterprising American, William D. O'Brien, headed a syndicate which obtained a charter on April 29 to undertake a horse-powered tramway under the name of the Halifax City Railroad Company. Little is known about this man, his associates in business, or the tramway's construction and early operation. Halifax, however briefly, was on the leading edge of tramway development in British North America with the establishment of the fourth such enterprise. During the time of the U.S. Civil War, Halifax newspapers reported at great length on that country's catastrophic domestic conflict, but found little interest in the struggle during the same years to bring a new transport technology to their home community.

On June 11, 1866, the horse-drawn tramway was opened. The provincial capital, then a city of 27 000, celebrated the occasion with great excitement. The street railway linked the Nova Scotia Railway's station in Richmond in the northern area of the peninsula with Freshwater Bridge in the southern area of the peninsula (in the vicinity of today's intersection of Barrington and

Inglis Streets), a distance of three miles.

When the Intercolonial Railway announced in 1875 that it would extend its line south from Richmond to North Street and there construct a large, modern terminal, the news proved too much for the embattled O'Brien. He had battled the weather, the vitriolic cabmen and truckmen, the unsupportive downtown merchants, and, through recurring disputes, a hostile, backward city council. Because he was to lose a significant portion of his revenue route, he decided to abandon service. On May 18, 1876, O'Brien precipitously closed the tramway. He disposed of the horses, cars, and rails, and terminated employment for his workers. He then, quite literally, disappeared.

Suddenly, Haligonians had to find other means of getting around town. The wealthy had their own carriages or could call upon the cabmen. But, for most citizens they were forced to use the primitive omnibus service or walk. Such would be the sad state of public transport in the provincial capital for the next decade.

In its dark green livery, new tram 118 trundles south on Hollis Street some time between 1920 and 1923, when the rule of the road was changed. No. 118 was one of 24 Birney cars built by St. Louis for NST&P. The livery was attractive on sunny days but at night or in foggy weather the trams were difficult to see. Following several accidents, the tramway changed the principal colour to canary yellow.

Photo from the author's collection.

Then on April 19, 1884, a group of local businessmen secured a charter for an electric street railway under the name Halifax Railway Company. The enterprise, however, was so severely undercapitalised that no work was carried out. On May 29, 1886 they disposed of their holdings to the Halifax Street Railway Company, which had been incorporated on May 11. This American-backed firm appeared to have the capital, was experienced (they had operations in New England and New Brunswick) and was content to re-establish a horse-drawn tramway, which opened on October 21, 1886. Three years later, the company embarked on the north-western branch. But, a year following that, the company was in such serious financial difficulty that the extension was abandoned as were plans to electrify the operation. As the company struggled to survive, another entered the picture.

A locally-backed firm, the Nova Scotia Power Company (of no relation to the present electrical utility of very similar name) was incorporated on April 17, 1889. It acquired the ailing Halifax Street Railway on August 1, 1890 and completed the northwestern branch in 1891. NSP also realised how demanding were the capital requirements of operating a street railway. It discontinued the Hollis Street branch in 1893 and the troublesome northwestern branch two years later. But, it was then too late to save the company.

And, so, the stage was set for the arrival of an enterprise which would have both adequate capital and sufficient expertise to undertake an electric street railway in the provincial capital.

The Halifax Electric Tramway Company was incorporated on March 20, 1895. Its principal backers were Henry M. Whitney of Boston, G. B. Harvey of New York, David McKeen of Sydney, and Michael Dwyer, John Y. Payzant and William B. Ross, all of Halifax. On August 30, HETCO bought the estates of the bankrupt Halifax Street Railway and Nova Scotia Power. The new company, in addition, purchased the Halifax Illuminating and Motor Company, which supplied electricity to the city. By September, construction of poles and overhead, a car barn on Water Street for 30 trams, and trackwork at various locales were all under way.

On February 3, 1896, HETCO received the first two of the 14 electric trams which it had ordered from Rhodes, Curry and Company of Amherst, Nova Scotia. Electric streetcar service began on an icy February 12, 1896, at 4:45 p.m. amid considerable public interest. Initially, the trams operated only on the south-end loop of Pleasant Street (now Barrington), Spring Garden Road, South Park Street, and Inglis Street. A few months later, horsecars were operated in Halifax for the last time on May 31 when they finished their duty on the Richmond line north of Cornwallis Street.

During the early 1900s there occurred numerous developments. In September 1901 the Coburg line was extended west to Oxford and thence north to Quinpool, east to Windsor and then north to Almon where it connected with the Willow Park line. This became the original belt line.

About 1903 employees of the tramway organised themselves into a social organisation which provided its membership with a gymnasium and other recreational

facilities. Although the term was used, it was not a true union since neither wages nor working conditions were in its mandate. The development of a proper union occurred some five years later. John Joy, of the Longshoremen's union, met with five tramway employees in the Temperance Hall on Cornwallis Street to consider formation of a union. Then, on July 8, 1908, Division 508 of the Amalgamated Association of Street and Electric Railway Employees of America was chartered. The inaugural president was William Rutt.

In 1904, the company constructed the Green Bank line, which ran from the foot of Inglis Street, south on Pleasant Street (now Barrington Street) to a small park and then in 1912 to a point just south of Steele's Pond (since filled in). This route proved to be quite popular with Haligonians who fled the city during the summer months to find refreshing air in the park.

In 1907, the tramway completed the laying of double track on Barrington Street, and the following year work crews double-tracked the Spring Garden Road line. In 1909, the company began an experiment, later abandoned, with the purchase of two pay-as-you-enter-type trams from each of Ottawa Car and Silliker Car. The four cars were the single-end type and were restricted to the Belt Line.

Until this time, the trams required a two-man crew and, as was the style, each member rode on open platforms at either the front or the rear of the car. A women's organisation can be credited with mounting a very successful campaign which caused the province to legislate that tramway companies be required to provide protection to operating crews from the elements. Henceforth, during the winter months at least, the trams were to be equipped with enclosed vestibules.

During 1912 the Gottingen line was extended from Cunard Street to Kaye Street. Four more closed trams were purchased from Silliker, and two sweepers were acquired from McGuire-Cummings.

The year 1913 saw the construction of the Armdale line from the intersection of Oxford and Quinpool west along the latter to Arm Bridge at the head of picturesque North West Arm. Another development was the double-tracking of the Belt Line in its entirety. The matter of cars being equipped with air brakes became a point of dispute between the company and the union. The issue was settled in favour of the company when the government ruled that air brakes were not required on the type of equipment being operated in Halifax.

About this time, the matter of increased workload and additional responsibilities had become a sore point with the operating crews. Since wages had not increased for some time, the men went on strike for higher wages. Although the city had an enviable reputation for orderly conduct, this became history when on May 16, 1913, riots engulfed the provincial capital. Strike-breakers and strike sympathisers clashed in one part of the city whilst gangs of idle youths terrorised another. Both the police and the civic administration seemed quite unprepared, or unwilling, to handle the breakdown in law and order. As for the strikers themselves, they took no part whatever in the melee which trashed parts of the city. The strike was settled amicably by arbitration on May 21, 1913, in favour of the workers.

Following many delays, the federal government finally announced in 1912 that it was committed to a major redevelopment of the port of Halifax for the south end of the peninsula in connection with the construction of Halifax Ocean Terminals. During July 1913 the Intercolonial Railway awarded the railway contracts of \$1.4-million concerning the railway portion of this development. By 1915, work on this large project was about half completed. Of necessity, the Green Bank, or "summer" line as it had come to be known affectionately, had to be closed. The arrival of the Great War hastened the work on the entire project. Then, following the Halifax Explosion, there was even greater urgency for the completion of the terminal.

On Water Street, a new brick car barn was built with a capacity for 42 trams. By this time the war effort had produced a severe manpower shortage. To address this situation, the company employed twelve women as conductors.

The year 1917 would contain two major events for the tramway. The earlier occurred on June 10 when the Nova Scotia Tramway and Power Company took over HETCO. The Halifax Explosion on December 6 wreaked havoc in the city's north end and caused extensive damage to the tramway system. Nine tramway employees were killed and many others suffered severe injuries. Six single-truck streetcars were rushed from Montreal to replace the wrecked trams.

By 1919, when the wartime activities had wound down, it became obvious that the company's equipment was sorely in need of urgent replacement. On account of the hills and the narrow streets, the tramway selected a compact, light-weight, single-truck streetcar, which had been designed in the United States by Charles Birney and featured numerous safety features. Built by the American Car Company of St. Louis, the first 24 trams arrived during the following February. The next month the tramway introduced them to Haligonians following an unprecedented five-day promotional campaign.

The decade of the Twenties contained many developments which, in reality, made it a period of great transition. The introduction of the Birney cars was but the beginning.

In June 1920 the company's new board of directors placed the tramway operations (until 1924) into the hands of Stone and Webster, a Boston-based engineering and consulting firm which was experienced in revitalising war-weary streetcar lines. The provincial regulation legislating that, effective April 16, 1923, all vehicular road traffic was to drive on the right side, proved very expensive for the tramway. The conversion of the well-built Birneys from left-hand to right-hand operation was particularly costly and arduous. Later, during 1926 and 1927, the company embarked upon a program of significant improvements: replacing light rail with heavier rail, replacing single crossings on double-track lines with double-crossings (i.e., each line would have its own), new connections added (at Gottingen and Cunard Streets and at Windsor and Quinpool) and extensions on Oxford (renamed Beaufort, from South to Oakland) and Gottingen (from Kaye to Duffus). The company purchased 22 more Birneys (in 1926, 10 second-hand Brills from Baltimore and four new cars from Ottawa Car, and

in 1927, eight second-hand Brills from Toronto), and upon their arrival in Halifax scrapped all remaining old-style trams (except those few which were converted to work equipment).

When all this was completed, the tramway rearranged or established nine routes:

- 1 – *Belt Line*
(clockwise loop)
- 2 – *Belt Line*
(counter-clockwise loop)
- 3 – *Richmond-Gottingen*
- 4 – *Oxford*
- 5 – *Armdale*
- 6 – *Dingle*
- 7 – *Agricola-South Park*
(counter-clockwise loops at each end)
- 8 – *Windsor-Inglis*
(same route as No. 7; clockwise loops at each end)
- 9 – *Point Pleasant Park*
(added in 1928)

The company introduced the new routes with an attractive, large, multiple-fold, full colour map.

On March 29, 1928, the company was reorganised under the name Nova Scotia Light and Power Company, Limited. The following year the tramway opened the province's largest dance pavilion in the company's Francklyn Park, a newly completed recreation and entertainment facility on the former gas works' property on the North West Arm adjacent to Point Pleasant Park. Route 9 was constructed to the park and Route 5 extended in Armdale.

With the arrival of the Thirties the tramway continued to implement improvements. Thermite welding was adopted in 1930 as the standard practice whenever new trackwork was required. The company adopted 93-pound guard rail from Lorain Steel for the tangent track replacement in 1931. Ten more Birneys came from Baltimore in 1928 and three from Sydney in 1930. Three Birneys were acquired for parts from Moncton and, in 1932, a sweeper was purchased from the same source.

By 1938, the roster of 59 trams provided service for the city of nearly 60 000 people who made nine million trips annually. As the decade passed, the undercurrent of apprehension became more pronounced, until a dreadful future seemed unavoidable. Then, it happened. On September 9, 1939, the Parliament of Canada declared war on Nazi Germany. The implications for Halifax's streetcar system would be staggering.

By 1942, the city's population had doubled and, with gasoline rationing, ridership soared to more than 24 million. The company scrambled to purchase more Birneys and, with difficulty, did acquire 23 (14 from Toronto, two from Sydney, two from East-Broughton, Québec, and five from Bakersfield, California.). Even so, the streetcars remained very crowded. The excessive use combined with little time for routine maintenance to produce a steady deterioration of equipment. Indeed, the entire tram system from tracks to cars to overhead was worn out.

On May 7, 1945, there occurred the V-E Day Riot in Halifax, which left the city trashed, bloodied, demeaned, and holding bills of some \$3-million. Birney car 126, set on fire, became the only car lost from the fleet prior to abandonment in 1949. Despite the numerous investiga-

tions, such as the Kellock Royal Commission, into the origins of the rioting, and despite the passage of time, the causes of the riot can spark lively debate even today.

Once the second world war was over and the community could return to peacetime activity, the tramway company began an assessment of its physical plant. Much needed replacement. NSL&P expressed its preference for a new trolley-coach system to the city. Being unsure as to the appropriateness of this proposal, the city of Halifax requested that Norman D. Wilson, a Toronto-based consultant and engineer with expertise in urban transportation, assess the situation and report promptly. Wilson came to Halifax and during August 1946 he conducted an exhaustive survey of the tramway and its possible replacement with a new streetcar system, trolley coaches, or buses. He recommended the adoption of a trolley-coach system for the city. Following the city's acceptance of this report, NSL&P placed an order with Canadian Car and Foundry in Fort William, Ontario for 60 44-passenger trolley coaches for delivery during the spring of 1948.

On Saturday, March 26, 1949, the changeover began; it would be the last day on which trams would operate in downtown Halifax. Trolley-coach operations commenced in the core area the next day.

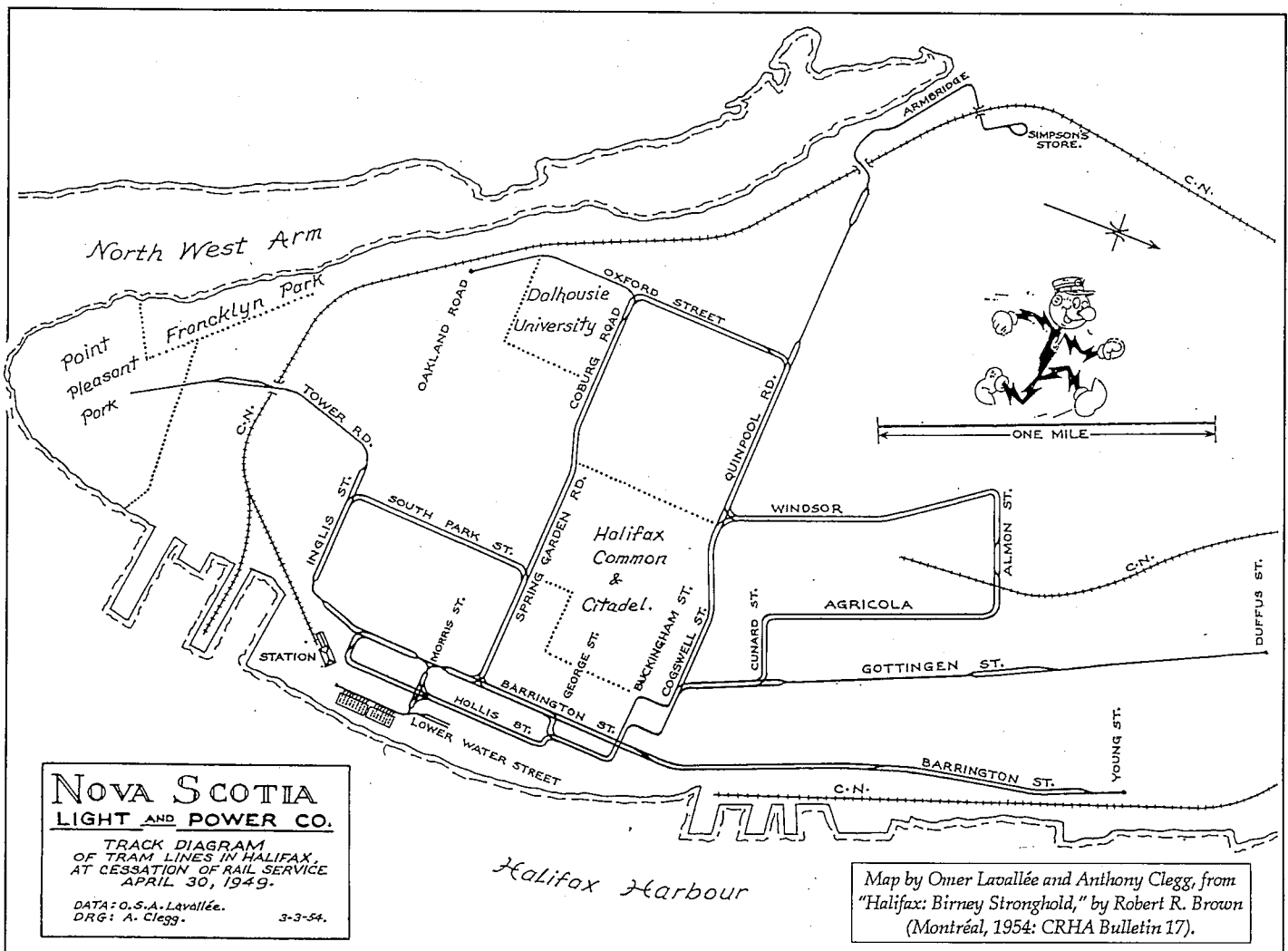
In order to commemorate the end of an era, Tram 177 was bedecked with signs carrying a poetic goodbye

message and with a sad, bewhiskered face of an old man on the front. The verse and design were the creations of Miss E. H. Doyle, the long-serving secretary to tramway department general managers. Tram 177 then toured Halifax extensively.

During April 1949 the company worked feverishly to convert tram routes to trolley-coach ones. The cars were parked overnight on the outer ends of Routes 3, 5, 6, and 9. On April 29, 1949, the very last electric streetcar, No. 157, ran on the city's oldest tram line, Route 3 Richmond. On account of the conversion work already accomplished, this route was a truncated one along Barrington Street north of Buckingham Street.

From their overnight parking locales, as each route was closed, the trams were towed by truck to the Water Street car barn where Whitzman and Sons Limited cut up the vehicles for scrap. On the express orders of the NSL&P, none was to be sold to an individual; the president did not want the countryside littered with old, discoloured tram shells which somehow might be linked with a progressive utility. The idea of preserving one of the Birneys for a government or other museum seems not to have occurred to anyone.

With a little more than half a century of operation to its credit, electric tram service came to an end in the Kingfisher City. ■



IRELAND REVISITED

BY BOB SANDUSKY

This is the second of two parts of this article. In the first part (December 1995 Rail and Transit), my wife and I travelled in France, on the Eurostar to England, north to Scotland, and, at Loch Ryan, onto the ferry for Northern Ireland.

On our first morning in Larne, Northern Ireland, we had one of those breakfasts that B&Bs can be noted for. Then our host drove us over to the Northern Ireland Railways (town) station. A blue and grey, northbound, three-car railcar set arrived and departed to the harbour station. This would be ours on its return. We watched some swans fly around the inner harbour like little 747s. On time, our railcars reappeared after a seven-minute turnaround at the Harbour, led by an 80-class driving motor. (These 1978 models may be next in line for retirement.) The normal NIR railcar configuration is a driving motor, plus trailer, plus driving trailer. These 560-horsepower units can run at 70 m.p.h. The acceleration was somewhat ponderous, but eventually we were up to speed and clipping along the peaceful shoreline of Larne Lough.

At the time we didn't realise that our rail-ferry-rail experience was soon to become history. Stena Sealink planned to re-route Stranraer ferries in late 1995 from Larne Harbour to Belfast directly and add a high-speed Sea Cat. This ends 120 years of service between the two ports. The remaining P&O line will continue to use

Larne Harbour but they do not have a Scottish railway connection. Luckily, the mainstay of the railway line is its local traffic and Larne Harbour facilities are expected to be upgraded anyway for freight. Freight has never been a strong part of the NIR scene: over the last decade there have been through freights run up from the Republic to places like Derry but you wouldn't call it a strong trend.

We took the siding at Magheramore to meet a northbound three-car set, the 8:25 from Belfast Central. Signs of earlier quarrying operations were much in evidence here. Around 1970, local fill had been shipped by train to Belfast for the construction of the M2 motorway. That work is noteworthy as it prolonged the last regular NIR steam operation. Spoil trains were drawn by a push-pull pair of 2-6-4T Jeeps commuting back and forth and being much-photographed.

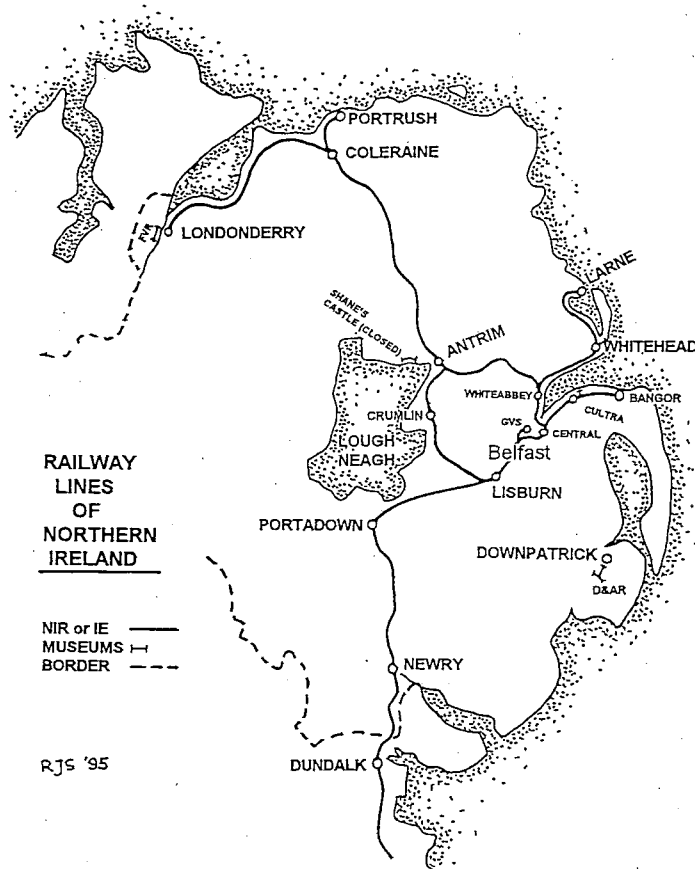
At Whitehead, we passed the shops and headquarters of the Railway Preservation Society of Ireland, their facilities substantially upgraded in recent years and even helped as part of one of many EC economic infrastructure improvement projects. Here we passed an identical northbound train, the 8:47 from Central. This was typical rush-hour headway. Leaving Whitehead, our train followed the west shore of Belfast Lough with fine views

NIR AT HELEN'S BAY

Northern Ireland Railways' 700-series control coach en route to Larne. The station is now a restaurant, "Deanes Square."

May 11, 1995





as far as Carrickfergus where it then turned slightly inland.

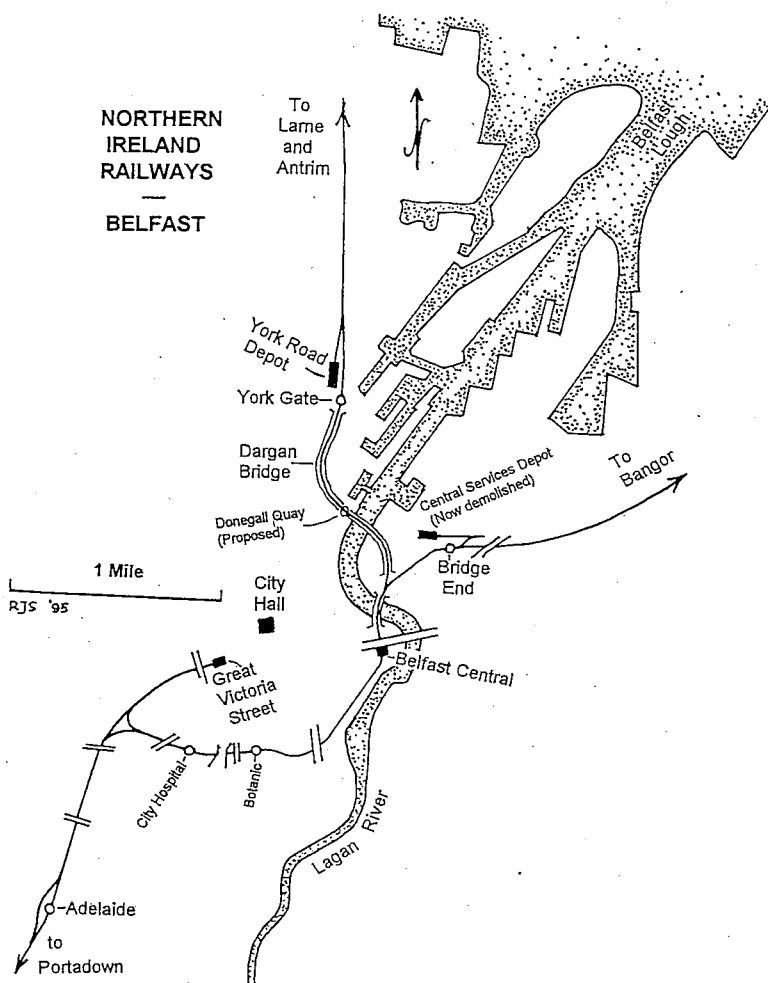
Entering Belfast from Larne, there has never been direct service to Belfast Central. A roundabout line from Whiteabbey to Antrim served for equipment changeoffs (and allowing RPSI vintage equipment to get out). In November 1994, the two-kilometre Belfast Cross Harbour Rail Link was opened by the Queen, unifying the network for the first time ever. The link is more popularly known as the Dargan Bridge. More on Dargan later. The new pre-cast concrete viaduct, at 1424 metres, is said to be the longest bridge in Ireland.

Approaching the bridge we stopped at York Gate. In the 1960s, Larne and Londonderry passenger services ended at York Road, a large terminus a few hundred feet north of York Gate. The main maintenance facilities were just north of that. Services from Lisburn and south ended at Great Victoria Street, just southwest of city hall. The isolated Bangor line ended at Queen's Quay. In the early 1970s the transportation picture began a 25-year staged evolution whose end result is somewhat different from the original "vision." Motorway construction had begun. A link was approved between the Bangor line and the main line from Dublin and Portadown. A new Belfast Central high-level station was opened on this line in 1977. The line into Great Victoria Street was removed and the station demolished to make way for a motorway. Queen's Quay was closed. Londonderry services were re-routed from York Road to Central via Lisburn. York Road was downgraded to an uninviting little three-track station and a new Central Service Depot opened on the site of the defunct Queen's Quay terminus. In 1978 a link to York Road was approved but in 1979 the Westminster government shelved that plan and further developments halted.

Over the next troubled decade the city evolved in a different manner than expected. The area around both Belfast Central and York Road became very uninviting. The city centre moved more southwest. A bus link to York Road didn't improve traffic on the Larne line. Then EC funding became available for upgrade projects, so in the 1990s, work began on a revived link. The present high-level York Gate station was built. York Road closed and an enlarged train servicing and maintenance facility was then built on its site. Furthermore, Great Victoria Street now became a preferred location, no longer threatened by the Urban Motorway and a more suitable destination for many of the existing train services.

We departed York Gate onto the single-track Dargan bridge for a quick view of the city and harbour. Crossing the Lagan, a passing track marked the allowance for a future Donegall Quay station. We joined the Bangor line at the new Lagan Junction and re-crossed the river to Belfast Central. On the east side of the Lagan the motorway link between M2 and A2 was unfinished. It awaited the transfer of operations from Central Service Depot back to York Road so the depot could be razed.

We boarded an airport bus at Central's rather awkward lower-level transfer facility and headed downtown. We pulled into an intermediate terminal in the city which turned out to be Great Victoria Street station, now being reborn. Behind construction hoarding, one could see construction of new platforms. Plans were for four



platforms, concourse, offices and amenities, and integration with the Europa Bus Centre. Pedestrian access is via the adjoining Great Northern shopping mall. Since writing, access to the Portadown line was built on the original GN alignment, newly linked in a wye, and the station opened September 30. It should be able to handle most Larne and Bangor trains along with those from Derry via York Road. Most Dublin and some peak period suburban services would continue to use Central and avoid GVS. The re-routing of Derry trains via an upgraded Whiteabbey to Antrim line will cut 20 minutes from their schedule. The old Antrim to Lisburn line may still see one train a day.

Both NIR and Irish Rail are co-operating on another project to upgrade the Belfast to Dublin service. New rolling stock with the larger GMD JT42HCWs recently delivered will reduce journey time 20 minutes to 1 h 35 min. Maximum speeds would increase from 70 to 90 m.p.h. To compete with the road network the goal is to operate nine trains per day with three train sets (the same as today) employing higher speed and shorter terminal turnaround. EC funding of 75 percent was obtained for this. The total infrastructure improvements seem to have had an effect, as NIR ridership increased from 5 million in 1990 to 7 million in 1994.

At the main airport (more relaxed during the truce) we picked up our rental car and headed towards the east coast via Bangor, following the NIR. Not far east of the city at Cultra is the Ulster Folk Museum and more particularly the new Transport Museum. The latter now houses the large collection of railway vehicles previously packed like sardines into an old bakery in the city. (See *UCRS Newsletter* 461.) Most of the vehicles were moved here in one very impressive train on February 14, 1993. A siding links the exhibit hall to the NIR line (east of Cultra halt) and an inside turntable permits easy access for the 5'-3"-gauge inch items at least. The exhibits can be viewed from track level and from an upper walkway. (Take a wide-angle lens though, at least 28 mm.) Tram vehicles in the collection will be included later in a road transport exhibit. This museum should not be missed! One other item of interest on this line is the station at Helen's Bay. While now a restaurant, accessible from the platform and the street, its '20s design can still be admired. It was commissioned in 1863 by Lord Dufferin, once governor of Canada, and is in the style of a Scottish baronial castle. It's worth a photo stop.

Driving down the Ards Peninsula and taking the ferry across the mouth of Strangford Lough, we arrived at Downpatrick. In a hilltop churchyard, looking for St. Patrick's stone, I turned to view the country and saw down the hill a yard full of rolling stock. My wife commented about how my usual luck was holding. Investigating, we found a fine stone station, but the fenced property was closed. This is Ireland's only preserved 5'-3" line and dates back to 1982 when there was fear of a ban on main-line steam workings. The RPSI investigated private alternatives and found this former Belfast and County Down branch terminus. Originally planning to restore the line to Ardglass on the coast, it proved more practicable to have a triangular restoration to King Magnus' Grave to the southwest and Inch Abbey to the north. Operation is on summer Sundays with a

Guinness 0-4-0T loaned by the RPSI at Whitehead. It is run by the Downpatrick Railway Society and the District Council. The railway station, rebuilt from a residence, had won a Railway Heritage Award.

Arriving in the Dundalk area for a round of visiting, there were further opportunities for ferroviaan explorations. Anxious to see the new IR 201 class JT42HCWs (of which No. 201 itself had been flown from Canada to Dublin), I was not long waiting as the first sighting was No. 230 idling near the water column at Dundalk station. The arrival of this class signals a new colour scheme for Iarnród Éireann, orange with black and yellow striping and a new "IE" logo, replacing the previous orange with black and white trim and a stylised "Ir" logo. The 201s are built for 100 m.p.h. operation, a step up from the 90 m.p.h. of the 20-year old 071 class. Through Dundalk, there are six daily Dublin-Belfast trains as well as locals which link to Dublin. With the retirement of older coaching stock, those locals look quite decent now. Several Belfast-Dublin trains were noted, all different. One northbound was composed entirely of orange IE stock with 203 leading. Its southbound counterpart was an all-blue-and-grey NIR train drawn by one of NIR's two 208-class units (identical to IE's 201s). On another occasion, the train consisted of two three-car NIR railcar sets with 80-class motor units 95 and 82. (Their 70 m.p.h. top speed must have been just enough to keep the schedule.)

On the freight scene, the new Dundalk container terminal had opened in March on the west side of the main line south of Dundalk Central signal cabin. The new yard is on a spur remaining from the Great Northern's Enniskillen line. Just across the road from it is the former GNR locomotive and carriage works, now an industrial park and an interesting prowl for the industrial archaeologist.

The closure of many lines in the 1950s (and 1960s to a lesser extent) left ample scope for the "Rusty Railfan" in this country. One example was a housing development at the end of a GN branch to Carrickmacross. A tiny courtyard of townhouses was assembled around the stone ex-loco shed and square water tower. The water stand was now incorporated into one cottage while the engine house had become a semi-detached dwelling. Two arched side windows were now doors and the integrity of the brick edging had been maintained through the downward extension. Well done!

We moved on to Dublin. The DART (Dublin Area Rapid Transit) is now old hat, having been opened in 1984. A recent update article in the *Irish Times* stated that first year ridership was 35 000 per day and that is now around 65 000 daily. That accounts for 11 percent of Dublin's commuters and could mean around 6000 fewer autos per day entering the city, which translates into fewer accidents requiring police and hospital services. The DART is subsidised, of course, but a university study concluded that it would begin to make money in 30 years. The cars are perceived to be cleaner than many of their counterparts in Europe and graffiti is dealt with immediately at Fairview depot. One defacer was caught in the act and as he was led away protested that he was an artist!

May 20 was the RPSI's "William Dargan" Railtour.

Dargan himself started in England with Telford, then returned to Ireland to build the first railway from Dublin to Dun Laoghaire in 1834. By 1863 he had built 60 percent of the 1741 miles existing. Today, 57 percent of the 1450 miles still operating on the island were built by him. His stone arches and viaducts are still much admired. The two days I was to be with the RPSI were part of more extensive activities. After Cork they were to go on to Belfast for a series of passes over the new Dargan bridge before finishing at the RPSI main base at Whitehead. The motive power was to be two ex-Great Northern 4-4-0s, No. 85—*Merlin* and No. 171—*Slieve Gullion*. Due to IR safety rules on high-speed lines it was necessary to substitute IR's 1963-vintage Craven coaches for the usual vintage stock. The museum's own cars were therefore stored at Dundalk until the Monday when northbound *Merlin* would retrieve them for the journey to Belfast and Whitehead.

Arriving at Platform 1 of Dublin Heuston (ex-Kingsbridge) about an hour before train time allowed time to view the passing cross-section of what was currently running. The 201-class was well represented. Out on Track 5 was 206 ready to depart with some 1987 Mark 3 stock. Naming of engines has not been a normal practice in the Republic but the 201s seem to be special, and they were receiving Irish river names. No. 206 was *Abhainn na Life* (Liffey River). Next came a rake of Mark 3s in the usual orange, backing into Track 4 but in the middle were two in maroon. These were their two "executive" coaches (with seating described as "variable as required"). Stock from the 1980s has air brakes, while

older than that means vacuum. Then came a pair of very un-Irish looking railcars with two sliding doors placed one-third of the way down each side. This was a two-car "Arrow" unit built by Tokyu Car in 1993. The 17 in this series (one for a maintenance spare) operate mainly on the new Dublin-Kildare suburban service, plus the Cork-Cobh local, then secondarily to Maynooth, Dundalk, and Waterford. The formerly-prominent 071 class were on secondary line trains. Heuston station is small for the traffic it handles.

Soon excursion passengers and "supplies" arrived. A truck unloaded steel kegs of porter which were rolled noisily down the platform to our lead "brake generating steam van." Given the marathon nature of some of the longer RPSI trips, about 20 kegs per trip is usual. At the rear of the six-coach train, another brake van was busy receiving the snack supplies. Then *Merlin* rolled in and coupled up. It was GNR blue. The second engine was to be picked up later so everyone found their pre-assigned seats and we departed. A short distance out we passed IR's Inchicore Works, their main backshop, where many shop staff were out to see steam.

There were 200 to 250 passengers on the train, reminiscent of Canadian excursions of long ago when those numbers could cover the cost of the train. (It should be said that the Irish Tourist Board or other organisations often guarantee these tours.) There were ample vestibule windows for cinder-catching or experiencing a passing train. The Cork line is double track on continuous welded rail and while good for 100 m.p.h. for regular trains, our maximum was 60 m.p.h.

At Portlaoise was a small, black, inside-connected 2-6-0. No. 171 had broken a crucial pin in its motion, luckily without other damage. The last minute substitute was ex-Great Southern 461 from Mullingar. Disappointment was heard but I privately rejoiced in finding this engine, seen eight years before in its first stages of

IARNRÓD ÉIREANN AT BALLYBROPHY

Irish Rail JT22HCW 217 Abhainn na Fleisce ("River Flesk") on the Dublin-Cork main line passing the Railway Preservation Society of Ireland's 4-4-0 85 Merlin en route to Cork, with the RPSI "William Dargan" railway tour. May 20, 1995



rebuilding at Whitehead and now under steam. As later learned, it had given continuing problems with its axle boxes and big ends since re-entering service in 1991 until finally in 1993 it went to Inchicore diesel shop to have both driving axle boxes welded and rebored . . . a skill-testing task and done under intense time constraints!

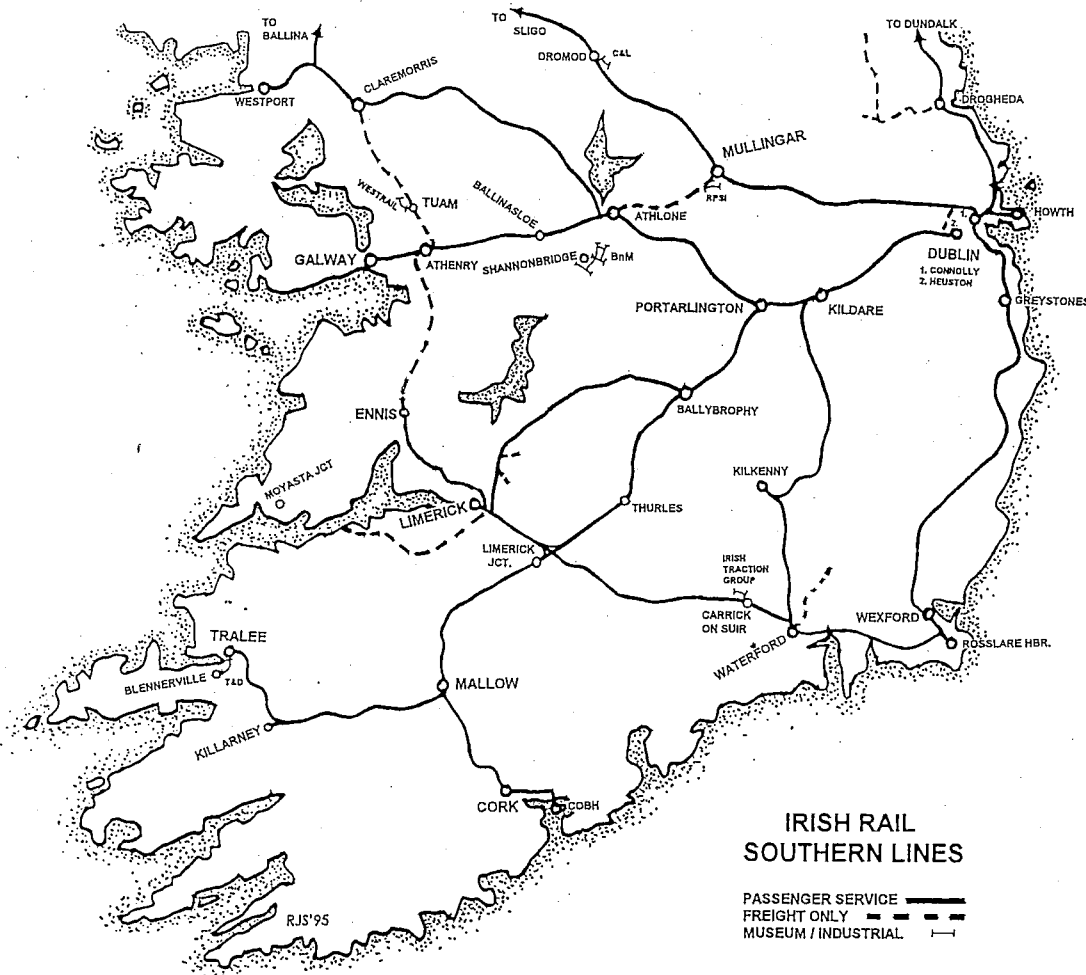
It took the rest of the day to reach Cork. We never really double-headed. The train would split with each loco taking half. Then the halves would recombine to run behind *Merlin* while 461 followed light. We took siding at Limerick Junction for almost three hours while engines got oiled and other trains passed. Main-line trains – both passenger and freight – came and went, mostly behind more 201s. The intensity with which these were being used was illustrated by the fact that we passed 217 (“River Flesk”) four times in the two days, three with a passenger train and one with freight. The Limerick connection arrived with a 35-year-old EMD GL8, newer Mark 3 stock and a driving coach. A train of anhydrous ammonia (behind a 201) passed with a water car at either end. Over behind the south signal box, a large road crane was stacking snap-track sections onto four flat cars while a freshly-painted 1962 GM J8, 141-class, idled patiently. A sign by the old water tank credited the EC for financing some of the new line upgrading. Beginning at Limerick Junction, an arranged line-side bus provided alternative views of the train as far as Mallow (when it didn’t get lost). All this, using paths between regular trains. All things considered we

did not do badly by arriving only 1 h 10 min late at Cork. The banquet that night at the Imperial Hotel was well received.

Sunday was wet. Kent station has a curved trainshed which the Dublin main line meets immediately as it emerges from the 1.2 km Cork tunnel and swings east. Inside the north entrance is a tenderless 1848 Bury, Curtis and Kennedy 2-2-2. Out on the east side is a small coach yard and further platforms for the Cobh service. There, another Arrow railcar set was idling. East of that is the running shed and freight tracks down to Morgan Quay. Cork had other railway lines, all of which are long-gone. Some terminated in this area. One visible reminder faces the station on top of the tunnel mouth, the former Cork and Youghal railway. While it has been out of use since 1893 the footbridge over it is still painted by Irish Rail!

We left for Cobh, 461 running tender-first. The stub-end station at Cobh is at dockside and used to see much emigration. The waiting hall is now a museum named “The Queenstown Experience.” Two weeks prior to our exhibit, B165 and an empty carriage run from Cork failed to stop properly and suddenly became an exhibit themselves. Repair activities were still under-way. The true story behind this was not really forthcoming and must be surmised. Returning, 461 was facing correctly and the lineside buses allowed us a couple of good, damp run-bys.

Back at Cork 461 and 85 teamed up for the attack on the 1-in-70 up through the tunnel to Rathpeacon and a



further 1-in-60 to Blarney (where pilot engines used to cut off). Some bussed to the northern portal to watch the pair blast out into the rain and rejoined the train at Mallow where the engines again separated. Mallow is a junction for Tralee and we paused for a while here to let the main line trains sort themselves out, which they did with dispatch, including the reversing of the Tralee train which arrived facing north, requiring the engine to run around to finish its journey to Cork.

No. 461 remained here while compound 85 took the train north. Passengers devoured their provided box lunches or sustenance sold at the far ends of the train. Volunteers circulated the aisles with refuse bags and kept the carriages quite clean during the whole trip. I was impressed. At Thurles there was a 1 h 40 min stop during which at least three passenger trains went by, all behind 201-class engines. My wife met me here, so I took my leave and picked a lineside spot for a departing shot. I later heard that the arrival in Dublin was actually a few minutes early and the remaining activities successful. My thanks to the RPSI.

From Thurles, we travelled to Killarney, a pleasant town. The station is on a spur off the south side of the Tralee line. An up train from Tralee was sitting under the blue trainshed upon our arrival, led, not surprisingly, by another 201-class, 216. Those things were everywhere. A westbound drew in a few minutes late at an uncovered outer platform behind a grubby J8, 152. This allowed the up train to leave. Then the J8 departed as well. As it accelerated the driver called to me to ask if I'd like to come to Tralee with him but I replied that a future occasion might be better. Facing the station was a fine looking old hotel labelled "Great Southern," one of the earliest railway hotels in the country and now in private hands.

Approaching Tralee, after an important family visit, we came to Blennerville and the long-gone three-foot-gauge Tralee and Dingle. Their only surviving engine, No. 5, had spent time at Steamtown in Bellows Falls, Vermont (via Cavan and Leitrim), been repatriated and finally restored. The last train of the day had left, but it soon returned. A green 1892 Hunslet 2-6-2T arrived to drop two coaches at the station and cross the road to the engine house. It has a North American touch with its pilot and bell. The maroon coaches had been converted and re-gauged from Portuguese freight cars. Two more bodies beside the loco shed were to be worked on as a local youth project. The two-mile railway runs along the T&D roadbed from an aquatic centre on the southern outskirts of Tralee, to Blennerville, where sits a large windmill, until now the only other local attraction. The station claims to be the westernmost in Europe.

Moving north across the Shannon Estuary on the Tarbert ferry (a 1978 Glaswegian product) we reached Kilrush, again in narrow gauge country. Here had run the three-foot West Clare Railway. Originating at Ennis, it had been the last Irish narrow-gauge line, surviving until 1961 by virtue of the use of railcars and a latter-day infusion of diesel locomotives. Kilrush station survives as a dwelling.

We drove to Moyasta, location of a junction with the Kilkee branch. Tracing the line was complicated by intersecting roads and I'd stopped by the Moyasta Junc-

tion Shop to get my bearings when my wife noticed a shop window advertisement for a book on the West Clare. I entered to inquire and met Joe Taylor. A book there was indeed, a fine new hard-cover from the Plateway Press in Brighton and written by Patrick Taylor, uncle of Joe. There was time to chat (there were few customers) and learn that the uncle had died before the book could be published. Joe now owned the shop, its adjoining pub, and the fields to the north, which included the former wye and station, still mostly intact. As a business booster in the area he took action to have the book published and, further, hoped one day to be able to make the station area attractive to visitors and commemorate the narrow gauge in some appropriate way. Did we want to see a short film on the railway? He opened the pub, turned on a huge television, slipped in a video cassette and we watched a John Houston comedy filmed in steam days sometime after "The Quiet Man." After that he played a cassette of the launching party for his uncle's book.

With our West Clare indoctrination now completed and a book in hand we bid Joe farewell and good luck. Travelling up the coast through Kilkee, Doonbeg, Quilty, and Lahinch, we found the book a valuable reference. At Kilkee, both engine house and station were intact, with the latter retaining its platform canopy. At Milltown Malbay (where singer Percy French was marooned) the yard between the station and freight shed has been filled-in to make a motel, but the station and canopy remain separate. West Clare 0-6-2T No. 5, the last surviving steam locomotive, is preserved by the station in Ennis.

Departing this area via the bleak but dramatic Burren we reached Shannonbridge, 8 km southeast of Ballinasloe (on the line to Galway). The land here is quite flat and covered with extensive turf bogs. At Shannonbridge (on the river) there is a medium-sized power generating station fuelled by turf. The fuel is drawn there by an extensive three-foot-gauge rail system operated by the Irish Turf Commission (Bord na Mona). There are a few hundred miles of such lines in central Ireland. They can be quite innocuous, and I had passed over a double-track section of this operation without even noticing it. About 5 km east of town we found a road to the shops and offices of the mining operation to discover the BnM's Clonmacnoise and West Offaly Railway. Since July 1993 this has been open to the public for a guided 9 km tour of the Blackwater Bog.

The signs led us to a cafeteria (filled with students) and a gift shop. It was 10:50 and we were told the trains were booked until 2:00 p.m. We were relaxing over a coffee when a tour guide said they'd put on a special train for us. By the time a driver had been found, six more adults appeared, and eight of us were led out the back to a waiting green and yellow coach coupled to a small diesel 0-4-0 of the same colours. Other motive power was brown and cream, so that made green and yellow the passenger livery. The double-truck coach, which was fitted with about 40 fabric covered seats, had been built by Metro Wilker (IRL) Ltd. and is one of two on the C&WO. Our train passed the equipment maintenance shops and described a large rectangle through the flat, brown, endless bog.

The bog itself is up to 12 metres in depth and has given up artifacts, bogwood, and even bodies which have been well-preserved by the acidic waters over the centuries. Harvesting of turf is done from April to September by specialised machines which skin the dried surface and pile it in rows. Then temporary snap-track is laid beside the rows and a harvester-conveyor loads them into trains of 14 double-truck gondolas. These are quite light, allowing the small diesels to handle a loaded train unassisted (at least in dry weather). About one train per hour arrives at the power station. Outlying lines are single-track, going to double on the main trunk lines. Some stone ballast is used but the track still wiggles and undulates. Derailments are common. We stopped to examine hand methods of digging turf, then returned to the shops. We were told that the bog had a 50-year working life, of which 15 had been used. There were demonstrations of land reclamation and grass-planting to suggest how the land might look in the future.

The motive power at the shop wore assorted Hunslet, Ruston, and Deutz builders' plates. Nearby was an exhibit yard of retired turf-mining machines plus a retired diesel locomotive. They seemed lightly constructed, appropriate to the nature of their tasks. Beside the display area was a passenger coach in 1960s CIE colours which turned out to be one of the West Clare's railcar bodies converted to carry bog workers and now out of use. (I wondered how it would look out at Joe Taylor's.) We took our leave, pausing near the power station to watch a train of empties returning to the bog. Three or four other trains could be seen at the plant. A bridge over the Shannon leads to another line south of and parallel to the Grand Canal. Several miles north of the station we came across another end of the same system with a fuel train snaling along behind a Hunslet 0-4-0 Wagonmaster, its tiny jackshaft flailing away. Diesel fuel for field equipment is distributed by the trains, as the bog will

not support roads.

A railway atlas shows about three other systems of equal size to the east and north, none very far from the canals. It's a safe guess that none of them will survive many more decades if another fuel source is substituted. It's worth noting that CIE once tried turf-burning locomotives beginning with an experimentally converted 2-6-0 and ending with an 0-6-6-0T built to the design of O. V. Bulleid (his last design). It was tried on the Cork line but mainly restricted to Dublin until retirement in 1965. BnM used turf-burning tank engines as well.

Other three-foot operations exist as well. At Dromod, on the former Cavan and Leitrim, is a new revival using a rebuilt tank engine from the U.K. At Stradbally Hall, near Dublin, a BnM tank engine is operable. Up at Londonderry the two-mile Foyle Valley runs on the ex-GNR Omagh right of way. It uses ex-County Donegal equipment stored for many years at Strabane and Shane's Castle. On the down side, the Shane's Castle railway at Lough Neagh was closed this year.

Shannonbridge was our last railway experience for this trip, as the next major destination was Belfast airport. It had been encouraging to see the many transportation infrastructure improvements as well as fresh preservation initiatives. Without EC fund assistance most would not have occurred.

For a current reference to Irish railway and preservation, a new book is *Irish Railways Traction and Travel*. This excellent illustrated soft-cover book is available for £10.95 (U.K.) plus shipping, from the Irish Traction Group, 31 Hayfield Road, Bredbury, Stockport, Cheshire, SK6 1DE, England. ■

BORD NA MONA

An Irish Peat Commission train of 14 empties, except for the last "anchor" load, leaves Shannonbridge Power Station on double-track, for another load from the Blackwater Bog. May 11, 1995



Research and Reviews



Just A. Ferronut's Railway Archaeology

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Welcome to a new year, but already I am behind schedule. I was planning to cover the Preston and Berlin Railway this month, but I spent too much time on other projects to get the map finished. Hopefully, next month! In the meantime, we will look at some things that have come up as the result of my "other projects."

Pointe Saint-Charles

The Grand Trunk Railway of Canada shops at Pointe Saint-Charles (now AMF Techno-transport) have made the national media because of their recent sale by CN. Discussions about the location of the main track and first station in Pointe Saint-Charles have been bandied about on a local computer forum. And a few days ago, a local radio station that has been highlighting various streets around Montréal chose Sebastopol, a short street just to the west of the original GTR shops as its topic of the day.

With the Grand Trunk building in the Point during the Crimean War, and in keeping with the practice of the period to adopt names for streets from news items, Sebastopol became one of them. It was named for the Ukraine city of Sebastopol, now called Sevastopol, that in 1854-55 had withstood a siege of 349 days. The thing that makes Sebastopol Street interesting to the railway history enthusiast is that it still has several groups of the row housing built by the Grand Trunk during its years of infancy for its workers. These two-storey, flat-fronted brick row homes are quite different from the more common rows of stone housing in Montréal with their basements half above ground for extra living space, and outside metal stairs. Many of the early railway employees were from Newcastle, England, and these homes on Sebastopol Street are similar to the designs used there in the 1850s. Within a couple of minutes' walk to the railway shops, these houses provided their occupants with a view of the growing community of Montréal to the east, with its backdrop of Mount Royal. On the social side, the GTR was progressive for its time. While doing some rooting around, I noted that the GTR had opened a library for its employees at the Point in 1857. Three years later, in 1860, the Prince of Wales, while in Montréal to open

the Victoria Bridge, made a goodwill gesture by leaving a sum of \$440.00 for the benefit of Grand Trunk employees. This money was used to purchase books for the employees' library.

My search for information about the early track alignment at the Point turned up an interesting article from a 1930 Canadian National Railways Magazine. This story is recollections from a locomotive inspector named William Henry Sarjeant, who had started work at Point St. Charles for the Grand Trunk Railway in June 1866. Billy Sarjeant was 14 at the time, and after trying his hand at a couple of other jobs, he concluded that he wanted to be a mechanic, or a tradesman, and he set his sights on a job in the Grand Trunk Shops.

He stated, "Richard Eaton was Superintendent of Motive Power in 1866. I knew him by sight, as everybody knew him, and I lay in wait for him when he was on the way to the shops. There was a good deal of open country about Montreal in the sixties, especially at the Point, and I waited for Mr. Eaton in an oat field, alongside a bridle path, where he was sure to pass. The bridle path through the oats, strange as it seems to me today, is now known as Bridge Street and the oats have all been threshed long ago."

Sarjeant worked 64 years in the shops at the Point, retiring from Canadian National early in 1930. While perhaps parts of his article are a little more on the human side than historical, I am going to pick a few sections that highlight some of the changes that have impacted railways and their employees in his period and to which we can relate current issues. To start with, how many jobs are procured today by waiting for the "boss" to walk by?

In recalling public transit, Mr. Sarjeant said, "Montreal had horse cars at that time of course. The Point bus went from the Post Office, and I can still hear the driver calling 'Hey! hey! who's for the Point? Five cents all the way!' It was a double-decker with a railing on top and held, if I remember rightly, 15 or 18 passengers. At the grades, the male portion of the load used to get out and shove.

"I served my seven years' apprenticeship, coming through the boiler and machine shops to the erection shops, which was my aim. In the course of time, I was made leading hand, and then I was appointed gang boss, repairing locomotives, and afterwards erecting new engines. I became inspector in 1911. The first engine we built I think, was the 'Eaton,' named after the superintendent.

That was in 1882, and we were enormously proud of the masterpiece. In my time, I supervised a gang of from 20 to 32 men in the erection of about 260 locomotives.

"It is a source of great pride to have been long enough at the railway shops to see the coming of the CNR 6100. She was not something that sprang to life at the wave of some magician's wand, but the logical result of 60 years' growth. In the old days, our methods were antiquated in the extreme. Think of the clumsy wood-burners; of stacks of wood as high as the running sheds; of the work of loading the fuel on the engine; and of the feeding it into the fire box. Think of the horsepower we used to cut the wood! Think of the peat bog at St. Hilaire! Today, we have automatic stokers and oil burners. Our little engines could haul 26 cars. It took us from three to six months to give one of them a thorough repair. Now we could turn a 6100 over in a week. It has been the pride of my life to have inspected the Northern. I only wish I could have the opportunity to build one!

"While it may have been good for the muscles, the work was hard in those early days. Valve faces in the steam chests had to be chipped and filed and brought back to their original surfaces after wear and tear. Crank pins had to be filed by hand instead of turned by machinery. In fact, everything was done by hand, and it was slow as well as tedious."

But to the Mr. Sarjeants of his day, "I'd go through it all again, just for the joy of working with locomotives. Given the strength, nothing would please me better than to start another 64 years this minute." How many people today would say that about their job?

While discussing changes, and still in the Point area, a couple of more comments on the Victoria Bridge repairs that we have mentioned in several recent columns. Our member Doug Brown has been supplying me with copies of many of his father's, Robert R. Brown's, articles on railway history. One recent group had some material on the Victoria Bridge, and Doug was musing as to what percentage of the total weight of steel would these current CNR repair and upgrade contracts represent. The current tender call is for 13 000 000 lbs., in addition to some work already completed. So, back to the books!

The weight of the iron in the tubes of the original single-track 1859 bridge was 20 258 560 lbs. The steel in the present, or Jubilee, double-track bridge, which opened in 1898, weighs 44 000 000 lbs., over twice

as much as the first bridge. The present 13 000 000 lbs. represents an replacement equal to approximately 30 percent of the total weight of the existing bridge, excluding the seaway diversion spans. However, I expect that some of this 13 000 000 lbs. will be for strengthening, so that the post-construction total weight of the bridge will be something greater than 44 000 000 lbs.

On the money side, the figures of \$35- to \$40-million have been mentioned when discussing the current work. The cost for the turn of the century reconstruction is listed at \$1 883 678.87. While I don't have a cost of the iron for the original tubular bridge, its total contract price was \$6 813 333. This last figure may look out of line, but when one remembers the amount of work, and the problems related to constructing the piers and abutments of the sub-structure, the portion for the ironwork is probably quite small.

The 24 shorter spans of the Victoria Bridge each consisted of nearly 5000 pieces, while the 330-foot centre span had 10 309. The 130 000 pieces of iron were fabricated in Birkenhead, England, then shipped to Montréal for erection. The Victoria tubular bridge was built in spite of what nature could produce in the forms of floods, ice, and epidemics, and of course there were the man-initiated problems – lumber rafts hitting the construction work and the small primitive tools of the day.

Before we leave the Victoria Bridge, let's see if we can clarify the various first railway operations over it. December 17, 1859, is often used as the date for the passage of the first train. Samuel Keefer, Inspector of Railways, in his letter dated at Brockville on December 19, 1859, states that on Saturday, December 17, he issued instructions that the Victoria Bridge, following his test train operations on December 16, while not totally completed was "perfectly safe for public use," and "the new line across the bridge was this day opened for public traffic."

Flipping back to Wednesday, November 2, 1859, the Fredericton, New Brunswick, *Head Quarters*, on the matter of the Victoria Bridge states, "This structure will in a few days be ready for the passage of the 'iron horse.' Already has the contractor, accompanied by several other gentlemen, passed over it, by the aid of a few planks thrown over gaps not closed up."

While this does not state how these gentlemen carried out their journey, at least it defines the completion of the bridge.

About three weeks later, on Friday, November 25, the *Montreal Gazette* records, "Yesterday (Thursday) afternoon at 2:25, the contractor's engine, now employed in carrying iron plates and rails into the tube, and a platform-car, carrying over 60 persons, mostly connected with the Grand Trunk Company, passed through the bridge to the south of the river. It was originally intended to run the Directors' splendid car through with the party; but owing to some immate-

rial accident it was not used, and seats were placed on a platform car. Included in the party, in addition to the senior railway officers, were bridge engineers, representatives of the contractors, as well as civic and government surrogates. On arriving at the centre tube, the train stopped, and the party gave three cheers for the Queen; they then proceeded, and on emerging from the tube at the south side of the river, here the Honourable George-Étienne Cartier, Attorney-General (and railway promoter) made a few pertinent remarks about having had the pleasure of passing over the longest bridge in the world; he also mentioned the engineers and contractors in a few happy phrases, and concluded by calling for three cheers for the Queen; these were given, and God Save the Queen was then sung, the Attorney-General leading. The time occupied in passing through was 122 minutes."

Other crossings of the St. Lawrence

The St. Lawrence River started as a barrier to railways, and while it may have lost that status, it still is a substantial hurdle, and one that is very expensive to cross.

Other than the railway bridges at Québec and Montréal, it is often easy to forget the other railway crossings that exist or have existed along this great river. It is a subject that could fill a book, but let's take a snapshot look at them.

Starting from the mouth of the St. Lawrence, the first crossing we encounter is the newest. Starting on May 27, 1978, the ferry *M.V. Georges-Alexandre Lebel* initiated the regular transfer of railway cars between Matane and Baie-Comeau. This ship can transfer 26 50-foot cars or 31 40-foot cars. The original target was the movement of paper from the north shore. CN had taken over the former Canada and Gulf Terminal Railway to provide the railway connection between Matane and CN's former Intercolonial line at Mont-Joli.

The next railway crossing is a little over 200 miles upstream, at Québec. While I haven't come across a great amount of details, there was a railway car ferry service between Québec City and Lévis in 1917. An article on the opening of the Québec Bridge states, "Freight rail service between the two shores, over the now famous Québec bridge, having been inaugurated, was continued throughout the night, and what was threatening to become an accumulation of loaded cars on either side of the river, because of the inability of the ferry steamer *Leonard* to make more than two crossings a day on account of ice, instantly disappeared. The steamer *Leonard*, was withdrawn from service on December 3, 1917."

The end of the major construction problems for the Québec Bridge came at 4:01 p.m. on Thursday, September 20, 1917, when the final 10-inch connecting pin securing the centre span was placed.

The first train, containing guests of the builders, crossed the great cantilever bridge

on October 7, 1917. However, December 3, 1917, was to be the big day for railway operations over the bridge.

A train consisting of National Transcontinental Railway engine No. 2900, Mikado type, weighing 2242 tons, with 13 loaded freight cars, conductor's caboose, and superintendent's car No. 35, total tonnage 1229 tons, was made up at Chaudière Jct. and arrived at the south end of the bridge at 10:45 a.m.

The locomotive was manned by the oldest engineer of the district, popular "Ned" Parsons, and fireman Boucher. The train was in charge of conductor A. Boutin, with brakemen A. Bonneau and J. C. Bernier. Two engineers of the Bridge Commission, along with the St. Lawrence Bridge Company's engineer, rode in the cab. The railway's resident engineer, Mr. Brousseau, rode on the pilot of the engine.

The train entered the south portal at 11:53 a.m., running at low speed, and arrived on the north shore at 12:00 o'clock noon, where all were welcomed by the superintendent of District 1 of the NTR Western Lines.

While the guests had lunch, the engine was turned and a new train made up consisting of 20 loaded cars, caboose, and business car, for a total tonnage of 1238 tons. This southbound left Bridge station at 2:25 p.m. and arrived on the south shore at 2:32 p.m. It was then time for the railway to get its revenue freight moving.

Passenger train service was inaugurated over the Québec Bridge on January 6, 1918.

With motors revving, it's upriver for another 150 miles to Montréal.

The ferry services across the St. Lawrence at Montréal, while in operation long before the railways, were for passengers and freight and not equipped with railway tracks.

The Champlain and St. Lawrence Rail Road was in operation for 15 years before their line was extended from Laprairie to St. Lambert and Moffat's Island in 1851. Moffat's Island was a stone's throw downstream from the Victoria Bridge and provided the south shore terminus for a ferry service with Montréal. In the spring of 1864, a third rail was laid across the Victoria Bridge to permit the traffic from the "narrow" gauge (4'-8½") Champlain and St. Lawrence Rail Road and Central Vermont to join that of the GTR in using the Victoria Bridge into Montréal. The unused portion of the line to Moffat's Island was abandoned in 1866.

The first south shore terminal for the Grand Trunk's line coming from Portland, Maine, was a couple of miles downstream from the Victoria Bridge, in Longueuil. The Grand Trunk operated a ferry service between Longueuil and Montréal. Shortly after lunch on June 10, 1856, just as the ferry was preparing to leave Longueuil, its boiler exploded, killing about 30 people. This service, like the upstream service, did not handle any

railway cars. The opening of Grand Trunk's Victoria Bridge made this terminal also obsolete.

The Grand Trunk kept control of the railway crossing of the St. Lawrence at Montréal until the 1880s. The Canadian Pacific was looking at the traffic south of the St. Lawrence and east of Montréal. Through a couple of manoeuvres, the CP got control of a couple of south shore railways, and in conjunction with this control, built their "flying cantilever" bridge between Lachine (Highlands) and Kahnawake. This bridge is at the head of the Lachine rapids and about 10 miles upstream from the Victoria Bridge. This bridge, officially known as the St. Lawrence Bridge, was a single-track structure constructed in 1886-87. In the 1930's, the bridge was replaced, again with a single-track structure (the current western or up-river structure). In the 1950s, during the St. Lawrence Seaway project, the eastern or downstream structure was added.

Before moving west, there was one other struggling railway that used an unique method to cross the St. Lawrence at Montréal. This was the South Eastern Railway, which over the winter of 1880-81, laid a railway track across the frozen St. Lawrence River. Robert R. Brown, in one of his articles, provides a few excerpts from *Montreal Gazette* of January 1881. One reports stated that on Saturday, January 8, 1881, the SER engine C. A. Scott was heading from Montréal towards Longueuil to pick up 17 cars, when it jumped the rails, turned over on the ice, and broke through. Track repairs were undertaken at once and the road was ready for operations the next day.

The newspaper later reported that on Tuesday, January 25, the engine C. A. Scott was raised up out of the water. While some of the lighter parts were broken and bent, it did not appear seriously damaged.

The St. Lawrence River was also an obstacle to J. R. Booth as he extended his Canada Atlantic Railway network southward towards Vermont. Booth, for the first four years of operations south of the St. Lawrence, had relied on a ferry to transport cars across the river at Coteau Landing, 30 miles or so west of Montréal. In 1888, he decided to construct a bridge across the St. Lawrence, using a couple of islands to help. The new bridge was started on April 1, 1889, and was opened to traffic on February 19, 1890. This was a single-track structure. The Canada Atlantic was acquired by the Grand Trunk in 1905, and in 1911 the Coteau Bridge was replaced by a new structure capable of heavier railway loadings.

While there were a couple of nearby proposals for railways and bridges over the St. Lawrence, nothing developed until you travel another 30 miles or so upstream to Cornwall.

While in the last years of the 19th century, the Central Counties Railway of Ontario was attempting to woo Cornwall to

subsidise it to build a railway from the Ottawa area that would use Cornwall as its southern terminal, it was the Ottawa and New York Railway that got the nod for a line that would continue south across the St. Lawrence into the state of New York.

Work on the railway from Ottawa to Cornwall started in 1897. Work also started on putting together the network south of the river that would permit travel from Ottawa to New York City. On the American side, some existing lines, with new links, would be used. The railway bridge over the St. Lawrence was also started in 1897. The crossing was to consist of two separate bridges, using an island to help span the river. The work on these bridges seemed plagued with problems. It was proposed to place cableways over the river to help with the transfer of materials for the bridge construction. The cables were to be supported on towers some 120 to 130 feet high. Lidger-

wood cable machinery would activate the movements over these cableways. On Tuesday, October 5, 1897, one of the towers collapsed, and set the project back. The following year, on September 6, 1898, the bridge over the south channel collapsed. The line from Ottawa to Cornwall was officially opened on July 29, 1899, and the bridge over the St. Lawrence was opened in 1900.

The construction of the St. Lawrence Seaway in the 1950s spelled the doom of this line, because of the problems and costs to maintain a railway line over the river. So, in the early evening of Thursday, February 14, 1957, NYC 8304 was the last train to pull out of Cornwall for Helena, New York.

▼ Track removal at Canterbury, N.B.

Crews remove the former CPR Shogomoc Subdivision near Canterbury, New Brunswick, and stockpile the rails at the station.

—Photos by Art Clowes, December 8, 1995



There is one last site we will look at in our journey up the St. Lawrence River, Brockville, some 475 miles upstream of Matane. Brockville was the eastern terminus for the Brockville, Westport and Sault Ste. Marie Railway, a line that had great ideas, as its name implies. The line never got beyond Westport, 45 miles northwest of Brockville, which it reached in 1886. This little railway was also looking to the south and the American roads just a short distance across the St. Lawrence. Their idea was to bridge the St. Lawrence and connect with the Rome, Ogdensburg and Watertown Railroad. They started, and for the 100 or so years since, two bridge piers remain on McNair Island, a reminder of both the ill-fated attempt and of the power of the river.

Trainmen's hand lanterns

To those of us who remember watching trainmen walk around and use their swinging hand lanterns, we generally thought, "How neat!" An article in a 1917 Canadian Government Railways Employees' Magazine brings home some of the industry's view on the hand lanterns. They were looking at some of the accidents resulting from not being careful with hand lanterns. In one incident, 23 box cars, along with a portion of a station platform were heavily damaged to the tune of \$65 000 when a lantern was placed too close to a leaking can of leather cement. In another, while no mention was made about the type of alcohol, there was a \$7300 fire blamed on mixing some of it with a hand lantern. And to think that as a kid, I thought these lanterns were neat!

New Brunswick and Canada

In the November column, I mentioned that crews were removing the rails of the old New Brunswick and Canada Railway and Land Company (CPR Shogomoc Subdivision) track, just at the north end of Canterbury, New Brunswick. The photos on the opposite page show the work underway at that time.

The removal crew from Brandon, Manitoba, were using a small crew, a rail mounted "Speed-Swing"-type crane and two or three home-built dollies in their removal process. A couple of men were removing the splice bars. A couple of other men were working with the crane operator, as the crane would lift a rail and swing it around to the waiting dolly ahead of it. Tie removal and clean-up followed. The material as it was being removed was being transported to a road crossing, or, as at Canterbury, the station grounds, to be stockpiled for sorting and disposal.

Canterbury, originally known as Howard Settlement, remained the northern terminus of the New Brunswick and Canada Railway and Land Company for several years, until more money was found to build on into Richmond and later into Woodstock.

In January 1862, this line was very busy with military trains. The Canadas were threatened with attack, so troops from the

east and England were needed to help end the Trent Affair. So many January days saw troop trains arrive. Fifteen to twenty sleighs would be filled and head to Woodstock, to join a similar number arriving by sleigh from Fredericton and Saint John. From Woodstock they continued their overland travel to Little Falls (Edmundston) and then to Rivière du Loup in order to take a Grand Trunk train westward.

To the men removing the rails at Canterbury, unaware of the roles that many of these now-abandoned lines played in the country's history, it was just a job.

Information Network

Item 63 (September 1995)

Especially-painted TTC streetcars in 1984

Further comments from: **Jack Knowles**

A sixth streetcar was involved in the 1984 "Year of Celebration" special paint jobs. The two-tone paint job on CLRV 4005 was originally tried on 4175, but the paint did not bond to the fleet colours applied at the Hawker-Siddeley plant in Thunder Bay. Thus, Swiss prototype car 4005 was tried with more satisfactory results, with 4000 and 4002 also being used, as was noted. Car 4175 languished for a time in the closed St. Clair Carhouse, in blue, but with no lettering or artwork.

Also involved in the "Year of Celebration" was the 30th anniversary of the Yonge Subway. Gloucester subway cars 5098 and 5099 were overhauled and painted with special external large lettering, and also with historic transit photos in the interior adver-

tising racks. These two cars still exist and make occasional trips on the Halton County Radial Railway's line.

Item 65

Toronto's PCC streetcars

Statistics from: **Ray Corley**

The table on this page shows some of the history of the TTC's 19 PCC cars which were rebuilt between 1986 and 1992 (the "major rebuild programme" - MRB), and which remained in service until 1995.

Two cars were restored to resemble their original appearance, were most-often used for tours or special events, and remain on the TTC's roster in 1996. Cars 4500 and 4549 carry their original A-8 class numbers, not their assigned A-15H ("H" for historic) class numbers of 4604 and 4605.

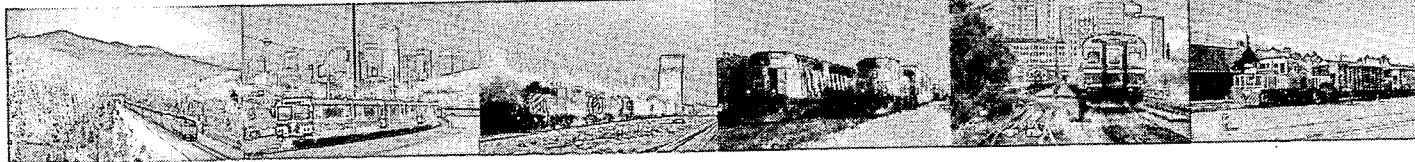
The programme was to include another four cars, A-8 class Nos. 4524, 4529, 4530, and 4546, which would have become A-15 class Nos. 4619 to 4622. These cars were stored after the programme was cancelled in 1991, when declining ridership removed the need for additional streetcars in the TTC's fleet.

On the last day of operation of PCC cars, December 8, 1995, ten cars were used. On 504-King: 4606, 4608, 4613, and 4602 (replaced 4613). On 505-Dundas: 4603 and 4607. On 506-Carlton: 4611 and 4612. On special commemorative runs for that day: 4600 and 4601.

Car 4610 was last used on December 7, and 4614 was last used December 5. Cars 4500, 4549, 4609, 4615, 4616, 4617, and 4618 were not used during the last week of operation.

TORONTO PCC CARS - Car history, major rebuild data, and mileage

A-15 NUMBER	A-8 NUMBER	DELIVERED	MRB OUTSHOP	MILES OPERATED		
				TO MRB	AFTER MRB	TOTAL LIFE
4600	4505	Feb 15, '51	Sep 11, '86	1 070 716	116 574	1 187 290
4601	4512	Feb 19, '51	Dec 4, '86	1 089 196	105 994	1 195 190
4602	4537	Mar 7, '51	Apr 26, '89	1 116 421	74 789	1 190 910
4603	4548	Apr 10, '51	Jul 28, '89	929 567	78 677	1 008 244
4500*	4500	Jan 31, '51	Jul 14, '89	1 116 068	18 004	1 134 072
4549*	4549	Mar 26, '51	Dec 6, '89	1 106 094	17 659	1 123 753
4606	4528	Mar 5, '51	Dec 29, '89	1 139 978	67 066	1 207 044
4607	4536	Mar 7, '51	Feb 14, '90	1 087 799	63 773	1 151 572
4608	4544	Mar 13, '51	Apr 20, '90	1 140 776	64 967	1 205 743
4609	4526	Feb 27, '51	Aug 7, '90	1 123 211	90 332	1 213 543
4610	4541	Mar 12, '51	Nov 6, '90	1 143 900	79 595	1 123 495
4611	4540	Mar 12, '51	Dec 31, '90	1 109 743	65 152	1 174 895
4612	4543	Mar 14, '51	Dec 13, '90	1 118 867	69 400	1 188 267
4613	4503	Feb 12, '51	Apr 18, '91	1 162 649	53 750	1 216 399
4614	4509	Feb 20, '51	Aug 27, '91	1 111 389	60 628	1 172 017
4615	4518	Feb 22, '51	Oct 29, '91	1 145 178	58 369	1 203 547
4616	4515	Feb 22, '51	Dec 13, '91	1 134 577	53 825	1 188 402
4617	4539	Mar 14, '51	Jan 29, '92	1 142 597	40 208	1 182 805
4618	4501	Jan 31, '51	Mar 31, '92	1 176 288	40 607	1 216 895



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN NATIONAL

MAINTENANCE CONSOLIDATION

CN will close its locomotive maintenance shops in Moncton and Montréal, and will consolidate the eastern maintenance work in Toronto. The present diesel shops in Montréal and Moncton will be reduced to servicing facilities only.

At Gordon Yard in Moncton, 123 out of 133 maintenance employees' jobs will be cut. Montréal's Taschereau Yard will have 230 jobs cut from a total of 255. At the same time, an additional 146 workers will be added to the 187 currently employed at the diesel shop at MacMillan Yard in Toronto.

Gordon Yard is currently assigned 138 locomotives and two slugs. The units based in Moncton include all the active MLW and Bombardier units on CN. Taschereau has 499 locomotives and 26 slugs assigned, including the majority of the GM four-axle high-horsepower road units.

CN says the maintenance shops in eastern Canada are underutilised, and are being used at only about 45 percent of overall capacity. The reduction will leave CN with three diesel shops, at MacMillan Yard in Toronto, Symington Yard in Winnipeg, and Walker Yard in Edmonton. Toronto was chosen for the eastern location because it is the operational hub of CN's eastern network, is close to the busiest lines in the east, and because the Mac Yard shop is better equipped. The changes will be implemented over the next several months.

Next to be reviewed is the former Grand Trunk Western shop in Battle Creek, Michigan, which will have its future considered later this year.

—CN and Canadian Press via Ted Deller; Ray Corley

NEW CHICAGO INTERMODAL YARD

Illinois Central will build a new intermodal yard for CN's use in Harvey, Illinois, just south of Chicago. The \$27-million, 67-acre yard will double the intermodal capacity currently available to CN at its Railport Yard

in Chicago. CN needs the additional space to handle increased traffic, largely as a result of the new St. Clair Tunnel.

The new yard, which will be ready by December 1, adjoins the Illinois Central's Moyers Intermodal Terminal, which IC operates for their own use and for Wisconsin Central and Southern Pacific. The CN terminal will have 14 000 feet of track, and will be able to hold 2300 containers and 800 trailers.

IC has been marketing the Moyers facility to other railways as an intermodal hub, and the new CN facility is part of those efforts. The new terminal will be leased by IC to CN for at least 15 years. CN's existing Railport yard, in use since 1971, may be downgraded to storage use only.

CN has also announced that it will offer joint intermodal service with Wisconsin Central, which will be interchanged at the new facility. WC will bring intermodal traffic to Chicago from the U.S. upper midwest, and from CN connections in western Canada.

—Chicago Sun-Times, via Ken Lanovich

VIA RAIL CANADA

NEW CARS ON SAGUENAY AND ABITIBI

VIA is planning significant changes for the Montréal-Jonquière *Saguenay* and the Montréal-Senneterre-Cochrane *Abitibi* trains. Both trains will be converted to use the rebuilt stainless-steel cars heated and lit by head-end power, replacing the present former CN blue and yellow cars, heated by steam and lit by axle generators and batteries.

Along with the change in equipment, VIA is considering a change to the schedule at the end of April, but a final decision has not been announced. Reports are that the two trains will operate together between Montréal and Hervey-Jonction, and split there. This schedule would call for an early-morning departure from Montréal, and would convert the *Abitibi* to a day train, thus allowing the removal of sleeping cars.

The changes will reduce operating costs, by eliminating the unrebuilt, maintenance-intensive equipment. VIA is also hopeful that the changes will allow it "to take advantage of the growth in the adventure and eco-tourism market, and to provide more reliable and comfortable service."

NEW UNIFORMS

VIA introduced new uniforms in late February, and for the first time both operating and on-board service personnel will wear the

same colours. The new uniforms are primarily navy blue with silver trim. The uniforms were designed by students in fashion design schools in Toronto, Montréal, and Winnipeg, assisted by a full-time designer. The blue is intended to represent the traditional colour worn by railway conductors and trainmen, while the silver commemorates the exterior appearance of VIA's traditional Budd-built stainless-steel fleet.

The new design replaces the previous 1980s uniforms, which were maroon for station personnel, grey for on-board service staff, and blue for operations crews. The traditional pillbox style hat used by operating crews has been replaced by a more conventional military-style hat. For the first time, a uniform will be issued for engineers.

CSX TRANSPORTATION

CROSS-ONTARIO OPERATION ENDS

CSX Transportation's rights to operate on the former Canada Southern in southwestern Ontario lapsed at 00:01 on March 1. The CSX trains using the CN Caso Subdivision and CP Hamilton Subdivision made their final runs on February 29. CSX operations in Canada are now restricted to yard jobs in Sarnia and Chatham, and local trains D724 and D725 out of Chatham. All traffic destined from the U.S. to CSX for its remaining operations in Canada will be interchanged to CN, sent to Sarnia through the St. Clair Tunnel, then interchanged back to CSX.

The last Train 320 (Chatham-Buffalo) had one unit and ten cars, and ran on the morning of February 29. The return movement, the final Train 321, left Buffalo in mid-afternoon. The last Train 323 (Sarnia-Detroit), was expected to be the last train on the west end, but CSX sent light units back into Canada to lift a grain extra (Train G143) from Chatham and Blenheim, which returned to the U.S. at around 18:30. The crews were particularly friendly on the last days, and posed for photographs at the head end on at least the final two days of operations.

The change means that there is virtually no traffic east of Fargo on the Caso Sub. CN has not yet applied to abandon the track, but an application seems likely. —Sean Robitaille

STCUM

DEUX-MONTAGNES SERVICE RESUMES

Operations resumed on the Montréal/Deux-Montagnes line on January 8, after the Christmas-season shutdown to rectify electrical problems with the new MU cars. Trains

on the first day ran about five minutes late, but there were no cancellations. Problems since then have been largely restricted to normal winter effects — door and switch troubles, for instance.

The ramp and the elevated shelter at the Roxboro-Pierrefonds station for full access to the trains are now up, but there is no floor on either the ramp or the shelter and the railings have not been installed. Until the short high-level platform at Roxboro-Pierrefonds is ready, Central Station is the only fully-accessible station on the line, making the wheelchair positions on the cars of no value for travel.

—Vernon Erle Ikeda

SCHEDULE CHANGES

STCUM made schedule changes on its Rigaud and Deux-Montagnes commuter train lines on March 16. The evening changes are to make train travel easier to and from hockey games at the new Molson Centre at Windsor Station, steps away from the Montréal end of the Rigaud line and a short walk from Central Station.

On the Rigaud line on weekdays, the departure of Train 17 from Montréal has been changed from 15:38 to 15:45, Train 21 has been changed from 17:25 to 17:40, Train 23 has been changed from 17:45 to 18:00, and Train 29 has been changed from 22:07 to 22:45; the departure of Train 24 from Dorion has been changed from 14:31 to 14:15 (arriving at Montréal at 15:06), and Train 26 has been changed from 17:36 to 18:06 (arriving at 18:56).

On Saturdays, the departure of Train 56 from Dorion has been changed from 18:26 to 18:00 and the departure of Train 57 from Montréal for Dorion has been changed from 23:10 to 23:00.

On Saturdays, the departure of Train 954 from Deux-Montagnes has been changed from 19:25 to 18:25 (arriving at Montréal at 19:03), and Train 962 has been changed from 23:30 to 23:40 (arriving at 00:18). The departure of Train 959 from Montréal has been changed from 22:15 to 22:50.

—Tom Box, Vernon Erle Ikeda

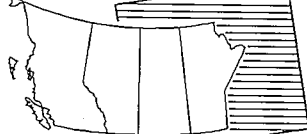
CP RAIL SYSTEM

CP WANTS TAX RELIEF

CP Rail says that the railway will need tax relief from the federal government before it can compete with U.S. railways. CP says it can no longer afford to pay some of its property taxes in Ontario, Québec, and British Columbia, and has also complained about high federal fuel taxes, and the unfairness of competing against trucks and highways that don't have to pay property taxes. CP claims to be losing between \$70- and \$90-million a year on its eastern lines, and talks have begun again with CN about co-operation in the east.

—Canadian Press via Ted Deller

THE PANORAMA



WESTERN CANADA

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VIA RAIL CANADA

CHANGES FOR APRIL

The schedules and equipment of both the *Skeena*, between Jasper and Prince Rupert, and the *Hudson Bay*, between Winnipeg and Churchill, will be changed with the new VIA timetable on April 28.

The *Skeena* will be an all-daylight train, with no sleeping cars and with an overnight stop in Prince George. VIA can cut costs by removing the sleeping car and its attendant, and hopes to increase ridership by attracting more tourists. This change had been proposed for the summer of 1994, and had been discussed at that time with municipal officials and tourism groups along the route, but was set aside during the uncertainty of whether the train would continue to run at all.

The new schedule shows the train leaving Jasper at 13:00 on Sunday, Wednesday, and Friday, and arriving at Prince George at 19:15, then departing westbound at 07:45 the next day, arriving in Prince Rupert at 20:00. The eastbound *Skeena* leaves Prince Rupert at 08:00 on Sunday, Wednesday, and Friday, arriving in Prince George at 20:10, then departs the next morning at 08:00, arriving at Jasper at 16:15. This means that there will be two train-sets in Prince George each Sunday, Wednesday, and Friday night.

During the summer, starting on May 15, VIA will offer Touring Class as well as standard coach class, on the *Skeena*. Touring Class includes at-seat meal service and access to the Skyline car's dome. A through fare from Jasper to Prince Rupert in Touring Class will be \$239, a regular coach fare remains at \$123, and a discounted coach fare (with advance purchase, limited space available) will still be \$74.

The *Hudson Bay* is being changed from steam-heated former CN blue and yellow cars to electrically-heated former CPR and U.S. silver cars. A test train of F40PH-2s 6456 and 6454, baggage car 8602, coach 8109, dining room car *York*, and sleeping car *Château Verchères* operated to Churchill on February 20. There will be some minor changes to the schedule on April 28 to reflect the reduced need for servicing en route.

—Tom Box, VIA, Bill Farmer via Internet

CANADIAN PACIFIC

E&N RAILFREIGHT DIVISION

On March 11, after months of speculation, CP announced the formation of the E&N Railfreight Division, with headquarters in Nanaimo, to operate the Esquimalt and Nanaimo Railway on Vancouver Island.

At the announcement, GP38AC 3005 was shown, painted in new E&N colours, forest green with a foot-wide yellow stripe along the side, above the engine access doors, and black lettering. The unit, now designated as EN 3005 rather than CP 3005, was repainted at Weston Shops in Winnipeg in 1995 and was stored in Calgary until early March. It was shipped to Coquitlam Yard on March 8, and to Nanaimo on the 13:00 sailing of the *Carrier Princess* on March 10.

The new division will have 53 employees under local management, with direction from CP head office in Calgary to "aggressively market" freight train service. The B.C. provincial government encouraged the formation of the internal short line following its reductions of property taxes for railways, and says that the change will, by increasing freight traffic on the line, make the VIA *Malahat* dayliner more secure.

Five locomotives will be painted for the E&N. Currently, the other power on the E&N is GP38ACs 3000, 3001, 3004, and 3008, and GP38-2 3129.

—Dean Ogle, Dave Wilkie, Victoria Times-Colonist

COASTAL MARINE OPERATIONS

CP Rail's Coastal Marine Operations moved its Vancouver terminus from Pier A in Coal Harbour to Tilbury Island in the South Arm of the Fraser River on October 28, 1995. The new docks are on the same site as the old CN barge slip, which was removed. The new \$20-million, 20-acre facility handles road trailers and railway cars to Nanaimo and road trailers to Swartz Bay, north of Victoria. There are two loading and unloading berths and three layover berths.

CP trains from Coquitlam reach the docks at Tilbury Island via the CP Westminster Subdivision to the Cumberland crossover in New Westminster, the BNSF New Westminster Subdivision and the Fraser River Bridge to Townsend, and the BNSF-CN Tilbury Island Line. This last piece of track across the peat bogs is far from being mainline standard.

CP Rail owns two vessels, the 4350-ton *Carrier Princess* and the 3480-ton *Princess Superior*, and leases three others, the *Arctic Taglu*, *Seaspan Doris*, and *Seaspan Greg*. Typical monthly traffic is 750 railway cars and 9000 trailers.

CP published this schedule as Tilbury Island opened on October 28:

Tilbury Island—Nanaimo

Princess Superior Tue-Sat dp 01:00 ar 04:00
 Carrier Princess Tue-Sat dp 03:00 ar 05:45
 Seaspan Doris Mon dp 03:00 ar 11:15
 (This sailing via the BNSF wharf in Vancouver.)
 Seaspan Doris Tue-Fri dp 07:30 ar 11:15
 Carrier Princess Sun dp 13:00 ar 15:45
 Princess Superior Mon-Fri dp 16:00 ar 19:00
 Seaspan Doris Mon-Fri dp 20:00 ar 23:45
 Princess Superior Sun dp 21:00 ar 24:00

Nanaimo—Tilbury Island

Princess Superior Sun dp 01:30 ar 04:30
 Seaspan Doris Tue-Sat dp 01:45 ar 05:30
 Princess Superior Tue-Sat dp 05:30 ar 08:30
 Carrier Princess Tue-Sat dp 07:15 ar 10:00
 Seaspan Doris Mon dp 12:45 ar 16:30
 (This sailing via the BNSF wharf in Vancouver.)
 Seaspan Doris Tue-Fri dp 12:45 ar 16:30
 Carrier Princess Sun dp 16:45 ar 19:30
 Princess Superior Mon-Fri dp 20:30 ar 23:30

Tilbury Island—Swartz Bay

Carrier Princess Mon-Fri dp 18:30 ar 21:25
 Seaspan Greg Mon-Thu dp 22:00 ar 01:30
 Carrier Princess Sun dp 22:00 ar 00:45
 Arctic Taglu Mon-Fri dp 23:15 ar 13:30

Swartz Bay—Tilbury Island

Carrier Princess Mon dp 02:15 ar 05:00
 Seaspan Greg Tue-Fri dp 02:30 ar 06:00
 Arctic Taglu Tue-Sat dp 05:00 ar 09:15
 Carrier Princess Mon-Fri dp 22:45 ar 01:30
 —Lorne Nicklason in PCD The Sandhouse

CP SHORTS

CP SD40-2 6407 strayed west in interchange from Minneapolis on February 19. It came west on a combination of trains, winding up in Tacoma, Washington on an intermodal before returning to Canada.

The new main line runs west of Calgary when extended crew territories go into service will be Keith (Mile 9.6, Laggan Sub., in the west end of Calgary) to Golden, Golden to Missions Flats (west of Kamloops), and Missions Flats to Mission. Transfers will operate from Mission to Coquitlam and Vancouver. Currently, crews change at Field, Revelstoke, Kamloops, and North Bend.

CP Rail System now has a presence on the World Wide Web. CP's home page is: <http://www.cprailway.com>. The Internet-accessible site is divided into several categories, including press releases, speeches, public policy briefs, annual reports, historical data, and information on railway equipment. As well, the Web site includes a railway photo gallery, interesting facts, and a children's section.

OTHER RAILWAYS

CANADIAN NATIONAL

Among CN's major work projects for this coming summer are:

- Construction of tie-back retaining walls at Miles 14.23, 14.29, and 14.32 of the Ashcroft Subdivision.
- Upgrading of fuel facilities at Bissell Yard,

in Edmonton, Thornton Yard in Greater Vancouver, and Chappell Yard in Saskatoon.

- Waste-water treatment facility at Walker Yard in Edmonton.
- Diesel wash at Thornton Yard in Greater Vancouver.

—Dean Ogle

BRITISH COLUMBIA RAILWAY

The plough destroyed on the Tumbler Subdivision on January 11 was BCOR 996005, which is still down in the canyon but will be raised and cut up on site when weather permits. BCR is buying another plow from CN in Montréal. SD40-2 758, damaged in the same wreck, was back in service on February 16.

The Royal Hudson, No. 2860, went through New Westminster on the BNSF at noon on February 6, enroute to the Southern Railway of B.C. shops for some mechanical work. A CN "Doug and a Slug" (slug 7278 leading GP9 278) did the honours, and 2860 was missing her rods.

BCR freight traffic is currently down, with the previous four trains each way reduced to three or even two some days.

—Dean Ogle

AMTRAK

The Mount Baker International was 2 hours 15 minutes late into Vancouver on February 8, due to track problems between Seattle and Everett. It was annulled out of Vancouver on February 8 and sat in the Vancouver depot until it was deadheaded south on February 12. Service did not start again until February 14, and even then ran quite late until February 25. Bus service was provided between Seattle and Everett for several of the late days.

—Dean Ogle

SHIPPING

B.C. FERRIES' NEW SEA CATS

Finnish shipbuilder Finyards has signed an agreement with B.C. Ferry Corporation to assist in its construction programme of three fast-ferries. Finyards has just delivered a high-speed aluminum catamaran to Stena Line of Sweden; the vessel can carry 290 vehicles and reach 41 knots. The B.C. Ferries vessels will be built by a consortium of B.C. shipyards; they will have a 250-vehicle capacity and travel between Nanaimo and Horseshoe Bay in West Vancouver at 37 knots, starting in 1997. The agreement is for transfer of technical know-how gained from construction of the Stena ship.

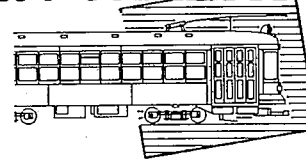
—Victoria Times-Colonist

VICTORIA LINE

The Royal Victorian will be carrying cars and passengers between Victoria and Seattle from May 16 to October 15 this year. To generate revenue, Victoria Line Ltd. is offering the vessel for rent during the off-season. For eight hours, the rental is \$15 000 while docked; a four-hour cruise is about \$25 000.

—Victoria Times-Colonist

IN TRANSIT



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TORONTO

SERVICE CUTS

An unprecedented number of transit service reductions and eliminations were made on February 18. The cuts were a result of a reduction of almost \$50-million in subsidy to the TTC in 1996 from the province and from Metro Toronto. Almost 700 individual service reductions were made, affecting almost every bus and streetcar route in the system. Many bus routes lost some or all of their weekend and evening service, and rush-hour headways were increased on most bus and streetcar routes. About 150 fewer buses and 20 fewer streetcars are now used in rush-hour service. As part of the service cuts, Lansdowne Garage was closed, and buses and routes moved from there to other garages.

PCC STATUS

The TTC has advertised the sale of 18 of its remaining PCC streetcars. Offered for sale by tender are A-15 class 4601–4603, 4606–4611, and 4613–4617, and A-8 class 4524, 4529, 4530, and 4546. The 4600s have been out of use since early December 1995, while the 4500s were stored serviceable in May 1990 for possible future rebuilding to 4619–4622.

There are no cars numbered 4604 and 4605; those two cars, the A-15H class "historic" cars carry their original numbers, 4500 and 4549, are to be retained by the TTC, and are not for sale. Cars 4600 and 4618 are destined for the Ontario Electric Railway Historical Association in Rockwood, while 4612 has been approved for donation to the Edmonton Radial Railway Society, as long as the ERRS pays for transportation.

A pre-bid meeting for potential buyers for the 18 cars was conducted at Wychwood Carhouse on February 19, where ten of the 4600s and all of the 4500s are stored. Tenders for the sale of the cars, as well as for three lots of spare parts, close on March 14.

Storage locations in early February were:

- At Roncesvalles: 4603, 4606, and 4616.
- At Russell: 4607, 4610, and 4617.
- At Wychwood Carhouse: 4524, 4529, 4530, 4546, 4600, 4601, 4602, 4608, 4609, 4611, 4612, 4613, 4615, and 4618.
- At Harvey Shop (Hillcrest): 4614.

Cars were moved on January 29 from their carhouses for storage at Wychwood. In the afternoon, 4600 was observed towing 4618 up the Bathurst Street hill, with 4612 following behind. Car 4614 was also to move to Wychwood, but failed, and was held at Hillcrest.

—Robert McMann, Ray Corley

STREETCAR TRACK CONSTRUCTION

Through the 1996 construction season, the TTC will reconstruct several sections of its street railway tracks. As in past years, replacement bus services will operate over the affected portions of the routes. Also this year will be the completion of the relocated Exhibition Place streetcar loop, and the final trackwork for the 510-Spadina streetcar route, scheduled to open in 1997.

Tangent track replacement projects:

- Queen Street, Niagara to Shaw, 1695 double track feet; and Lake Shore Boulevard, Royal York to Dwight, 1490 feet, both early May to mid-June.
- King Street, Berkeley to Parliament, 420 feet, including special track to and from Parliament north of King, second and third weeks of September. The proposed re-installation of track in Parliament Loop, to the south of this intersection, has been deleted for cost reasons.
- Broadview Avenue, Dundas to Gerrard, 995 feet, mid-June to mid-July.
- Broadview Avenue, Hogarth to Danforth, 950 feet, last three weeks in July.
- Dundas Street, Yonge to Dundas Square, 425 feet and special trackwork at Dundas Square and Victoria, last three weeks of July. This work will replace one of the last sections of track with granite sett paving in Toronto.
- Queen Street, Yonge to Victoria, 460 feet and special trackwork, weekends in late July and August.
- Queen Street, Greenwood to Connaught, 460 feet and special trackwork on Queen at the east and west entrance and exit of Russell Carhouse, last two weeks in August.
- Tamping of the open track sections on the Queensway, last two weeks of May and first two weeks of June. The TTC may borrow tamping equipment from the OEHR's Halton County Radial Railway to do this job.

Other special trackwork projects are:

- Exhibition Place loop, special trackwork, loop facilities, and 820 feet of tangent track on Manitoba Drive, second week of March to late April. The new loop is scheduled to open on June 16, a year after the old loop closed.
- Hillcrest Yard and Harvey Shops, at the Hillcrest complex. Track replacement and changes are planned here to better accommodate ALRVs.
- Dundas and Roncesvalles, over an extended weekend in late June. Plans to do the nearby Howard Park and Roncesvalles intersection have been deferred.

Work on the route of the 510-Spadina streetcar will continue:

- Tangent track, College to Queen, throughout the

construction season and in conjunction with rebuilding of the roadway on Spadina.

- Special trackwork in the ramps and underground loop at Spadina Station.
- Special trackwork, College and Spadina, all turns except south to east and west to south, two extended weekends in late May.
- Special trackwork, Dundas and Spadina, all turns except east to south, north to east, and west to north, extended weekends in mid-July.

NEW DESTINATION SIGNS

Revised destination signs are beginning to appear on CLRVs and subway trains. Routing changes in the past year, as well as the upcoming 510-Spadina streetcar route, have led to new exposures being added to the streetcar signs. The extension of the Spadina Subway to Downsview Station has led to the installation of all-new signs in all subway cars. All of the new signs are mylar rolls, not the electronic signs that are in TTC buses.

The new streetcar exposures, for the 508-Lake Shore, 510-Harbourfront, and to-be-510-Spadina routes, have been ordered from an outside supplier and are being spliced onto the existing rolls.

When the Harbourfront line opened in 1990, it was given the rapid transit-series route number of 604. Signs were prepared only for PCCs, which formed the service on the new line. The PCC signs were silk-screened on linen, and were made in-house by the TTC. The more-difficult-to-produce mylar signs as used in the CLRVs and ALRVs were never updated to include a Route 604.

Since the replacement of PCCs with CLRVs on Harbourfront in 1994, the new cars have been running on the line with blank destination signs.

In March 1995, the limited number of trips (three east in the morning, five west in the afternoon) that operate between Long Branch Loop and downtown via Lake Shore Boulevard, the Queensway, and King Street were given their own route name, 508-Lake Shore. There were no such signs on the destination blinds, so eastbound cars have showed "504 Parliament" signs, while westbound cars showed "507 Long Branch."

The revised signs are first being installed in cars assigned to 510-Harbourfront, and will progressively reach the rest of the CLRV and ALRV fleets.

The new signs in the subway trains include an exposure for Downsview Station, and also remove the "via downtown" designation from other destinations on the Yonge-University-Spadina line, so that the lettering size could be enlarged for more distant viewing. The signs also include exposures for the Sheppard Subway, now under construction. Because the signs are made from clean new mylar, replacing linen soiled by years of

brake dust, they so much more transparent that the three incandescent bulbs which are used for backlighting on the H-1 cars can be seen clearly through the words.

NEW BUSES ON THE WAY

The TTC will be receiving new buses soon, barring any problems at the supplier, Orion Bus Industries. The 135 diesel-fuelled lift-equipped Orion V buses are scheduled to be delivered between April 15 and June 21. The order will be split between Arrow Road (67 buses) and Malvern (68 buses) garages.

It is initially planned to operate the buses on busy routes that will allow widest use of the buses, which are fully accessible, to customers in wheelchairs, scooters, and other mobility devices. All-day runs on the following routes are planned for the new buses, so that all off-peak service on the selected routes would be with accessible buses. Additional buses in the peak periods will be older, inaccessible buses.

From Arrow Road Garage: 60—Steeles West, 36—Finch West, 84—Sheppard West, 46—Martin Grove, 35—Jane, and 106—York University.

From Malvern Garage: 53—Steeles East, 39—Finch East, 85—Sheppard East, 54—Lawrence East, and 57—Midland.

These will be the first lift-equipped and the first fully-accessible full-size buses on the TTC, and the first new buses since 106 diesel and 25 CNG Orion Vs were received in 1991. How often the lift will be used is an unknown, and the assignment of buses may be modified as more experience is gained.

The next order of new buses will follow later in 1996. This order, which was actually placed before the 135-bus order, is for 100 buses, all CNG-fuelled, and will be split evenly between lift-equipped Orion Vs and low-floor Orion VIs. The 50 Orion Vs are scheduled to be delivered between mid-November and mid-December, with the Orion VIs to come some time later in 1997. All of these buses will operate out of Wilson garage, which has the only natural gas fuelling station.

Orion Bus Industries is assembling all of these buses in its plant in Oriskany, New York, from shells fabricated in Mississauga. The TTC has a resident inspector in Oriskany to keep an eye on assembly-line quality. In January 1996 there were reports that OBI was once again facing financial pressures, and had asked for longer payment terms from its suppliers, but company management denied any problems. The TTC has had one Orion VI low-floor demonstrator bus since mid-1995. Numbered 2000, it has been out of service with various teething faults for more time than it has been in use.

LONDON

BUS FLEET CHANGES

As with many transit agencies in Ontario, the London Transit Commission has had difficulty buying new buses, largely as a result of the shut-down of production at the former Ontario Bus Industries. While the LTC has orders with the successor Orion Bus Industries for 37 Orion VIs for September 1996 delivery, with options for 14 more in late 1997, it has had to acquire second-hand used buses from the United States to tide it over until new buses can be delivered.

Added to the fleet have been 23 Flxible Model 870 coaches, numbered 259 to 281, formerly used in Santa Clara, California, and leased by LTC for two years. They are in a new livery, white with green and blue stripes.

In addition, LTC was expecting in February four Orion II minibuses, numbered 1 to 4. These were built as dual-fuel CNG and gasoline buses for Phoenix, Arizona, but proved unsuccessful in the hot desert climate and were never used in service there. The four in London will be used for routes 24—Baseline, 30—Newbold, and 35—Argyle, as well as the Cherryhill Community Bus Service and an experimental Downtown Shuttle.

LTC has disposed of its oldest buses, all 35-foot buses built by GM between 1967 and 1976. Sold to Regor Inc., a Toronto dealer, for resale in Jamaica were:

TDH-4519 28.

T6H-4521 60, 63.

T6H-4523N 67, 75, 86, 89, 90, 93, 96, 98, 99, 100, 104, 106—109, 112—115, 119, 121—125.

In addition, T6H-4523N 126 was sold to Ontario Truck Driving School. Donated to the London Transit Historical Society was T6H-4523N 116, the 5000th coach built at GMD's London plant. —*Tempo Jr., CUTA Forum*

CALGARY

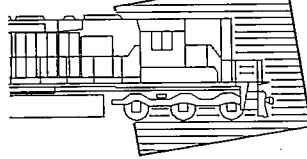
C-TRAIN RAMPS

Calgary Transit has modified a C-Train car with two access ramps, to allow easier entrance to and from the vehicle for customers in wheelchairs, scooters, strollers and walkers. The car and the ramp locations can be identified by blue lights over the doors. There is one ramp on either side of the car. To activate the ramp, the customer pushes a large button next to the door. The ramp, in conjunction with the normal door opening, moves down to meet the high-level platform. Ramp deployment takes about three seconds, and is accompanied by an audible signal.

The ramps are a pilot project, with the cooperation of the provincial government, Calgary Transit, and Siemens, the builder of the cars. A similar ramp is also being tested in Edmonton.

—*Passenger Transport*

MOTIVE POWER



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CANADIAN NATIONAL

LEASED POWER

Returned to the CN lease fleet are LMS Dash 8-40CWs 715 to 739. CN shares the lease of these units with Conrail, so that CN can use the GEs in their peak season, the winter, and Conrail can use them in their peak season, the summer. But this winter, CN did not need the LMS units as their term began, so they had sublet them to Union Pacific. CN also leased to UP 30 CN GP40s and SD40s. An increase in traffic levels on CN necessitated the recall of both CN's own and the LMS power. The LMS power is set up to lead while in Canada.

The CN lease fleet currently consists of:

- **GATX Leasing** GSCX GP40 3702.
- **LMS Leasing** Dash 8-40CWs 715—739.
- **Helm Leasing** GATX GP40-2CLC 804—805, HLCX SD40s 5001—5006, and SD40-2CLCs 6057 and 6060.
- **National Railway Equipment** SD40s 869, 870, 982, 878, 882, 886, 889, and 892.

AMF AGREEMENT

At the end of February, CN and its unions reached agreement on conditions that will allow CN to sell AMF Technotransport, the former Pointe Saint-Charles shops in Montréal, to GEC-Alsthom Canada Inc.

CN shop employees at other locations across Canada, represented by the Canadian Auto Workers union, voted 78 percent in favour of allowing \$100-million worth of CN business over the next four years to be done at AMF. Earlier, the second requirement of the sale was met when 500 of the 1100 AMF employees agreed to sever their ties with CN, and come under the employment of GEC-Alsthom at AMF. The employees staying at AMF will have less job security than with CN, but will receive a \$65 000 lump sum payment from CN, and will earn \$18.61 an hour with GEC-Alsthom.

The remaining 600 AMF employees, all with less than eight years seniority, will either move to other CN locations, or receive buyouts or early retirement. The employees that leave will be eligible for recall if AMF business increases, which both CN and GEC-

Alsthom expect will happen.

The union votes on the sale of the shops ended uncertainty that was surrounding the sale. CN employees at other shops elsewhere in Canada were wary of the effects that the AMF sale, to a lower-cost operator able to offer lower prices, would have on workload at their own locations.

Some financial details remain to be settled between CN and GEC-Alsthom, but sale of AMF is expected to be concluded by late March.

In October 1995, AMF announced a \$39.5-million (U.S.) contract to overhaul 25 CN GP40-2Ls for the Massachusetts Bay Transportation Authority of Boston. The locomotives will be stripped to their shells and rebuilt to include new head-end power generators, microprocessors and heating and electrical systems. Work on the MBTA order is slated to continue through May 1997.

NEW SD75Is UNDER CONSTRUCTION

CN's current order of 105 SD75Is, due to start shipping in June 1996, will be numbered 5626 to 5730. These numbers conflict with the former Northern Alberta Railways SD38-2s, CN 5700 to 5703, and GTW's former Missouri Pacific GP38-2s, GT 5700 to 5734, so some renumbering is likely.

MLWs RETURNED TO SERVICE

The last four servicable M636s — 2313, 2323, 2335, and 2338 — which had been removed from service have now been reactivated and returned to service. Sightings: 2313 was the trailing unit on Train 365 on March 3, 2323 was the second unit on Train 451 on March 12, and 2338 was the middle unit on Train 365 on March 12.

GP40-2s TO BE SOLD

Twenty-two high-mileage GP40-2Ls are being sold to Helm Leasing for subsequent lease to the Kansas City Southern. No. 9559 was the first to leave, in late February, with others to follow one per week starting April 1. The units that have been sold are:

- GP40-2Ls 9488, 9494, 9497, 9516, 9536, 9546, 9559, 9563, 9573, 9589, 9594, 9596, 9597, 9603, 9608, 9609, 9610, 9611, 9616, 9617, 9625, and 9629.

RETIREMENTS

January 15:

SW1200RS 1326
SD40 5152

January 23:

C630M 2028, 2033
M636 .. 2310, 2319, 2320, 2325, 2327, 2332

February 7:

SW1200RS 1308
(To be converted to a remote-controlled equipment mover at Transcona.)

CANADIAN PACIFIC

LEASED POWER

This winter, CP has turned to Montana Rail Link for leased power after losing an unusually high number of units due to extremely cold winter conditions. CP has leased 13 MRL SD40s, one SD40-2, and six rebuilt "SD40XRs." The MRL units have been seeing service system-wide, including on the Soo and the D&H.

- **Montana Rail Link** SD40s 200, 204, 206, 209, 213, 214, 216, 218, 220, 221, 222, 223, and 225; SD40-2 250; and SD40XRs 251, 252, 255, 261, 262, and 263.

Other units currently on lease to CPRs:

- **Conrail Leasing** SD40s 600-611.
- **EMD Leasing** SD40s 6500-6509.
- **Generation II Leasing** GL20Cs 2000-2009
- **GATX Leasing** (GSCX) SD40-2s 7359-7373
- **Helm Leasing** (HATX) GP38s 104, 109, and 112; GP38-2s 210-216; GP40-2s 500-517; GP40s 518-521; SD45-2s 911-914; SD45Es 915-924, 930-935, and 945.
- **Helm Leasing** (HLCX) GP38s 2027 and 3616; GP38ACs 3675, 3676, 3678, 3679, and 3681; GP40s 662, 663, 3060, 3110, 3111, and 4000-4003; GP40-2CLCs 4403, 4405-4410, and 4412; SD40s 3015, 3023, 3064, 3065, 3066, 3087, 3093, 3105, 3120, 4057, 4060-4062, 4066, 5009-5011, 6201, and 6202; SD40-2s 6200, 6203-6212, 6369, and 6388.
- **Morrison Knudsen** (MKCX) SD40M-2s 9053-9057; SD40 9413; SD45s 9501, 9508, 9520, 9523, 9526, 9528, 9534, 9536, 9538, and 9539; SDP45s 9511 and 9515.
- **Precision National** (PNCX) SD40s 3011, 3013, 3021, 3026, 3064, 3065, and 3107.

OTHER RAILWAYS

GODERICH AND EXETER

To help in the movement of salt from Goderich to the CN interchange at Stratford, the Goderich and Exeter has leased Helm GP38ACs HATX 175 and 176 (previously on lease to CP), as well as HATX GP38-2 217.

WINDSOR AND HANTSPORT

The Windsor and Hantsport has purchased CP RS23s 8023, 8040, and 8045. The units interchanged to the W&H at Windsor Junction on February 15, and brings their total of ex-CP RS23s to 12.

SMOKING F59s

In December, GMLG built two F59PHIs for U.S. tobacco company Philip Morris. The mainly red units, with black and white, PMOX 0001 and PMOX 0002, will see service later in 1996 on the promotional train "Marlboro Unlimited," which is to tour the western U.S.

CANADIAN AMERICAN RAILROAD

A unit painted lilac and grey and with a shield on the cab for Canadian American Railroad was seen on a Union Pacific train in St. Louis on January 15. It may have been HATX GP40 412, which was reported to have been at VMV in Paducah, Kentucky, in CDAC colours. • CDAC has acquired GP40 No. 40 from the Belt Railway of Chicago. • CDAC is operating with GP40s leased from Helm and Morrison-Knudsen, and GP38s from its parent railway, the Bangor and Aroostook.

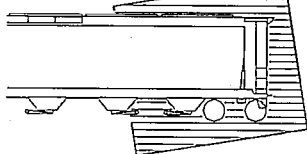
BRITISH COLUMBIA RAILWAY

Most of the Santa Fe B36-7s have entered service with the ATSF name painted over but without renumbering. BCR is short of power that can lead, so the repainting of ATSF 7493 - the first to receive a rebuilt cab and become BCR 3610 - is not being done yet. The second unit will be ATSF 7490; it had failed due to engine seizure, and probably won't be back in service as BCR 3607 until April.

Regarding the Dash 8-40CM upgrades to Dash 9 specifications, because of finalisation of the split cooling system fans, the first five of six will only be upgraded by 150 horsepower. Cooling system upgrades are expected to be finalised by mid-year and at that time full upgrades to 4400 horsepower will take place.

Motive Power sources: Paul Bloxham, Dean Ogle, Earl Roberts, BRS Branchline, FCRS Tempo Jr., Globe and Mail, Tim Johnson via Internet.

ROLLING STOCK



BOMBARDIER

FLORIDA TGV

Bombardier is part of a consortium that has been selected to negotiate with the state of Florida for the construction of TGV high-speed train service in that state. Florida Overland Express (FOX) is a consortium that includes GEC Alsthom, Bombardier, and several U.S. construction contractors. FOX will negotiate to develop and operate a 320-mile system linking Miami with Orlando and Tampa. The line would be built with both private and state funds, and could be complete by 2006.

Bombardier would build the TGV coaches for the new service, while power cars and trucks would be built by GEC-Alsthom.

—Globe and Mail

LOS ANGELES ORDER

Bombardier has received a \$37.1-million (U.S.) order from the Southern California Regional Rail Authority for 26 commuter cars. Deliveries of the cars for Metrolink will begin in March 1997 and should take about six months.

In the interim, GO Transit cars which had been operating in Vancouver until all of the West Coast Express cars had been delivered have now been sent to Metrolink in Los Angeles. Seven GO Transit coaches departed Seattle on March 7 on the rear of Amtrak's *Coast Starlight*. Amtrak baggage car 1213 was used as a buffer, making the train 20 cars long with only two locomotives for the climb over the Cascade Mountains. The GO car numbers were 2010, 2023, 2013, 2011, 2020, 2016, and 2017.

—Al Tuner, Bill Farmer via Internet

NEW JERSEY ORDER

Bombardier is building 40 Comet IV single-level commuter coaches for NJ Transit. Thirteen cars were ordered in November 1995, and another 27 were ordered in January 1996. These two orders will bring the total number of Bombardier cars on NJ Transit to 292.

—Bombardier, Al Tuner

CANADIAN NATIONAL

CN PARLOUR CAR DONATED

CN is donating a heavyweight passenger car to the Pier 21 Society, a historical association in Halifax. The car is CN 15015, built by Pullman in 1929, and most recently in CN research and development use. Before that, the car was sleeper-buffet-lounge *Lochmoor Club*. The car will commemorate the middle decades of the 20th century and the trains which took immigrants from Halifax to a new life in all parts of Canada.

—CN

VIA RAIL CANADA

VIA CLUB CARS CONVERTED

Two VIA club cars are now being used by Loram on two of the company's railgrinding trains. Former club galley cars *Club Laurier* and *Club de la Garnison* were converted by Industrial Structures Inc. in Tulsa, Oklahoma, in late 1995. Later, one car had a drawbar inadvertently pulled out by the BN hump switcher, and had to be further repaired.

All cars on the trains are painted bright yellow, and the former VIA cars have been greatly changed. There are no longer any vestibules, and all original windows have been plated over by a car-length sheet of steel, with new smaller windows cut out. The insides are likely changed substantially, as one car arrived with its insides already stripped.

—Richard Brundage via Internet

