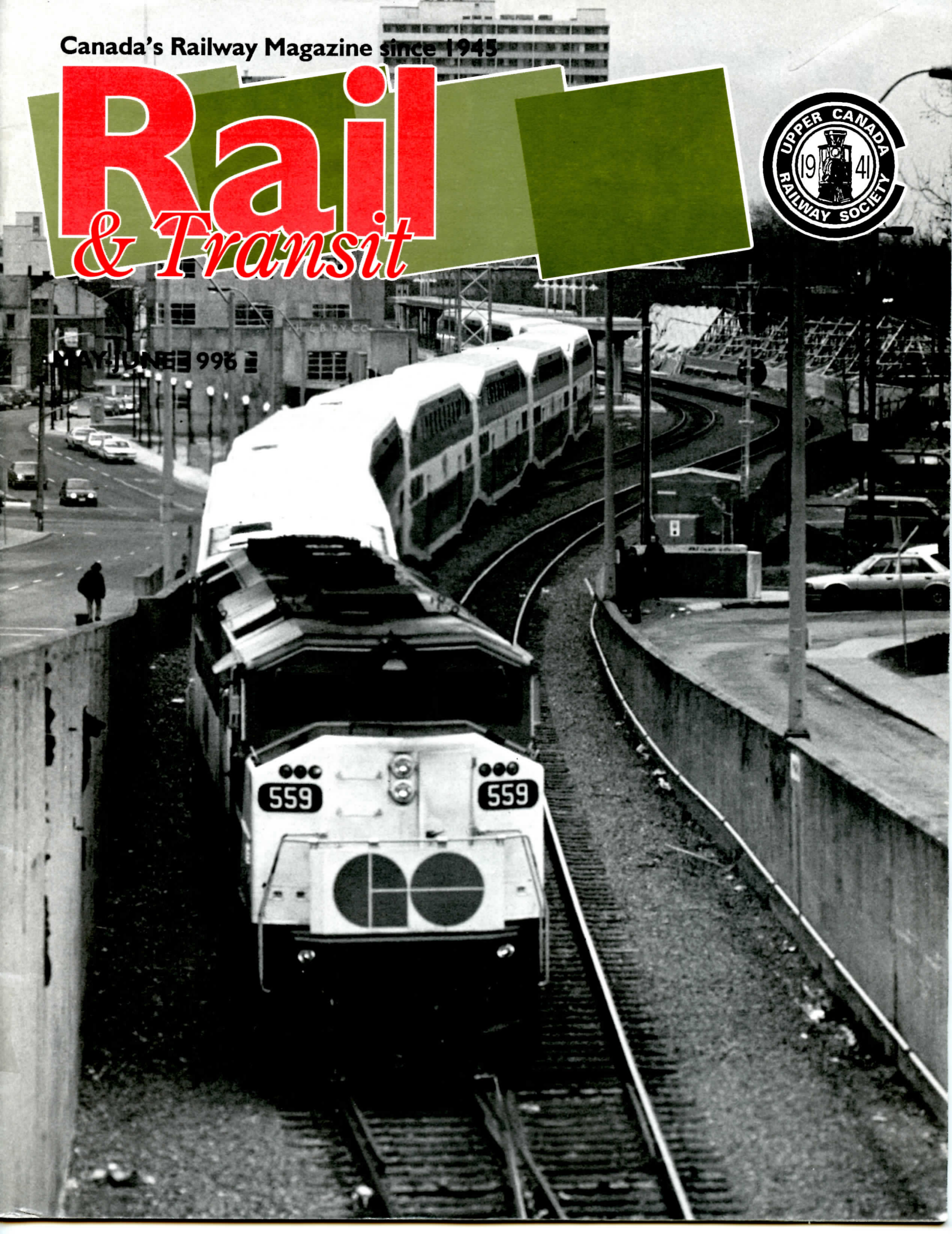
Canada's Railway Magazine since 1945

Rail & Transit



Rail & Transit

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Features this month

Research and Reviews

Transcontinental

UCRS excursion to Montréal

Saturday, August 17, and Sunday, August 18

The first UCRS excursion of the year will be from Toronto to Montréal, to see the recent changes in commuter train operations and other points of railway interest.

We will leave Toronto on VIA Train 52 at 7:10 a.m. on Saturday morning. While in Montréal, we will ride the commuter trains on the CP to Dorion and on the CN to Deux-Montagnes, and also the Métro (subway). We will visit several historic stations – CP's Windsor, Park Avenue, and Dorion stations, CN's Central Station and Mount Royal/Mont-Royal station, the former Montréal and Southern Counties station, and the new station at Deux-Montagnes. Special tours of railway facilities and photo locations are also being organised. On Sunday afternoon, we will return to Toronto on North America's fastest diesel-powered train, the 100 m.p.h. VIA Train 67, arriving in Toronto at 8:59 p.m.

We will handle all the arrangements for reservations (and discounted prices) on the trains and at the Queen Elizabeth hotel. When you reserve a place on the trip, we will give you information on how to pick up and pay for your train ticket, and where to meet on the Saturday.

Please reserve your space with us by early August. The approximate price for all travel and accommodations will be $180 per person, assuming regular adult fares on the trains and double occupancy at the hotel. If you are travelling from somewhere other than Toronto or will be joining us in Montréal, please let us know.

To make a reservation or for more information on the trip, contact Paul Bloxham by telephone at 905 770-6916 or by e-mail at pbloxham@cenvmc.cencol.on.ca.

Summer events

Hamilton Museum of Steam and Technology

• Golden Horseshoe Live Steamer Days, July 1, 27, and 28; August 18; September 22; and October 30 – Live steam locomotives operating on a 1200-foot railway on the museum grounds.

• Ontario Model Locomotive Efficiency Trials, September 8 – Hobbyists compete to see which live steam locomotive can travel the farthest on the least coal. An exciting day of competition for steam buffs of any age.

The museum is at 900 Woodward Avenue in Hamilton, and is open daily except non-holiday Mondays from 11:00 a.m. to 4:00 p.m. until Labour Day, and from 12:00 noon to 4:00 p.m.

UCRS meetings

New location – The next meetings in Toronto will be at 7:30 p.m. on Friday, July 19, and Friday, August 16, both in Room 303 at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station.

The Hamilton meetings will be at 8:00 p.m. on Friday, July 26, and Friday, August 23, 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

The three cover photos illustrate the changes in passenger train service in Hamilton.

The photo on the front cover is by Johan Wigt, and shows a GO train leaving the Hamilton GO Centre in the former Toronto, Hamilton, and Buffalo Railway station. The train was returning from Hamilton to the GO yards at Willowbrook after the afternoon rush hour on the first day of service to the TH&B station, April 29, 1996.

The upper photo on the back cover was taken by Helmut Ostermann on the last day before the TH&B station closed for 15 years. VIA-CP Train 182 from Toronto to Buffalo is seen at 09:40 on April 25, 1981. The next day, the Budd cars over the TH&B were replaced by the VIA-Amtrak *Maple Leaf* over the CN through Niagara Falls.

The last trains to use the CN station in Hamilton were the GO trains on the afternoon of April 26, 1996, but since 1993, the station building had been closed and GO passengers reached the platform on a temporary stairway from the James Street overpass. The lower photo on the back cover shows the CN station on September 14, 1957. Alan Crompton's photo shows CNR U-2-g 4-8-4 6230 and FP9 6503. At the time this photo was taken, CN trains between London and Toronto stopped at Hamilton. This service was removed (except for local trains and those carrying mail) in 1962, to avoid the time-consuming two-mile backup move to or from the junction with the main line at Bayview. After 1967, the only CN trains to use the station were those from Toronto to Niagara Falls. VIA changed the Niagara Falls trains to use the new Aldershot station and bypass the Hamilton station in May 1992.

This issue completed on July 4, 1996

CP Rail System's eastern operating unit

St. Lawrence and Hudson Railway

Locomotive Roster - March 31, 1996

RDCs

90 X 91 X

Slugs

1001 T 1002 T 1011 T 1012 T 1014 T 1016 T
1020 S 1022 T 1023 T 1024 T 1534 T 6700 T
6710 T 6713 T

Control cabs

1100 T 1102 T 1103 T 1104 T 1116 T 1117 T

SW9s

1200 X 1201 T 1204 T

SW1200RSs

1211 X 1213 T 1214 T 1240 T 1244 T 1246 X
1247 T 1268 T 1270 T 1271 S 1273 S 1274 S
1276 T
8119 S 8120 S 8122 S 8123 X 8129 S 8131 T
8134 S 8136 T 8139 T 8147 T 8153 T 8155 T
8156 T 8158 T 8161 T 8162 T 8165 T

Leased to Inco
8132

GP7s

1501 T 1502 T 1508 T
1682 T 1683 S 1685 S 1687 S

GP9s

1516 T 1518 T 1519 T 1537 T 1547 S 1548 T
1549 S 1558 T 1572 T 1578 T 1594 T 1596 T
1598 T 1599 S 1602 T 1604 X 1606 S 1607 T
1608 S 1609 T 1610 T 1612 S 1613 S 1614 T
1615 T 1618 T 1621 T 1624 S 1625 T 1628 S
1630 S 1639 T 1688 S 1689 S
8200 T 8201 T 8205 T 8206 T 8207 T 8208 T
8209 T 8210 T 8211 T 8212 T 8216 T 8220 T
8221 T 8222 T 8223 T 8224 T 8225 T 8226 T
8227 B 8228 T 8229 B 8230 B 8231 T 8232 T
8233 T 8234 T 8235 T 8236 T 8237 T 8238 T
8239 T 8240 T 8241 T 8242 T 8243 T 8244 B
8245 T 8246 T 8247 T 8248 T 8249 T

RS18s

1800 S 1801 S 1803 S 1804 X 1805 B 1806 S
1807 S 1808 S 1810 B 1811 B 1812 S 1813 S
1814 S 1815 S 1816 S 1817 S 1818 S 1819 S
1820 S 1821 S 1823 S 1824 S 1825 S 1826 S
1828 B 1829 B 1830 B 1831 X 1833 X 1835 S
1844 S 1845 S 1846 S 1847 S 1848 S 1849 S
1850 S 1851 S 1852 S 1853 S 1854 S 1855 S
1856 S 1857 S 1858 S 1859 S 1860 S 1861 S
1862 S 1864 S 1865 S 1866 S 1867 S 1868 S

Maintained by SL&H at Saint-Luc for CPR core
1809 1822 1832 1834 1837 1838
1839 1840 1841 1842 1843

GP38-2s

3024 T 3025 T 3038 T 3057 T 3072 T 3096 T
3111 T
DH 7303 B 7304 B
7305 B
DH 7306 B 7307 B 7308 B 7309 B 7310 B
7311 B
DH 7312 B

C424s

4201 S 4204 S 4205 S 4207 S 4208 S 4209 S
4210 S 4211 S 4212 S 4214 S 4215 X 4216 S
4217 S 4219 S 4220 X 4221 S 4222 S 4223 S
4225 X 4227 S 4228 S 4229 S 4230 S 4231 S
4233 S 4234 S 4235 S 4237 S 4238 S 4239 S
4240 S 4241 S 4242 S 4243 S 4244 X 4245 S
4248 S

M636 with Caterpillar engine

4711 S

SD40s

5500 T 5502 T 5505 T 5506 T 5507 T 5510 B
5511 B 5512 B 5515 T 5516 T 5518 B 5519 B
5521 B 5522 B 5523 B 5524 T 5526 B 5527 T
5529 T 5531 T 5532 T 5534 B 5536 T 5538 T
5540 T 5541 T 5542 T 5543 T 5544 T 5546 T
5547 T 5550 T 5551 T 5552 T 5553 T 5555 T
5558 T 5564 T

SD40-2s

671 B 672 B
3253 B 3254 B
5415 B 5418 B 5419 B 5420 B 5421 B
5422 B 5423 B 5424 B 5425 B 5426 B 5427 B
5428 B 5429 B 5430 B 5431 B
5447 B 5448 B 5449 B
5483 B
5560 T
5565 T 5566 T 5567 T 5568 T 5569 T 5570 T
5571 T 5572 T 5573 T 5574 T 5575 T 5576 T
5577 T 5578 T 5579 T 5580 T 5581 T 5582 T
5583 T 5584 T 5585 T 5587 T 5589 T 5590 T
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5672 T 5673 T 5674 T 5675 T 5676 T 5677 T
5678 T 5678 B 5679 T 5680 T 5681 T 5682 T
5683 T 5684 T 5685 X 5686 T 5687 T 5688 T
5689 B 5690 B 5697 B 5698 B 6043 T

SW8

DH 6702 B

RS23s

8025 X 8028 X 8035 X

Maintained by SL&H at Saint-Luc for CPR core
8019 8029 8031 8033 8044

Leased to New Brunswick Southern
8021 8024

SD40-2s leased from GATX Leasing

GATX 900 T 901 T 902 T 903 T 904 T
GSCX 7359 B 7360 B 7361 B 7362 B 7363 B 7364 B
GSCX 7365 B 7366 B 7367 B 7368 B 7369 B 7370 B
GSCX 7371 B 7372 B 7373 B

STCUM units

FP7s maintained by SL&H at Saint-Luc
1300 1301 1302 1303 1304 1305
1306

GP9s maintained by SL&H at Saint-Luc
1310 1311 1312 1313

Codes

B – *Based at Binghamton, New York*
S – *Based at Saint-Luc Yard, Montréal, Québec*
T – *Based at Toronto, Ontario*
X – *Out of service on March 31, 1996*
DH – *Lettered for Delaware and Hudson Railway*

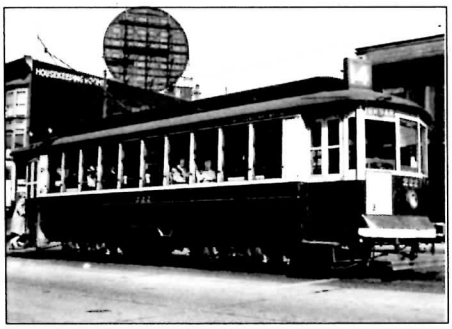
Streetcars for False Creek

New line proposed for Vancouver waterfront

The City of Vancouver has purchased 1.5 kilometres of railway line in the False Creek area from CP Rail, for a future electric streetcar line. The proposed route is between the Granville Island market and the Science World pavilion on the former Expo 86 site (across from the "Pacific Central Station" VIA-Amtrak-bus station), and the land sale includes 5.4 acres, in a right-of-way 50 feet wide, stretching from west of Anderson Street to east of Moberly Street. The city will pay CP Rail $9-million for the land, which will be offset by $1-million from CP Rail to the city for some nearby city-owned land. The land transfer will allow CP to build condominiums on the site. The streetcar line is expected to cost $27-million, including vehicles, track, maintenance facilities, and overhead power supply.

The line is an integral part of the city's efforts to develop lands that it owns in the False Creek Southeast area, within the broad goals of environmental sustainability. The city took steps to secure the corridor for future transit development, and will now work on obtaining regional and provincial government funding, as well as private contributions, for the construction of the line itself. The work so far does not involve BC Transit, the regional transit operator in Vancouver, and is entirely a City of Vancouver initiative, although BC Transit may become involved as an operator of the line in the future.

The goal is a system that will operate at peak-period frequencies of 12- to 15-minutes, and form an integral part of the regional transit system. Fares have yet to be determined, but cash fare may be separate from the BC Transit fare system, and could range between $1 and $2 a ride. The city expects that it would need a fleet of five cars for the day-to-day operation, which would allow four cars to be used in service with one as a spare. This fleet would be either new or rebuilt vehicles; the city did make enquiries about the availability of PCC cars from Toronto, but in the end did not make a bid as the TTC disposed of its fleet. Current plans



for the line do not include turning loops, which would require the use of double-ended cars.

The line may feature interurban car No. 1207, built in New Westminster in 1905 for the B.C. Electric Railway. The car was saved from scrap in 1958 by two Seattle railfans, and was returned to Vancouver and restored by BC Transit in 1992 as part of its centennial celebrations. The car has been stored at BC Transit's Port Coquitlam Transit Centre since then, and the city is negotiating a lease with its Seattle owners for future use of the car, initially as a display and promotional piece, but later for occasional use on special occasions on the line.

Long-range possibilities include extending the route from Vanier Park to Gastown and Chinatown, and to Canada Place (where it would link up with SkyTrain) and west to Stanley Park. It is expected that up to 40 000 customers may use the line each day when the area is fully developed.

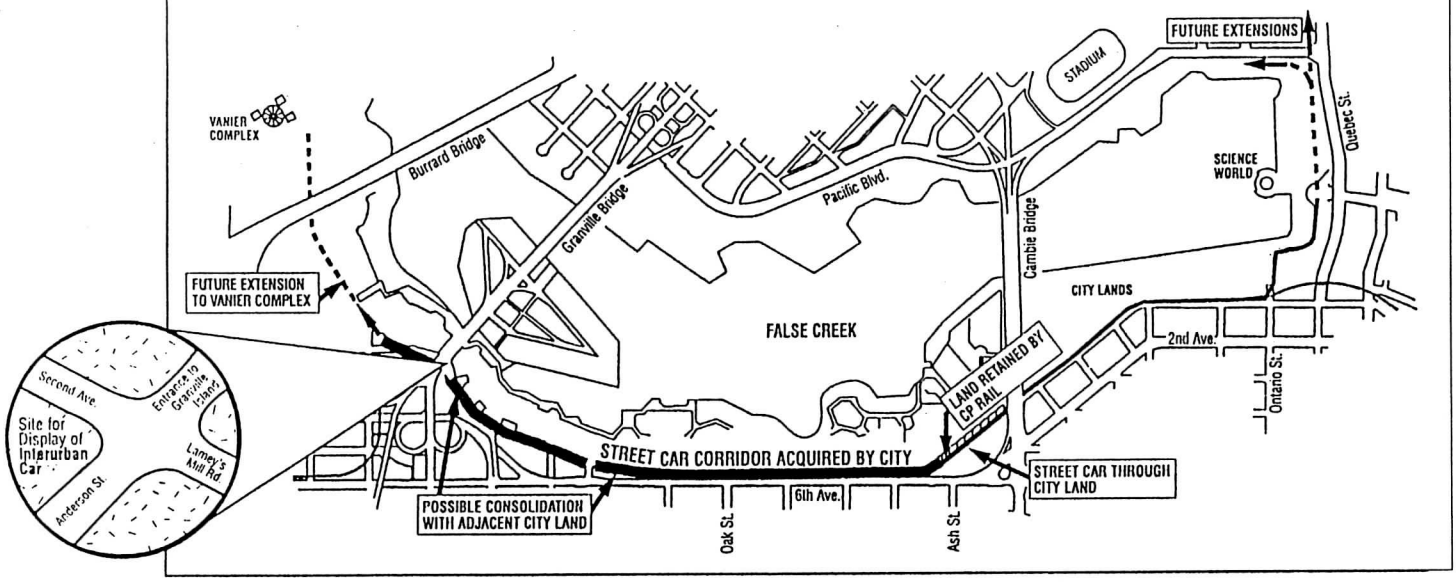
Much of the CP Rail trackwork is still in place, although portions were paved over by the city several years ago. Since the track will have to be rebuilt and expanded to double-track, little of the existing trackwork is likely to be retained. In recent years CP Rail sold part of the right-of-way to the Starbucks coffee chain, and the streetcar route will have to divert around a recently-opened coffee house.

No date for start-up of the service has been announced. Car 1207 will likely sit on display at the entrance to Granville Island during 1996. By 1997, the city hopes to have about 1500 feet of track in place, and to be able to operate demonstration runs with 1207. Within three to five years, regular service could begin, returning streetcar service to Vancouver for the first time since the 1950s. ■

Information from the Vancouver Province, Georgia Straight, and the City of Vancouver, contributed by Dean Ogle and Angus McIntyre. BCER streetcar photo circa 1940 from the collection of Gray Scrimgeour.

PROPOSED STREETCAR CORRIDOR

A City of Vancouver map showing the recent land purchase and the route of the proposed False Creek streetcar line



The West Coast Railway Heritage Park collection

The West Coast Railway Association is developing the West Coast Railway Heritage Park, in the northern part of Squamish, B.C., near the main shops and freight yard of BC Rail. In the March 1996 and April 1996 issues of their monthly newsletter, WCRA News, *the group outlined their collection plans for the museum.*

The role of our collection is to preserve, display, demonstrate, and interpret the railway heritage of Western Canada, especially of British Columbia, for the education and entertainment of the public as well as for the enjoyment of our members. To accomplish this, our collection is built upon a defined group of these sets of equipment which themselves tell the story of a particular era or event.

The scope of the collections encompasses locomotives, rolling stock, equipment, buildings, structures, and artifacts representative of the railway heritage of British Columbia.

The collection focusses on chapters of B.C. history by representative theme groups which provide appropriate context for individual locomotives and cars, and represent the cross-section of railways which serve the province. Unique equipment is showcased in special venues such as the future roundhouse. As the West Coast Railway Heritage Park develops, the following trainsets will be assembled and displayed as sets:

- Canadian National passenger collection (circa 1920s);
- Canadian Pacific passenger collection (circa 1950s);
- Pacific Great Eastern passenger collection (circa 1950s);
- Freight collection (circa 1920);
- Freight collection (circa 1950);
- Maintenance of way collection;
- The Roundhouse collection – special interest vehicles, such as the 1890 *British Columbia* and the colonist car;
- Special venues of specialty equipment, such as and air dump car and a refrigerator car.

The collection is already 85 percent assembled according to the plan and is well along in its presentability – although currently not assembled into the theme sets. There are still some targetted items to be acquired, as well as a few duplicated items to be dealt with in the future. These actions will be taken as availability, finances, and membership wishes allow.

The diagram below is a pictorial representation of the theme sets for the collection. All pieces shown are already on the roster unless notes "to be determined." As we move ahead at the Heritage Park, these sets will start to take shape. For example, the passenger trainsets will become feature displays on the garden tracks at the new station. ■

W.C.R.A. Theme Trains

Canadian Pacific Passenger Train (circa 1950)

FP7 #4069	F7B #4459	Streamline R.P.O. #3704	Streamline Coach #2263	Streamline Coach #2281	Streamline Coach #2292	Heavyweight Sleeper #32	Heavyweight Observation #598

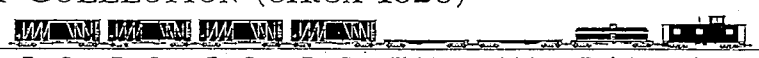
Canadian National Passenger Train (circa 1920)

Locomotive Type to be Determined	Heavyweight Combine #7189	Heavyweight Coach #5161	Heavyweight Diner #1246	Heavyweight Sleeper #2183	Heavyweight Parlour-Observation #1090

Pacific Great Eastern Mixed Train (circa 1950)

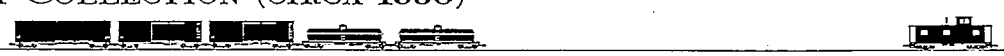
RSC3m #561	Troop-Baggage #722	Streamline Coach #621	Interurban-Sleeper "Clinton"

Freight Collection (circa 1920)



Locomotive Type to be Determined	Box Car CNR #74579	Box Car CNoR #404396	Box Car CNoR #406346	Box Car CPR #108120	Flat Car PGE	Flat Car PGE	Tank Car PGE #X551	Caboose PGE #1817

Freight Collection (circa 1950)



Locomotive Type to be Determined	Box Car CNR #484692	Box Car CPR #241737	Box Car PGE #4182	Tank Car PGE #1926	Tank Car BECX #924	Flat Car Type to be Determined	Hopper Type to be Determined	Stock Car Type to be Determined	Reefer Type to be Determined	Caboose PGE #1821

Maintenance of Way Collection

No usable images are currently available for these pieces of equipment.

Locomotive Type to be Determined	100T Steam Crane CPR	Crane Idler Flat Car CPR	Plow PGE #6002	Flanger PGE #6016	Plow CN #55635	Spreader CPR #402846	Bunk Car CNR #65940	Bunk Car CNR #71089	Service Car GNR #1057	Ind. Crane OHIO #2055	Air Brake Instruction BCR #990243	Air Dump Car PGE #6130

The telegraph pole at McIntyre Road

An example of dispute-resolution by the National Transportation Agency

One of the roles of federal regulatory agencies has always been to prepare agreements for works when two or more parties are involved. The Board of Railway Commissioners, Board of Transport Commissioners, Canadian Transportation Commission, and National Transportation Agency have, each in their era, issued their findings as "orders," given these bodies' status as a federal "court of record." Since 1987, the NTA has been encouraging the parties to resolve all issues, including cost sharing, in accordance with the various guidelines.

The following is a transcript of an NTA decision and order to resolve a dispute related to the reconstruction of a highway crossing of a CN line in Saskatchewan. Some explanatory comments follow the NTA material.

DECISION NO. 245-R-1996 – April 25, 1996

IN THE MATTER OF the reconstruction of the "highway," namely McIntyre Road, by the Rural Municipality of Spy Hill No. 152, at the crossing at grade of the track of the Canadian National Railway Company, at mileage 228.89 Rivers Subdivision, in the rural municipality of Spy Hill No. 152, in the province of Saskatchewan.

BACKGROUND

By letter dated August 22, 1994, the Rural Municipality of Spy Hill No. 152 (hereinafter the applicant) applied to the National Transportation Agency (hereinafter the Agency) to reconstruct the above-noted crossing. This work was carried out with the exception of the relocation of a Canadian National Railway Company (hereinafter CN) telecommunication pole (hereinafter the CNT pole). The application was processed pursuant to subsection 44(3) of the National Transportation Act, 1987, R.S.C., 1985, c. 28 (3rd Supp.) (hereinafter the NTA, 1987), which provides for Agency approval of completed works and apportionment of costs.

POSITION OF CN

CN advised that the work performed constituted in fact a relocation of the crossing from mileage 228.88 to 228.89 Rivers Subdivision and not a reconstruction project. Furthermore, it submitted that the CNT pole at this crossing was clear of the road before the construction. CN argued that at no time has it received any objection from the applicant indicating any problem with the crossing and that it never had an opportunity to fully review the project. As the road was relocated to include the CNT pole within the roadway grade, CN is concerned about liability if an accident should occur. CN admitted to being junior and, as such, has already fulfilled its obligations to relocate and reconstruct the crossing surface. CN submitted that the CNT pole is clearly outside the crossing surface and its relocation is the responsibility of the applicant.

Furthermore, CN is of the opinion that the relocation of the road necessitates the alteration of the CNT pole and five other poles to clear the roadway and ensure vertical clearance in accordance with General Order No. E-11, now cited as the Wire Crossings and Proximities Regulations, C.R.C., ch. 1195. As this is not a maintenance matter the responsibility for the relocation of the CNT pole falls on the applicant "as the disturber." The actual distance from the line to the crown of the road is 19 feet, and the distance from the pole to the centre line of the road is 22 feet. CN further submitted that the Canadian Standards Association specifications require that a pole line must be raised or lowered uniformly so as not to subject the lines to stress breakage. One pole by itself cannot be moved and wires lifted without adversely affecting the adjacent poles.

In addition, CN stated that it has no objection to the transfer of seniority and accepts to assume future maintenance for the proposed crossing surface. However, it submitted that the cost of construction for the crossing surface, the costs of construction and maintenance of the road approaches and the cost of relocating the CNT pole should be borne by the applicant.

REPLY OF THE APPLICANT

The applicant stated that CN is junior in title at the crossing and provided a copy of a letter dated January 16, 1995 from the Saskatchewan Department of Justice, Regina Land Titles Office to support this claim. The applicant argued that as paragraph 11c) of "General Order No. E-4" now the Railway-Highway Crossing at Grade Regulations, SOR 88-75, states that when the railway company is the junior party, it is not responsible for construction or maintenance costs incurred beyond the width of the original highway right-of-way. As the CNT pole is located on the original highway right-of-way, CN should therefore be responsible to relocate it at its own expense. Moreover, if this CNT pole relocation requires an adjustment of the location of other poles in the vicinity, the applicant submitted that this work is not its responsibility. The applicant further advised that it is unnecessary to raise the height of the transmission wires to permit farm machinery to pass under them along the highway. The clearance from he road to the transmission wires over the relocated road is 23 feet.

In response to CN's assertion that the junior party is not responsible for construction or maintenance costs incurred beyond the width of the original right-of-way, the applicant states that it would be impractical to consider this definition contained in the Railway-Highway Crossing at Grade Regulations, SOR 88-75, in reference to the CNT pole because the pole would never be placed between the rails. Accordingly, CN, having placed the CNT pole within the boundaries of the original highway right-of-way, should be required to carry out the necessary maintenance of the communication line at its own expense and to properly maintain the CNT pole, including removing it to prevent accidents which might interfere with the communication transmission line. The applicant also pointed out that pursuant to subsection 5(1) of General Order No. E-11, CN, as the party that has leave of the Agency or consent to carry out construction or maintenance of the CNT pole, should do so at its own expense. The applicant added that the CNT pole is located on the original highway right-of-way and moving it constitutes a maintenance matter and the associated costs should be the responsibility of CN.

FINDINGS

Pursuant to subsection 44(3) of the NTA, 1987, where an Act of Parliament requires or directs that before the doing of any work the approval of the Agency must first be obtained by a person and work has been done without the required approval, the Agency may nevertheless approve the work and impose any terms and conditions on the person that may be thought proper in the circumstances.

The Agency notes that the parties agree that CN is the

junior party at the crossing. With respect to the cost apportionment, CN is prepared to pay the cost of maintenance of the reconstructed crossing surface and the applicant agrees to bear the cost of the reconstruction and maintenance of the highway approaches to the crossing.

The Agency also notes that by letter dated November 2, 1994, Transport Canada advised the applicant that given the 80 km/h design and operating speeds and fill slopes of 3:1, the clear zone requirement was 15 metres. Further, any obstacle within this distance should be removed if possible or, alternatively, the accident severity of the obstacle should be reduced by some means such as breakaway supports or traffic may be protected from the obstacle by means of a traffic barrier. Transport Canada also advised that at a preliminary glance, considering the information provided, a pole within the specified area should be removed.

The cost apportionment arguments of the parties deal primarily with whether the completed work is considered as a reconstruction or a relocation of the crossing and whether the relocation of the CNT pole should be treated separately as a maintenance issue and, therefore, be subject to the terms of General Order No. E-11.

The Agency has reviewed the submissions filed and notes that McIntyre Road has been realigned and the centre line of the existing crossing has been moved 13.4 m west within the original highway right-of-way in order to improve the sightlines and gradients at the existing crossing and to ensure the safe carriage of farm equipment across the railway at this location. In consideration of the above, the Agency is of the opinion that the completed work is a reconstruction of the existing crossing.

With respect to the matter of the CNT pole, the Agency notes that Transport Canada has suggested that the pole must either be removed or the accident severity of the obstacle reduced by other means. The Agency is of the opinion that, regardless of the option chosen, the reconstruction of the crossing must include the CNT pole and, therefore, this item forms part of the reconstruction work.

The Agency is of the opinion that both parties have a responsibility to co-exist at a crossing and to ensure the safe carriage of traffic. As the completed work has improved safety, it is fair and reasonable that each party pay for the reconstruction of its own facility. Therefore, the cost of realigning the highway approaches and improving gradients should be paid by the applicant and the cost of reconstructing the crossing surface and the cost of protecting or removing the CNT pole should be paid by CN.

With respect to the arguments concerning vertical clearance of the CNT pole wires, the Agency is of the opinion that this matter should be considered only after the means of protecting or removing the CNT pole have been chosen and only if the parties cannot come to an agreement as to the requirements for the height of wires.

With respect to the cost apportionment of maintenance responsibilities, it is noted that CN has agreed to continue to be responsible for the cost of maintaining the crossing and that the applicant has agreed to be responsible for the cost of maintaining the highway approaches to the crossing.

An order to this effect will be issued.

ORDER NO. 1996-R-165 – April 25, 1996

IN THE MATTER OF the reconstruction of the "highway," namely McIntyre Road, by the Rural Municipality of Spy Hill No. 152 (hereinafter the applicant), at the crossing at grade of the track of the Canadian National Railway Company (hereinafter the railway company) at mileage 228.89 Rivers Subdivision, in the northeast quarter of section 17, township 19, range 31, west of the first meridian, in the rural municipality of Spy Hill No. 152, in the province of Saskatchewan, as shown on "as constructed" Drawing No. B52M9171, Sheet 1 of 1, revised September 26, 1994 (hereinafter the Plan), on file with the National Transportation Agency (hereinafter the Agency).

WHEREAS pursuant to subsection 18(1) of the Canadian Environmental Assessment Act, S.C., 1992, c. 37 the project has been screened and a screening report has been prepared;

AND WHEREAS after taking into consideration the screening report, the Agency has determined that the project is not likely to cause significant adverse environmental effects;

AND WHEREAS the work has been carried out by the applicant without an order of the Agency pursuant to section 202 and all other relevant sections of the Railway Act, R.S.C., 1985, c. R-3;

AND WHEREAS the applicant has filed a Plan showing details of the work that has been carried out, except for the relocation of a telecommunication pole;

AND WHEREAS both parties disagree on the apportionment of the costs related to the relocation of the telecommunication pole;

AND WHEREAS the Agency has reviewed the submissions filed and, in accordance with the Decision of the Agency appended hereto, is of the opinion that the work should be approved pursuant to subsection 44(3) of the National Transportation Act, 1987, R.S.C., 1985, c. 28 (3rd Supp.).

NOW THEREFORE, IT IS ORDERED THAT:

1. The work is approved.

2. The cost of reconstructing and maintaining the crossing, including the cost of protecting or removing the telecommunication pole, shall be paid by the railway company.

3. The cost of reconstructing and maintaining the highway approaches to the crossing shall be paid by the applicant.

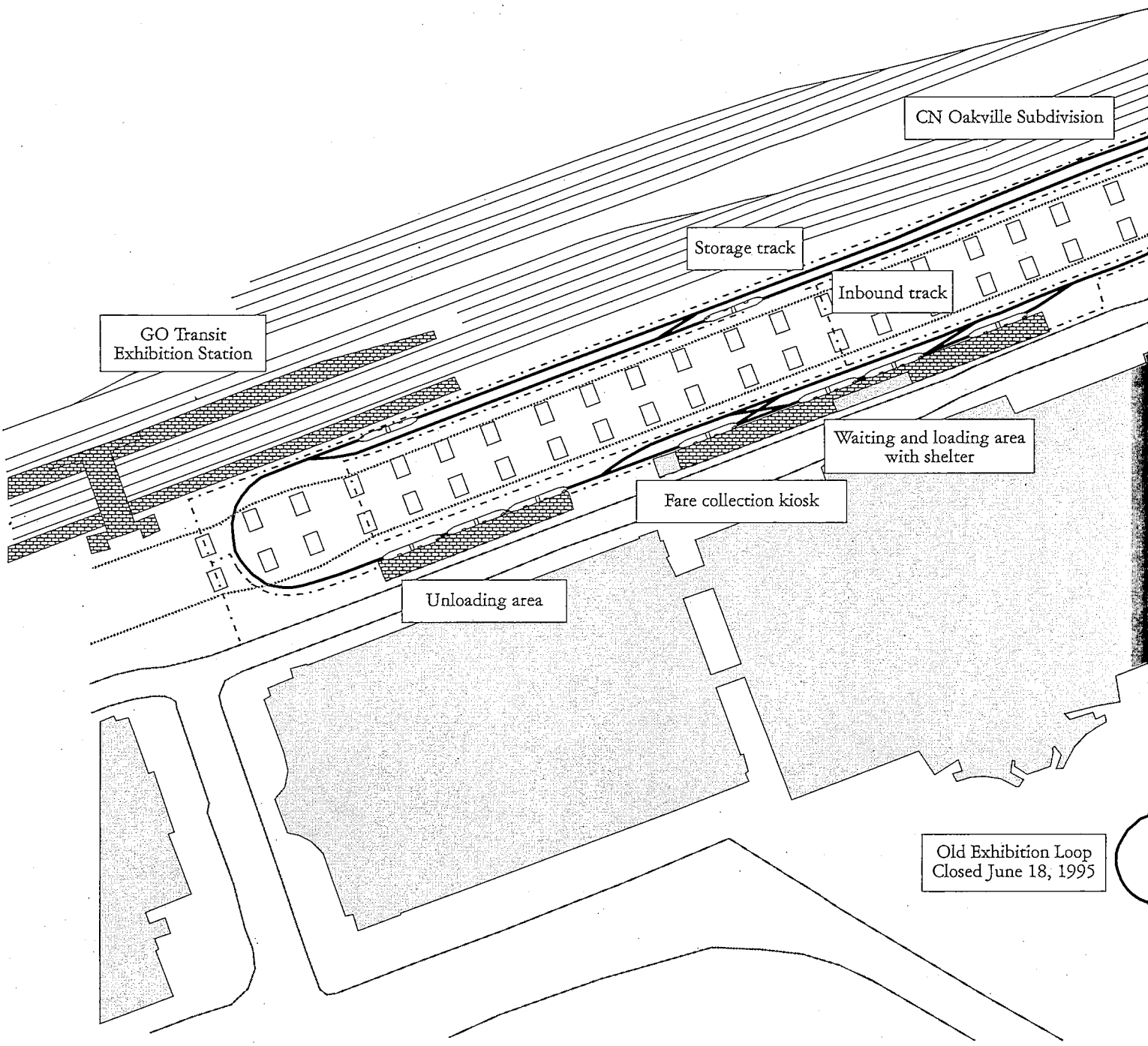
4. The railway company shall prepare all accounts using rates not in excess of those stipulated in Schedule "A" entitled Directives, attached to Agency Order No. 1996-R-12 dated January 12, 1996, or its replacement, for any construction and maintenance work carried out by the railway company pursuant to this Order.

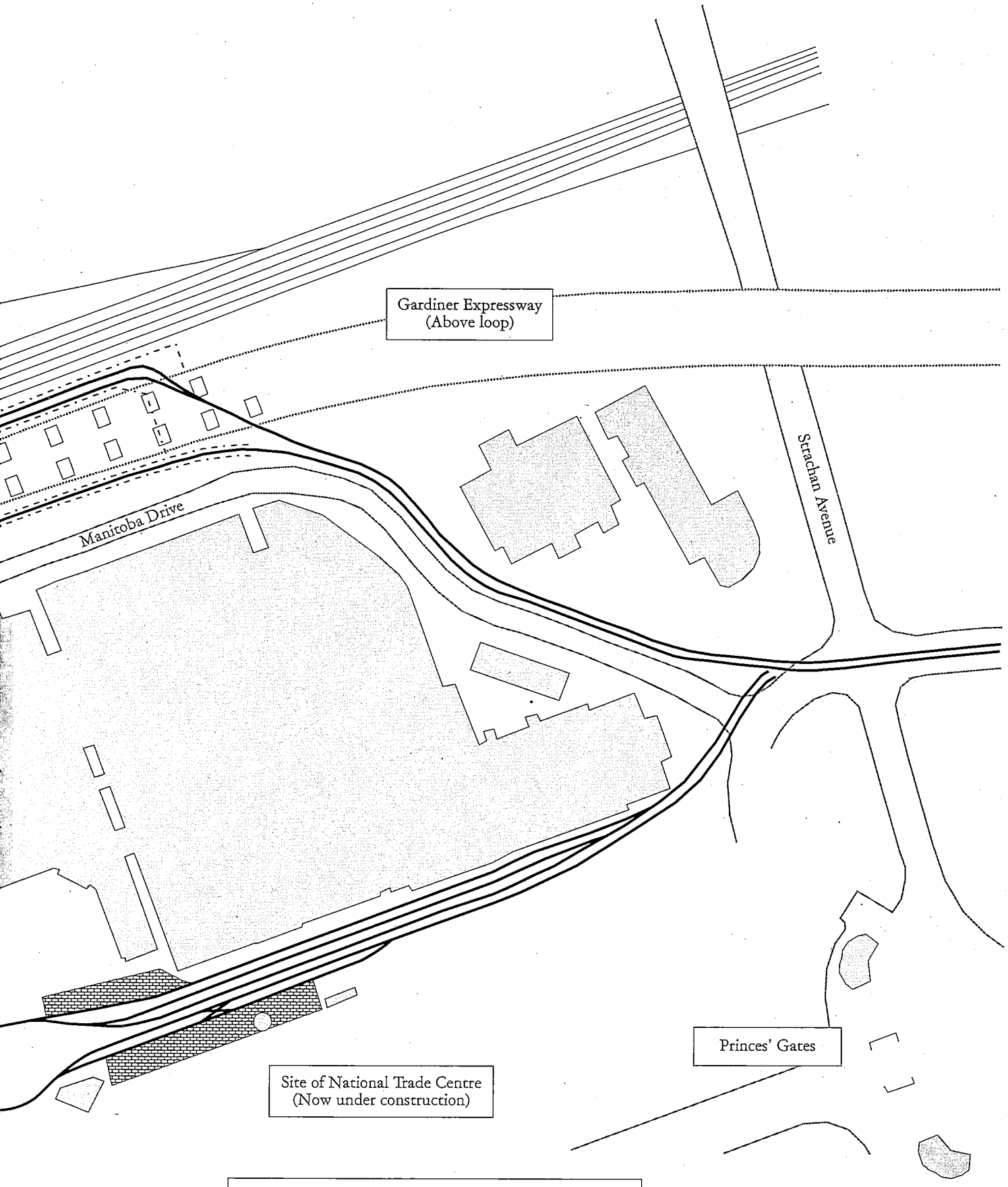
The disagreement has arisen since there are two "applicable rules." On one hand, the acts and guidelines apportion costs based on seniority; CN is junior, the road authority owns the road allowance, and the road authority believes that CN, as junior party, should pay. On the other hand, in cases where the work is being done for the convenience of one party (not essential work for safety or work that is jointly agreed to as a desirable improvement), then the established precedence of "disturber pays" is applicable. The dispute arose after the crossing surface had been relocated, and the road authority disagreed with CN's attempt to retroactively apply the "disturber pays" rule, because CN had not objected to the work before it was carried out.

Under the proposed Canadian Transportation Act, the filing of records will be basically eliminated. The government's desire is to reduce the work of the new Canadian Transportation Agency, and have the railways and outside parties negotiate, write, and sign all of their own agreements. The railways are in support, since it would give federal status, and therefore greater weight in courts, to agreements which are now under provincial jurisdiction. The agency would only get involved in cases where there is a fight over the public need of a works involving a railway or where the parties cannot reach agreement on costs. The legislation allows for fees for work done by the agency.

The new Exhibition streetcar loop

Opened June 15, 1996





Notes:

The diagram is based on a TTC drawing.

Buildings shown are before reconstruction or demolition.

Just A. Ferronut's

Railway Archaeology

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1625 ouest, boul. de Maisonneuve, Suite 1600
Montréal (Québec) H3H 2N4
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Several years ago, my friend and our fellow member Keith Pratt asked for some help in trying to locate a replacement copy of a book that he had lost. The book was Donald MacKay's *Anticosti: The Untamed Island.* Following the finding of a copy, we were discussing Anticosti, and a bit about its railways. Our discussions raised more questions than either of us was able to answer, so it was time to start collecting information. In addition to the material in MacKay's book, the search turned up a 1973 article by Ray Corley and Major Warren Anderson in the CRHA's *Canadian Rail. Canadian Rail* carried another Anticosti article in 1980 by Robert Samson. We turned up another book on Anticosti, *Époque des Menier à Anticosti, 1895–1926,* by Lionel Lejeune, published in 1987. A request to Doug Brown brought a copy of his father's, Robert R. Brown's, notes on Anticosti. It was then time to flip through some old magazines. This search showed how small the world is; *Canadian National Railways Magazine* carried an article on the island and its life style in 1929, and then in the March 1937 issue, they carried an article by none other than Keith Pratt on this forgotten railway. Finally, *Canadian Railway and Marine World* came through with a couple of references in 1912 and 1913. So, armed with all the information collected by the above people, let's go back and have a look at Anticosti Island and its second railway.

Anticosti Island was discovered by Jacques Cartier in 1534, and in 1680, the King of France granted it as a seigneury to Louis Jolliet. It remained in the Jolliet family until the fall of New France in 1763. For the next eleven years it was part of Newfoundland, being returned to Canada in 1774. Anticosti, 220 km long and between 15 and 50 km wide, is larger than Prince Edward Island, (8000 km^2 compared to 5657 km^2), but its rugged terrain and poorer soil made it less inviting to settlers. These features come from the geological fact that the island is a projecting peak of the old Laurentian chain of mountains, and the island is still connected to the North Shore of the St. Lawrence by a submerged granite bar across the Jacques Cartier Strait. This strait has been a hazard to marine navigation and between 1870 and 1880 claimed not less than 144 ships.

While our railway story starts about the beginning of the 20th century, the island was the site of mystery and intrigue during the early part of the 19th century. Two individuals were mainly responsible, and while the aura over the island was dark, one individual was a gentleman and the other was not.

Rimouski-born Louis-Olivier Gamache, a trapper, became a local legend from his efforts to protect, from invading North Shore poachers, the furs that he cached on Anticosti. He spread the rumour that he was able to communicate with the devil, and often worked for him. His sham worked, and the "fame" of his "supernatural" powers, including rumours of him being a pirate, spread along the lower St. Lawrence River. In later years there was much local folklore about Gamache.

Anticosti's real notorious inhabitant, a giant mulatto man, arrived along with some forty-odd sailors and passengers when the ship *Granicus* was wrecked on Anticosti in May 1828. The mystery surrounding this missing ship came to light when a rescue party arrived on the island some time later. They found gruesome traces of a massacre. Their search turned up numerous human body parts. They finally came across the man, lying dead in a hammock, with partially eaten body parts around. They concluded that he died of indigestion from overeating.

The factual stories, rumours and folklore all added to the shrouds surrounding Anticosti.

Attempts were made to colonise Anticosti, but these did not succeed, and a failure in 1872 could be said to be what started to open the curtain on our story.

Following this 1872 failure, the island was finally sold for $101 000 to an English businessman named Francis Stockwell. He soon went bankrupt trying to develop the island, for an article datelined Ottawa, May 26, 1889, listed the island for sale.

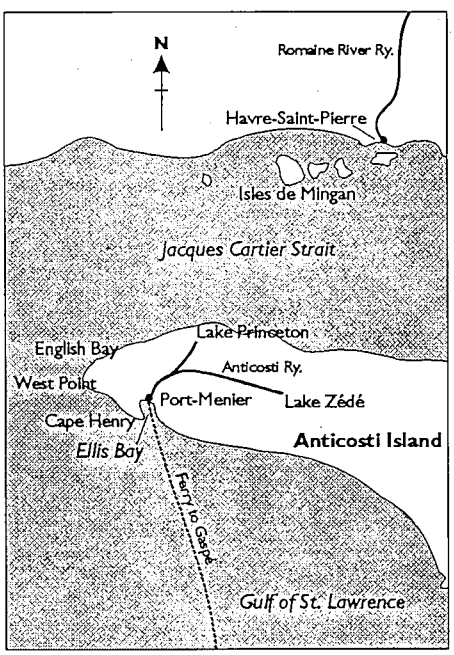
In 1895, a French chocolate manufacturer and millionaire, Senator Henri Menier, purchased the island for $165 000. While our interest is the railway and business side of Menier's investment, his initial interest in Anticosti was mainly for its development as a "sportsman's paradise."

Reports state that Senator Menier sent two men, Martin Zédé and Dr. Schmidt, to Anticosti, to check it out. They found the island blanketed with blood-thirsty mosquitoes. The doctor's conclusion was that the mosquitoes were starving and needed feeding, if humans were to survive on the island. Martin Zédé, who was to become Menier's governor of the island, then imported hares to feed the mosquitoes. Dr. Schimdt's later examination of a hare led him to conclude that his theory was correct, since the hare had hundreds of mosquito bites. Indications are that Senator Menier imported deer, moose, foxes and reindeer to enhance the game population for him and his sportsmen cronies, but the local lore was that these imports were more food for the mosquitoes.

With the arrival of Senator Henri Menier, Anticosti, with its few settlers, became his large fiefdom, despite the 1854 law that abolished seigniorial rights in Canada.

The Senator's men first established their main community at English Bay, presently called Baie Sainte-Claire, at the west end of Anticosti. They started work in the spring of 1896, with the construction of the essentials; a sawmill, a few houses, and a warehouse. To help communications with the outside world, a small wharf was built for their ships.

This short-lived venture boasted Anticosti's first railway. This was about a mile of the 1'-11½" gauge, horse drawn, "Decauville"



system, which connected the wharf with the various parts of the village.

It was quickly realized that the bay did not provide good shelter for ships, so in 1899 the Senator decided to move his community around the end of the island, and relocate it in Ellis Bay, with its deep water, on the southwest coast. The site selected, alongside the deep Ellis Bay, that would become Port-Menier, had been known as Gamache.

Senator Menier, a true gentleman, and "grand seigneur," immediately commenced the development of his modern community at Port-Menier. It would eventually boast, in addition to housing, well-stocked shops, a church, schools, medical facilities, telegraph and telephone services, and a carpenter shop where anything from a box to a schooner could be built. Two major landmarks, a 4000-foot-long wharf, and Senator's Menier's luxurious 30-room "Château Menier," were the highlights of this community.

The wharf at Port-Menier was constructed in stages, and Robert Samson in his article outlined the use of another little Decauville narrow-gauge railway in the construction of this wharf. This system received in 1904 a 0-4-0 tank engine from the Decauville Works, Petitbourg, France.

The standard-gauge railway

While Senator Menier enjoyed his hunting and fishing, and shared that enjoyment with his associates, the changing world was putting pressure on the business aspects of his Anticosti investment.

The demand for wood and lumber products was outstripping the limited production of early days on the island. Anticosti has many streams and small rivers that are great for fishing, but unfortunately not the best suited for log drives, especially since they all emptied into the Gulf of St. Lawrence around the island. Therefore, the best way to collect the logs for export was by railway. The thrust of the wood export was for pulp for the paper industry. In 1912, 35 000 cords of pulpwood were made ready for export, with much of it destined for the United States.

During 1909 and 1910 work was undertaken to construct a standard-gauge (4'-8½") railway from Port Menier towards Lake Zédé. The first portion, about 15 miles, was completed by October 15, 1910. The October 1912 issue of *Canadian Railway and Marine World* defined the railway as standard gauge, 15 miles, with four locomotives, one passenger car, 20 dump cars, and one steam shovel. A report in the August 1913 issue of the same magazine reported that the railway's main line was 18 miles long, with a nine-mile branch, for a total of 27 miles. The railway was substantially-built, with pit-run ballast and steel rails of 50 and 70 pounds. The railway was very crooked, with some steep grades.

The railway extended the full length of the 4000-foot wharf at Port-Menier, some 10 or so feet above the water level. A special feature of this wharf was that in addition to the track on the main level, it had a second track, some twenty-odd feet above, supported on trestle-work that extended for about half the length of the wharf and then sloped down to the main level near the shore. This design permitted a string of dump cars loaded with pulpwood to be pushed up on the upper level where they would automatically discharge their loads into "iron pockets" (hoppers) and then directly into the hatches of the ships.

While information is sketchy, it can be assumed that, as with most railways serving a lumber operation, spurs and some track alignments must have changed over the course of the lumbering operation.

The development of the railway and the wood industry on Anticosti Island were barely off the ground when they suffered two major blows. In 1913, Senator Henri Menier died, leaving his less-pro-Anticosti brother, Gaston, in charge. The second blow of course was the Great War. While these slowed things down on Anticosti, Gaston's interest in the franc over sports, helped ensure the survival of the railway operation.

The demand for wood kept the Anticosti Island operation going, but not with the care that Senator Henri had given. Finally, in July 1926, Gaston Menier's concern for the franc got the better of him, and he sold Anticosti Island, including the Château Menier and his brother's collection of art treasures, for $6 500 000 to a group of Canadian companies composed of the Wayagamack Pulp and Paper Company, the Port Alfred Pulp and Paper Company, and the Saint Maurice Valley Corporation, part of the Canada Power and Paper Company. Two subsidiary companies were formed, the Anticosti Corporation for the forest operation and island-based resources, and the Anticosti Shipping Company to take charge of Menier's marine fleet, which included the ships *Fleurus, Cherisy,* and *Jolliet*, and two wood-carriers, the *Hullman* and the *McKee*. In 1931, the Anticosti Corporation became the Consolidated Paper Corporation Limited and, in 1967, became Consolidated-Bathurst Limited. After a number of forest fires and a decline in the production of wood in the early 1970s, the island was sold to the Province of Québec in 1974.

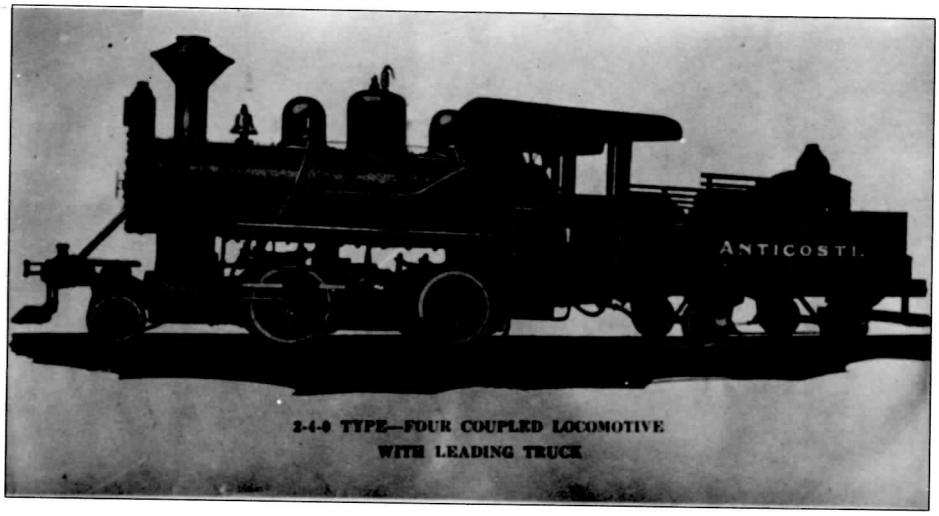
Following the death of Senator Henri, the railway struggled on. This struggle can best be gleaned from the locomotive-use data, and the extensive storage of locomotives under Gaston Menier probably best reflects his struggle. While the 1926 sale caused some revival, the age of the equipment and the increased wood production took their toll on the railway. The Anticosti Corporation considered that the island could produce 400 000 cords of pulp per year, but had only reached about the three-quarter mark.

The Anticosti Railway, along with the world, went in a crash mode in 1929 with the start of the great depression. With no lumbering, there was no need for a railway, and the line, except for about 4000 feet between the wharf and a warehouse, was basically abandoned about 1930, although some limited operation did take place in the early years of the 1930s.

At the start of the depression a second-hand 120-horsepower gas-motor Vulcan locomotive was received from the E. B. Eddy Company of Hull, Québec. Within a year, the motor failed, and the locals in the Port-Menier shop installed a new 100-horespower gas motor in it and it continued in use until the final end of railway service in the fall of 1947. This modified unit could move three car-loads of freight. The locomotive was also used to carry passengers between the village and the wharf in the railway's small open passenger coach. From its arrival until the

↓ *ANTICOSTI No. 1*

This builder's photo of the Anticosti Railway's first locomotive (Montreal Locomotive Works, 1910) is from Doug Brown's collection.



mid-1930s, this gas-motor was assisted at times by the various Anticosti Railway steam locomotives.

While, as indicated, the short section of railway near the wharf was kept until the fall of 1947, the five steam locomotives and most of the cars and other equipment were scrapped in 1939 and shipped off the island late that year.

So, while it can be said that the standard-gauge Anticosti Railway only had 20 years of substantial operation, it took another 17 to finally kill it.

Before we leave the Anticosti Railway, let's have a look at its locomotives and rolling stock. The location of this railway and its ownership have probably helped to cause a few a few of the discrepancies in these lists.

Anticosti locomotives

Anticosti locomotive No. 1 was built in August 1910 by the Montreal Locomotive Works (Serial No. 48736). This engine was delivered as a wood-burner, and some photographs show it with a spark arrester extension that gives somewhat the appearance of a slender diamond stack. She weighed 44 000 lbs., with 10 x 18" cylinders, 34" drivers, and 150 lbs. of steam pressure. This engine was converted to burn coal in 1912. At the same time, its tender, which had arrived with four wheels, was fitted with two regular four-wheel trucks. As indicated, No. 1 did some switching around Port-Menier as late as 1936. This engine was part of the 1939 scrapping.

In 1912, two Heisler engines arrived on Anticosti. Engine No. 2, while not new, was nearly so. This 90 000 lb. engine had 33" drivers in a 4+4 wheel arrangement, and carried a boiler pressure of 150 lbs. with 12 x 10" cylinders. This engine was stored from late 1921 until 1926. It then resumed service until the 1930 shutdown. It, like No. 1, was part of the 1939 scrapping.

Engine No. 3, a 100 000 lb. engine, like No. 2, was a Heisler, except it was new and had 36" drivers and 13 x 12" cylinders. No. 3 was out of service between 1923 and 1926. It was reported to have been back in service between 1926 and 1934, and was scrapped as part of the 1939 scrapping.

Anticosti No. 4 was a Baldwin 4-6-0 that arrived new in 1912. This 150 000 lb. locomotive carried 150 lb. boiler pressure, and had 17 x 24" cylinders and 44" driving wheels. This engine was in storage from December 1919 until 1926, when it was put back in service until the end of 1930. It, too, was scrapped in 1939.

Anticosti No. 5 was a former Quebec and Lake St. John Railway engine. It had been their No. 14, and indications are it was rebuilt in 1904 by Fitz-Hugh Luther Company. When Anticosti acquired it in 1917, it was in poor condition. After some repairs, it was put in service until the end of 1918. In 1926, after about eight years of storage, the shops at Port-Menier built a new cylinder for No. 5 and she went back into service until the end of 1930. This 2-6-0 weighed 150 000 lbs., and carried a boiler pressure of 150 lbs. Her cylinders were 18 x 24" and drivers 57". This locomotive joined the other five steam locomotives in the 1939 scrapping.

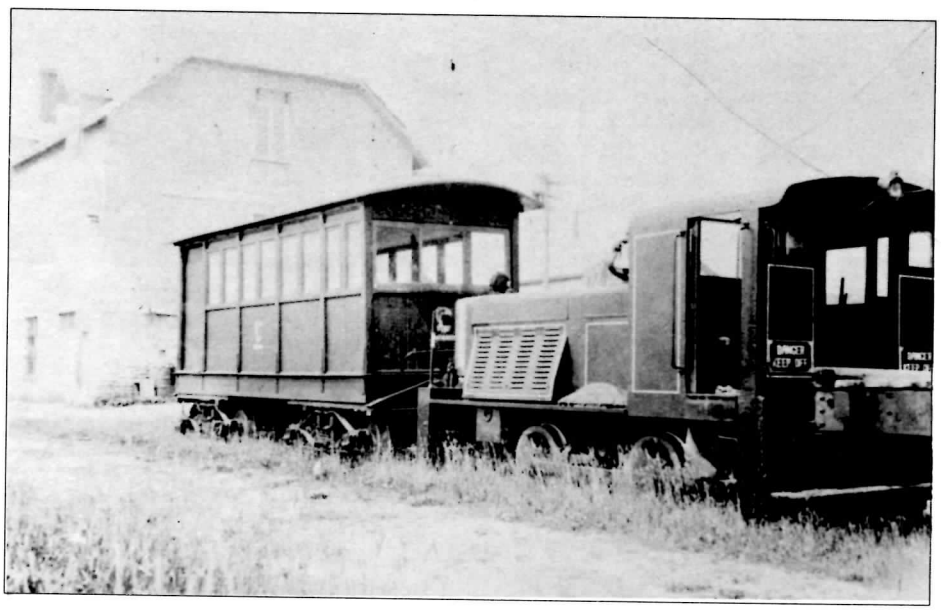
In addition to the locomotives, five steam and one gas, the Anticosti Railway had a steam shovel and steam crane.

The steam shovel was built in 1911 by Alco (Serial No. 48414), arrived new, and helped with some of the final construction of the railway. The Anticosti Railway mothballed the steam crane in 1920, and it remained on the island and was part of the 1939 scrapping.

In 1927, a new 16-ton Industrial steam crane arrived from Bay City, Michigan, to join the island railway. This crane remained in service until the summer of 1946, when she tipped over on her side in the canal at Port-Menier. She was scrapped and the pieces were shipped out by boat in 1949.

The original 20 dump cars and one passenger car on the railway in 1912 had by 1937 become part of a rolling stock roster which included about 10 steel cars, two or three boxcars fitted up as boarding cars, about 20 dump cars, and 25 wooden cars, each about 30 by 9½ feet. These were scrapped with the locomotives in 1939. Mr. Samson, in his 1980 write-up, has a slightly higher total.

So, with the counting of cars, we close our brief look at the Anticosti Railway. As mentioned, this is a re-work of the research of several parties, to whom I am grateful.



↖← ANTICOSTI IN 1936

These two pictures, of Anticosti No. 1 and the gas-motor locomotive, were taken by Keith Pratt in 1936, and accompanied his article *in Canadian National Railways Magazine* in March 1937.

Since there are a number of gaps in the records, I believe we would all appreciate any additional information our readers could add.

Books

The book scene

There are a couple of recent books of interest to railway and transit enthusiasts, and a couple of others that are nearing the end of the production pipeline.

First, a book on an intriguing subject that was hand-in-glove with railways, their development, and operations. No, not another book on locomotives, but one on railway telegraphy. To mark the 150th anniversary of Canada's first telegraph company, Robert G. Burnet has just released his new 240-page soft-covered book *Canadian Railway Telegraph History*. October 26, 1996, will mark the 150th anniversary of the opening of "The Toronto, Hamilton, Niagara and St. Catharines Electro-magnetic Telegraph Company," so it is a timely release.

At this point, I have only read a few snippets of *Canadian Railway Telegraph History*, and while the telegraphy gang can lose me by simply discussing telegram categories, the tie-in with railway history has answered a couple of questions, and of course the many photographs bring back fond memories. It is also straightening out my perennial telegraph confusion – the relationships between, and the hierarchy of, the different telegraph companies in Canada.

I have noted a couple of cases of the standard complaint with many of the smaller printers: misplaced captions. I only noticed this because the captions were very descriptive, and this descriptiveness also helped me straighten them out. Overall, it looks like a worthwhile book for both the telegraphy and railway enthusiast.

Should you be interested in obtaining more details about *Canadian Railway Telegraph History*, contact Telegraph Key and Sounder, either at P.O. Box 40526, 5230 Dundas Street West, Etobicoke, Ontario M9B 6K8, or by e-mail at rrrobbie@idirect.com.

Another recent release is *The TTC Story: The First Seventy-five Years*, by Mike Filey, with photos selected by Ted Wickson. This is a 170-page, soft-covered book in a landscape format. While the book is intended for the publicity of the 75 years of existence of the Toronto Transporation Commission and the Toronto Transit Commission, it also provides a good look at many of the changes around Toronto, including a few related to railways, radial railways, and harbour ferries. Two things strike one when first looking at this book. First, it is laid out in a chronological order, which means that one can home in on the TTC for a given year or period. The second difference is not only the use of less-known photographs, but those providing more of a look at the scene or action, rather than just roster-type shots.

Presently this book is available from W. H. Smith bookshops in Toronto, as well as from the TTC and directly from Ted Wickson.

There are two other books that I understand should be released in the not-too-distant future.

Mike Leduc, here in Montréal, the author in 1994 of *Montréal Island Railway Stations: CN and Constituent Companies*, has just delivered to the printers his second book covering the stations of the Canadian Pacific Railway family on Montréal Island, so for the station fans, this should be a good addition in the next month or so.

The other book project that has come to my attention is that Norman Helm is working towards reissuing his book *In the Shadow of Giants: The Story of The Toronto, Hamilton and Buffalo Railway*, with numerous revisions and updates that have taken place since his 1977 version. Norm advises that an entire chapter will be devoted to the resurrection of the TH&B Hamilton station in its new role as the new GO Transit Centre.

So, save your pennies, and we will keep you posted as more details on these books become available.

–Art Clowes

Information Network

Item 67

CN equipment detector

Question from: **Paul Bloxham**

The hot box and dragging equipment detector at Mile 31 of the CN Bala Subdivision, adjacent to Slater Road crossing near the wee town of Vandorf (see the photo at the bottom of this page), has two additional items installed that I have not seen before on CN. They appeared to be some kind of detector or sensor, one on each side of the main track, mounted on posts at an elevation of approximately three feet above the rail head, at truck height. Each sensor was about two feet high by one foot wide by one foot deep, and appeared to have an outer casing of some kind of white, hard material. Has anyone else seen these, or does anyone know of their function and use on Canadian railways?

Reply from: **Sean Robitaille**

The device at Mile 31.0 of the Bala Subdivision is part of the scanner used for the new electronic automatic equipment identification (AEI) "tags" put on cars as the second generation of ACI panels. (For more information on AEI, see the item in Information Network in the January 1993 issue of *Rail and Transit*.)

Another location of such equipment is at Mile 14.0 of the Newmarket Subdivision, at Snider North. The scanner gets the car numbers for the yard. There are various other locations of such equipment around southern Ontario. While on the subject of the detector at Mile 31.0, Bala Sub., it is unusual in that it is equipped with a "Wheel Impact Load Detector" (or WILD) device. This feature measures impact from the wheels on the rail to determine if there are cars on a train with excessive flat spots (which cause severe impact stress). This feature is fairly new, and was installed in response to the problems encountered with broken rails due to flat wheels in winter. Being such a device, you would expect all detectors in northern Ontario to be so equipped, but they are not. The only other WILD-equipped hot box detector is located at Mile 17 on the Halton Subdivision. Funds and testing have limited the installations to those locations so far.

Item 68

Cataloguing London Street Railway photos

Message from: **Don McQueen**

I would appreciate help in compiling a list of known photographs of London Street Railway streetcars. Please contact me for further information about this project if you have LSR cars in your photo or movie collection. My address is 38 Lloyd Manor Crescent, London, Ontario N6H 3Z3, and my telephone number is 519 471-8024.

Item 69

Changes to VIA baggage regulations

Information from: **Tom Box**

Accompanying the timetable change of April 28, there have been many changes to VIA's baggage rules. The limit of two pieces of carry-on baggage now applies to all trains, not just corridor trains. For checked baggage, the total weight limit of 100 pounds has disappeared. There is now a limit of 50 pounds per item, with parcels between 50 and 75 pounds counted as two items, and a limit on the total number of items. Excess baggage charges are now by number of pieces, not by weight. There's a charge for canoes and for pets, even if they're inside the limit. Bicycles don't have to be boxed if they're not being transferred between trains, though VIA isn't liable for damaged to unboxed bikes. There's a $50 charge for transporting a deer or moose carcass.

The rules on pets, as printed in the timetable, refer in bold letters to ". . . pets as dogs, cats, or small rodents . . . ." I suppose they mean to say "such as," but it's not entirely clear why this line has been added. Maybe they don't want snakes, goldfish, or budgies being checked. I suppose large rodents are excluded too, so you may have trouble checking your pet beaver the next time you take the train. No word on how small is small, though. Since I've never heard of a rodent remotely as large as a St. Bernard or Irish Wolfhound, I don't know why they need to specify small rodents. I wonder if VIA's taxonomists realize that rabbits and hares are not rodents, but lagomorphs, and therefore forbidden under the new rules.

Additional comments from: **Pat Scrimgeour**

According to *The Canadian Encyclopedia*, the size of native rodents in Canada (68 species, by the way) ranges from the olive-backed pocket mouse at 10 g to the beaver at 35 kg. At some point in the continuum of rodent size, there must, either implicitly or explicitly, be a dividing point between large and small. Where is this point? We can expect that VIA will accept mice, rats, guinea pigs, gerbils, hamsters, and chipmunks. At the other end of the scale, the existence of a division suggests that they will not accept beavers, otters, and muskrats. What about squirrels, lemmings, ferrets, voles, skunks, gophers, groundhogs, and marmots?

Is the $50 charge for transporting a deer or moose carcass fair, in that VIA won't accept live instances of the same species? I understand that it is in VIA's interest to promote outdoor activity and "eco-tourism," but need they be so blatantly in favour of hunting that if I were to turn up at the station with my pet ungulate, they would tell me that I could only take it with me if I were to kill it? How callous. They've already alienated me by not permitting me to take my favourite gila monster and emu with me on my holiday, but this is the last straw!

Correction from: **Tom Box**

I hesitate to be pedantic, but otters, ferrets, and skunks are not rodents, and are therefore not allowed on VIA. All the other animals Pat mentions are rodents.

There's a whole hierarchy of groups into which life forms are classified by biologists. For example, mammals, birds, and reptiles each form a "class." Classes are subdivided into "orders," and rodents form an order. Orders are subdivided into families. Otters, ferrets, and skunks are all in the same family. They're in the order "Carnivora" and the family "Mustelidae," which means the weasel family.

Two other families in Carnivora are *Canidae* and *Felidae*, which mean dog-like and cat-like, respectively. It's not entirely clear whether the VIA rules about dogs and cats only apply to the species *Canis familiaris* and *Felis catus*, or whether they also allow the transport of wolves, jackals, lions, and tigers.

Bill McGuire's

Diesel Locomotives

Wheel-slip

This month's topics are wheel-slip and locomotive trucks.

One advantage that modern railways have over their chief competitor, the trucking industry, is the low rolling resistance between rail and wheel. The steel wheel wears very little when compared to the rubber tire. This advantage is also a disadvantage when low adhesion values cause wheel-slip. This situation occurs when the full tractive effort of the locomotive is not effectively transferred to the wheels. Railway companies have been working on this problem almost since the beginning of modern railroading. They have devised systems, devices, and different materials to try and solve this problem.

Early wheel-slip systems detected slipping wheels by comparing load current between pairs of motors. The slipping wheel draws less current and a signal is sent to load control to reduce the main generator output until the slipping stops. With this system the slip was usually well advanced before it was detected and when it *was* detected, current was stopped completely until the slipping stopped. Current was then restored to the point where slipping occurred again. This cycle was repeated until the hogger took corrective action, such as sanding or power reduction.

More recent wheel-slip equipment compares electrical signals produced by small generators mounted on each axle journal box. The generator producing the signal with the highest voltage and frequency is the wheel that is slipping. The detection equipment sends signals to load control to reduce the main generator output until slipping stops. The slipping condition is thus detected in the wheel-creep stage by measuring the acceleration of individual wheel sets, without comparison to the other. Because this system monitors wheel acceleration, relatively small power reductions are sufficient to suppress a wheel slip before it develops to the point where adhesion is lost. Thus the unit can operate with optimum traction, and with a minimum of train movement.

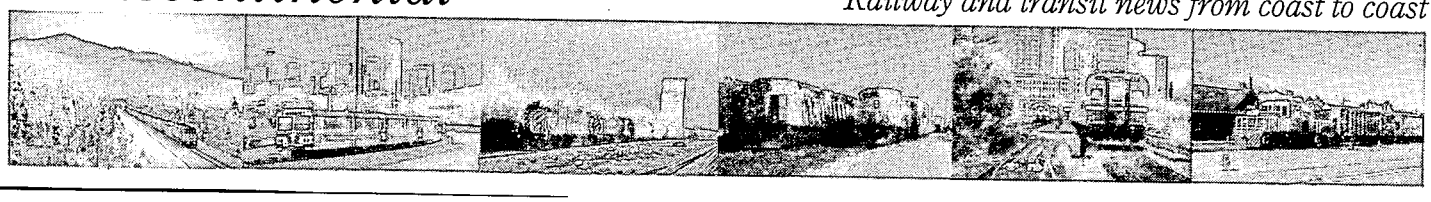
Locomotive trucks

The six main functions of the loco's trucks are as follows:

- To support the weight of the locomotive.
- To absorb shocks from travelling over the road.
- To dampen-out the oscillating and rocking motions of locomotive.
- To provide support and act as an anchor for the traction motors.
- To transmit the pulling effort of the wheels to the locomotive frame and then to the draft gear.
- To support the brake equipment.

Trucks are built in several different combinations, depending upon the service and weight of the locomotive. They may be four- or six-wheel trucks. The most common type is the four-wheel truck with a traction motor on each of the two axles. Where the weight of the locomotive is excessive, or maximum power is required continuously over long periods, six-wheel trucks are often used. A six-wheel truck which is designed to handle extra weight or to enable a locomotive of average weight to use light track may have only the two outside axles equipped with traction motors. In that case, the wheels of the centre axle are called idlers. If more power is required all three axles will be equipped with traction motors.

Trucks with four wheels are called "B" trucks, and such locomotives as RS18s, GP38s, and F40PHs are called "B-B" because they have two four-wheel trucks. Six-wheel trucks with only two powered axles are called "A1A" trucks; CN's GMD-1s in the 1600-series and the retired RSC-type units from MLW are "A1A-A1A" locomotives. Six-wheel trucks with all three axles powered are "C" trucks, and most modern locomotives, such as SD40-2s, SD75Is, Dash 8-40CMs, and AC4400CWs, are "C-C" units.



THE RAPIDO

EASTERN CANADA

Scott Haskill
Pat Scrimgeour

CP RAIL SYSTEM

ST. LAWRENCE AND HUDSON

The St. Lawrence and Hudson Railway Company Limited, CP's recently-established eastern subsidiary, has been assigned the AAR reporting marks of STLH. The boundary points between the SL&H and the CPR core are at Mile 12.5 of the MacTier Sub., north of Toronto, at a point now called Burbidge, and at Mile 0.5 of the Chalk River Sub., in Smiths Falls, at a point now called Scott.

Within the SL&H, the Delaware and Hudson remains a separate corporation for legal and tax reasons. The boundaries between the SL&H and the D&H are at Rouses Point, New York, and at Niagara Falls. In addition, the D&H administers SL&H traffic between Detroit and Chicago.

D&H crews no longer work into Canada; all crews now change at Rouses Point. CP had an exemption from Transport Canada that Canadian cab amenities, such as a hot plate and a conductor's table, were not required on locomotives operated exclusively by U.S.-based crews on Trains 553, 554, 555, and 556. As these trains will now be operated by Canadian-based crews within Canada, only units with properly-outfitted cabs can be used.

BALLAST PIT REOPENED

Because Canada Customs ruled that CP would have to pay duty if they continued to import rock ballast from the U.S., the railway has reopened its ballast pit at Hilton Mines, Québec. For years, CP loaded ballast cars on the Hilton Mines Spur, a 4.7-mile line which connected at Mile 33.32 of the Waltham Sub., west of Hull, but all this trackage was abandoned early in this decade in favour of using marble or granite ballast imported from the U.S. Now, with the pit reopened but a railway line no longer in place, CP is trucking the ballast to a transloading site on CN at Bristol, Québec, on the Beachburg Subdivision. The ballast cars are then interchanged to CP.

—George Matheson

CANADIAN NATIONAL

ANNUAL MEETING

The Canadian National Railway Company's first annual meeting as a private company was in Montréal on May 6. President Paul Tellier was criticised by some shareholders and by union members for cutting thousands of jobs while senior executives received large bonuses. One union member demanded to know why Tellier received a $200 000 bonus at the time of privatisation.

It was announced at the meeting that 42 percent of CN employees had purchased company shares, which have increased in value by 50 percent since they were issued in October 1995.

CN's plans for the remainder of the year include a reduction of 1500 jobs, and the expected sale or abandonment of about 3200 km of track.

MofW SHOP TO CLOSE

The maintenance of way shop at Joffre Yard in Charny, Québec, will close on October 30. The work previously done at the shop will be performed instead at Transcona in Winnipeg, and 93 jobs will be eliminated. The Transcona shop is being made the home base for all CN maintenance of way equipment servicing, and regional equipment shops, like the one at Joffre, will be closed. New jobs will be created in Winnipeg and also in the field, as much of the new work equipment now in service can be serviced away from the shop, except in the case of major breakdowns.

—Globe and Mail, Sean Robitaille, Roman Hawryluk

GRAHAM SUB. REMOVAL

Removal of track on the abandoned Graham Sub., between Thunder Bay and Sioux Lookout, continues from last year. In the fall of 1995, CN work crews commenced at Raith, Mile 28.3, and removed rails as far west as Larson, Mile 53, stopping when freeze-up and the winter snows arrived. As of early June this year, crews are at Oscar, Mile 78, and are removing about three miles of rail each day. Work will continue through to Superior Jct., Mile 159.5. A private contractor is removing all the ties; they are about five miles west of Raith already. Rails are still in place from Conmee Jct. through to Raith.

The NTA authorised the abandonment from Conmee Jct., Mile 0.00, through to Superior Jct., Mile 159.5, including the Mattabi Spur, effective September 1, 1994. The forest industry is looking at using most of the corridor as a road for hauling wood, either to Hudson (near Sioux Lookout) where there is a sawmill; or east towards Thunder Bay where there are sawmills and paper mills. Negotiations are ongoing between CN, industry and the provincial government.

—Bryan Martyniuk

NORTHERN ONTARIO NOTES

CN has offered its abandoned Newmarket Sub., between Yellek, west of North Bay, and Capreol, for sale for $130 000. The 1200 acres of land includes bridges, culverts, trestles, ballast and buildings. The Member of Parliament for the area said that the price is a good deal, and that if purchased by the local government the right-of-way could be converted into snowmobile and recreational trails. • By the end of May, Rainy River, Ontario, was to close as a crew-change point for Thunder Bay-Winnipeg and DW&P—Winnipeg trains. • CN will close its roundhouse at Hornepayne in September 1996, as part of its consolidation of car shops. The 70-year-old roundhouse is rare because the building and turntable are completely enclosed, to protect workers and equipment from the winter weather. One of the few other remaining enclosed roundhouses is at the ACR shops in Sault Ste Marie. • This spring at Neebing Yard, in Thunder Bay, a private contractor stockpiled several thousand yards of pit-run gravel adjacent to a track in the yard. Recently, the contractor used a front-end loader to dump the stockpiled gravel into CN air dump hopper cars. The gravel was required to repair washouts on the Kinghorn Sub., and for embankment protection on the Kashabowie Sub. along the Mattawin river near Anita.

—Thunder Bay Chronicle Journal, Bryan Martyniuk

VIA RAIL CANADA

MAINTENANCE CENTRES TO CLOSE

VIA's maintenance centres in Toronto and Halifax will be closed, and heavy car and locomotive maintenance work will be done in Montréal, Winnipeg, and Vancouver only. The closures, which will be phased in over nine months starting in September, will reduce VIA's costs by $4-million a year. About 33 jobs in Halifax will be affected, and 117 positions in Toronto will be eliminated, with 62 of those positions transferred to Montréal.

The closures are being made because of the smaller number of trains and the reduced maintenance requirements of a more-standardised fleet of cars and locomotives, compared to when the Toronto and Halifax

facilities were designed and built in the mid-1980s. VIA noted that the Toronto Maintenance Centre was operating at only 30 percent of its capacity, compared to 50 percent capacity for the Montreal Maintenance Centre.

Light maintenance, cleaning, safety checks, and fuelling will continue to be performed in Toronto and Halifax. The heavy maintenance of the *Ocean* will be done in Montréal instead of Halifax, and all corridor trains will be maintained in Montréal, instead of the current split between Montréal and Toronto. Cars for the *Canadian* in recent years have been based in Vancouver with only light maintenance as required in Toronto, and this will remain unchanged.

Consideration was given by VIA to consolidating the Toronto facility with the GO Transit shop on the other side of the Oakville Sub., but VIA found this "unworkable."

GRADE CROSSING ACCIDENT

VIA Train 45, travelling from Ottawa to Toronto, struck a car at a level crossing west of Napanee on the afternoon of May 26. Two people in the car were killed. There were no injuries on the train.

Train 45 was approximately on time, and had passed through Napanee a few minutes earlier. Just before the private crossing at Mile 205.54 of the Kingston Sub., the brakes were applied suddenly. Less than two seconds later, there was the jolt of impact, then dust in the air surrounding the train and ballast hitting the sides of the car for the next several seconds. The train gradually drifted to a stop, finally stopping just less than a mile after the private crossing. About the time of impact, the westbound VIA train met eastbound CN Train 390. The VIA train struck the automobile first, and then the freight train hit it again.

The collision was at approximately 18:00. Within minutes, the RTC was stopping other trains on the line and was speaking to the crews on both Train 45 and Train 390. One of the VIA tail-end crew walked back to the crossing, and the other went up to the engine. There was enough damage to the pilot of the F40PH-2 that it could not continue. Part of the automobile was still on the engine. At least three of the outer panes of emergency-exit windows on the second and third cars of the train were broken. The crew of the freight train reported that a window of the lead unit had been broken. Train 45 was led by F40 6404 and was made up of three LRC cars and two HEP-II cars. Only the first four cars of the train were occupied. CN Train 390 was led by GTW SD40-2 5933, and the other units were GTW GP38 6207, GTW SD40 5921, CN M420 3578, and Kansas City Southern GP40s 784, 785, and 787. The KCS units were on their way to be rebuilt by AMF.

After the local volunteer fire department and the Ontario Provincial Police had finished with the investigation of the collision, the VIA crews began to organise the rest of the trip to Toronto. Train 45 had come to a stop just short of the intermediate signal at Mile 206.5, in an area without roads. The firefighters came to the train through an adjacent farm field on the north side, planning to cut the fence and have the passengers walk across the field to chartered buses which would have been waiting by a barn, several hundred metres away. In the end, the decision was made to move the train west, where the transfer would be easier. At about 21:00, after twilight, the train moved forward slowly to the old station site at Marysville. The buses and fire trucks stopped on the south side of the tracks, where the level crossing had been before the overpass for Highway 49 was built. Passengers from the first two cars were shepherded across the south track and through the brush to the cul-de-sac, and then the train was moved forward and passengers left the next two cars.

Passengers left Marysville on five Franklin Coach Lines (from Belleville) Prévost Mirage buses. Some buses made stops at Guildwood, and all arrived in Toronto after 23:00. The line was reopened later the same night.

—Pat Scrimgeour

AMTRAK

REBUILT CARS ON *ADIRONDACK*

Amtrak is re-equipping its New York-Montréal *Adirondack* with new dual-powered GE Genesis locomotives, and coaches from its Heritage fleet. The train has run in recent years with Amfleet coaches, but by early June at least one train-set was using Budd-built coaches that were formerly in short-distance service on the Northeast Corridor, primarily on *Clocker* trains between New York and Philadelphia, and on trains between Philadelphia and Harrisburg. These cars were built for the Pennsylvania Railroad in 1951 as 60-place reclining-seat coaches, and were rebuilt by Amtrak in 1981, when they were converted to electric heating and fitted with 88 seats. For their new service on the *Adirondack*, the coach interiors have been upgraded.

INDUSTRY NEWS

FATIGUE STUDY

The results from a major study into on-the-job fatigue among railway workers was released at the end of May. The study, Canalert '95, was carried out by a U.S. management consulting firm that specialises in human alertness, and included input from CN, CP, VIA, and the railway unions. The study was prompted by the CN-VIA collision at Dalehurst, Alberta, in 1986.

The $3-million scientific pilot project was intended to develop ways to reduce on-the-job fatigue, and to better understand the factors that influence fatigue and alertness in railway crews. The project involved 50 engineers who volunteered for intensive study and instrumented tests. As a result of the tests, the report identifies a number of fatigue countermeasures as an alternative to the traditional regulatory approach to railway safety, under which hours-of-work rules are prescribed in federal legislation and collective bargaining agreements. The study also shows that these rules are not designed to accommodate the physiological causes of fatigue.

During the pilot project, researchers monitored the alertness levels of locomotive engineers at work and at rest, gathering data continuously from such devices as EEG (brain wave) and EKG (heart rate) recorders. By analysing physiological and subjective data collected during actual operating conditions, researchers identified the root causes of train-crew fatigue and designed countermeasures to enhance alertness. The countermeasures were tested during five months of operations between Calgary and Field on CP, and between Jasper and Blue River, B.C., on CN. VIA crews in high-speed service between Québec City and Montréal also participated.

Among the fatigue countermeasures for freight crews that were tested during the pilot project were:

- Regular work schedules. With standardised shifts, engineers developed regular work/rest and sleep/wake patterns, promoting increased on-the-job alertness.
- New sleep strategies. During the study, engineers responded favourably to en-route naps, sleeping for up to 20 minutes while their trains were stopped in sidings. As well, tests proved the benefits of strategic napping before and after duty.
- Improved bunkhouse conditions. As part of the experiment, improvements were made at CN's bunkhouse at Blue River, including the installation of noise and light insulation to induce sleep and reduce sleep disruptions while engineers were between runs.
- Locomotive cab audio systems. Engineers tested headsets that block out locomotive noise and provide music stimulation during train runs. The music automatically cut out when engineers were communicating by radio with conductors or rail traffic controllers.
- Customised lifestyle training for train crews and their families, which included a counselling program that covered such shiftwork issues as the biological clock, sleep habits, nutrition and family relationships.

The railways have presented the finding of Canalert '95 to Transport Canada for review, and are assessing the report to determine how fatigue countermeasures can be implemented across their networks.

—Canada News Wire via Nigel Allen

THE PANORAMA

WESTERN CANADA

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BRITISH COLUMBIA RAILWAY

STEAM NOTES

Former CPR 2-8-0 3716 made a North Vancouver to Squamish test trip on May 16. The northbound departure was at 0730, pulling 1125 tons, with an arrival at Squamish at 09:57. The train then departed southbound at 12:43 with about 30 freight cars and just under 1000 tons. • BC Rail is reportedly working with various groups and organisations on as many as 21 steam charter trips this coming summer. • Royal Hudson 2860 made a run to Pemberton on June 3, leaving North Vancouver empty at 15:30 with cars *Cheakamus River*, *Whistler*, *D'Arcy*, and *Discovery*. Water was taken at Squamish between 19:30 and 20:00, and the train reached Pemberton at 23:00. The train left Pemberton at 08:45 on June 4, picked up about 300 passengers at Whistler at 10:30, and passed through Squamish at 13:30 and on to North Vancouver. No. 3716 was supposed to make this trip, but was laid up in the shop. • The Royal Hudson failed to make its scheduled run on June 6. That was the first day of an all-summer rehabilitation project on the Second Narrows highway bridge between Vancouver and North Vancouver. Motorists apparently failed to heed dire warnings issued by local transportation departments, and the morning commute took upwards of two and three hours. Some tour buses carrying passengers for the train were stuck in the traffic, and the train was reportedly cancelled as a result.

—Dean Ogle, Trevor Mills

1995 PASSENGER RESULTS

BC Rail announced that its new Whistler to Kelly Lake *Whistler Explorer* service, introduced in 1995, attracted 9000 travellers between May and October. The Royal Hudson steam train was as popular as ever, and ridership remained stable. In the summer of 1995, the North Vancouver—Prince George *Cariboo Prospector* operated only three times per week, instead of the previous daily summer operation, although revenue remained largely unchanged. The railway said that the reduced frequency of the passenger service was necessary last summer because of heavy freight traffic on the line. *—Dean Ogle*

SPECIAL PASSENGER TRAINS

A major rockslide closed Highway 99 about 30 km north of Squamish from 08:40 until 23:00 on May 19. Nobody was hurt in the slide, which was more than 450 feet long and about 30 feet deep across the roadway, and was caused by heavy rain.

Persons wishing to return to Vancouver from the Squamish area could have driven north to Lillooet, then south through the Fraser River Canyon. Many, however, chose to remain at Whistler over the holiday weekend, and wait for the road to reopen.

To provide an alternative to the closed road, BC Rail operated a special train between Whistler and North Vancouver, departing Whistler on May 20 at 13:00. The equipment that was used was two 4600-series Dash 8s and the coaches from the Royal Hudson train. Another rockslide occurred on May 22, and a special train operated from North Vancouver to Whistler, with a return on May 23. *—Dean Ogle*

DERAILMENT

Eleven cars of BC Rail's southbound Train PV-25 derailed at Wedge, Mile 82 of the Squamish Sub., at 05:00 on May 27. Television reports showed mostly BCIT export lumber boxcars skewed at all angles. At this location, southbound trains climb a 1.97 percent grade on mostly tangent track along the Green River. *—Dave Wilkie, Dean Ogle*

AMTRAK

TALGO NEWS

The State of Washington, which contributes financially to Amtrak services in the state, has leased a second Talgo train-set from the manufacturer in Spain. The second set is similar to the first set, but has cars with four-abreast seating. These cars have been mixed with cars from the first set with three-abreast seating, and the two train-sets are being used on state-supported Amtrak services, including the *Mount Baker International*. *—Lance Gleich*

VANCOUVER NOTES

In the aftermath of the mudslides on BNSF between Everett and Seattle, the first northbound *Mount Baker International* to carry passengers through the mudslide area arrived in Vancouver on May 19. Amtrak trains continued for some time after to be subject to 25- and 40-m.p.h. slow orders in Washington state. • On May 20, as that day's Amtrak train was being wyed in Vancouver, after passengers had disembarked, the lead truck of F40PH 254 derailed. Although it was a minor derailment, BN GP38 2085 was used for the return southbound trip to Seattle. The Amtrak locomotive went home on a southbound BNSF freight. • CNR derailed one axle of a five-pack car at CN Jct. in Vancouver on the BNSF New Westminster Sub. on May 29. Re-railing took longer than expected, and the southbound *Mount Baker International* was delayed an hour and 50 minutes getting out of Vancouver. • An Amtrak inspection train made a Seattle—Vancouver round-trip on June 6. F40PH 251 and two cars arrived in Vancouver at about 17:50, let the *Mount Baker International* depart on time at 18:00, and then followed the train southbound at 18:15.

RESCUE TRAIN

The northbound *Mount Baker International* was pressed into service as an emergency ambulance on June 8. A woman had been walking along the beach north of White Rock when she tripped and broke her leg. The tide was out and the shore was rocky, so a hovercraft could not be used to rescue her, and there was no room for a helicopter to land. Rescue workers thought of the train, which was being held at Blaine, Washington. The woman was put aboard the train, taken to Crescent Beach, and put onto a waiting ambulance.

BURLINGTON NORTHERN SANTA FE

MINOR RUNAWAY

On June 1 there was a minor accident in New Westminster's New Yard when a switch crew let an entire track full of loaded cars get away from them on an 0.7 percent downgrade. The cars ran through the derail at the bottom end of the yard, blasted through a dump truck load of dirt designed to stop such runaways, and wound up with two cars buried right up to their frames in a private roadway alongside the yard. The mishap blocked vehicle access to the upper end of the yard for four days, while the cleanup was in progress. One car was a boxcar full of paper, and the other was a loaded tank car that had to be pumped out. *—Dean Ogle*

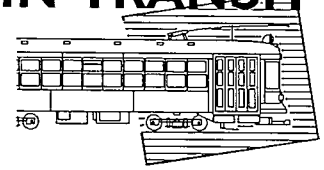
GRAIN TRANSPORTATION

PRINCE RUPERT SHUTDOWN

The Prince Rupert grain terminal is shutting down for the summer. Management and the union say that the shutdown is because of a wheat shortfall and the higher transportation costs caused by the elimination of subsidies. The terminal, which employs 91 workers, will stop accepting shipments on June 14 and is not likely to start up again until the fall.

Prairie farmers produced about 7 million tonnes less grain in the 1995 season than in the year before. In addition, the elimination of the grain transportation subsidy has raised the cost of shipping grain via Prince Rupert by $4.50 a tonne. Coupled with port costs twice as high as Vancouver's, the subsidy cancellation has made Prince Rupert surplus when grain traffic is down. *—Vancouver Sun*

IN TRANSIT



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TORONTO

SHEPPARD SUBWAY ON HOLD

The TTC has decided to delay the awarding of a major construction contract for the Sheppard subway. The contract for the boring of the twin-tube tunnels will be delayed until at least September, and is a result of the uncertainty in funding for the Sheppard subway project, and for other major improvements to the TTC system.

The provincial government recently announced changes to its long-standing funding of major transit projects. In the past, the province had paid for 75 percent of the cost of major capital projects, with the local municipality paying the remaining 25 percent. This policy has now been changed to a 50-50 split. While the policy change does not affect already-approved projects, such as the Sheppard subway, the province also announced that it will cap its funding for the Sheppard project at a substantially lower level than previously expected. The delay in awarding the tunnelling contract will allow the TTC and Metro Toronto to decide if they should proceed with or cancel the Sheppard project.

EXHIBITION LOOP OPENED

Almost one year to the day after the previous facility closed, the new Exhibition Loop opened to streetcar and bus operations on June 15, 1996. The previous loop at the eastern end of Exhibition Place, which dated originally from 1916, was last used on June 18, 1995, and was closed and demolished to make way for the construction of a trade centre on its site.

The new loop is located north of the previous facility, just east of the Exhibition GO Station, and under the elevated Gardiner Expressway. The loop was designed and built relatively quickly, with initial excavation last fall, and an accelerated programme of tracklaying and overhead preparation in the last few weeks before the loop opened.

A public ceremony was held in the morning of June 15 to mark the opening of the first new streetcar extension in Toronto since the Harbourfront line opened in June 1990. The ceremony featured the TTC's fleet of heritage cars, Peter Witt 2766, and PCC cars 4549 and 4500. After speeches and a ribbon-cutting, the three cars carried attendees from the loading area of the new loop, along the private right-of-way north of Manitoba Drive, then on Fleet Street to Fleet loop, and returned to the new loop. The event was relatively lightly-attended, and the second PCC was almost empty.

That evening, streetcars ran to the loop and carried large crowds away from a fireworks show. Scheduled service on the 511-Bathurst streetcar route and 310-Bathurst overnight bus route began the next day.

NEW TRACK TO BE BUILT

The TTC will build new track on Charlotte Street, which runs between Adelaide and King streets, one block east of Spadina Avenue. The new track, on a street that has never before had transit service, will be constructed to allow a scheduled short-turn at King Street on the 510-Spadina route, instead of the previously-planned short-turn at Queens Quay. Streetcars will run south on Spadina, east on Adelaide, south on Charlotte Street, west on King, and north on Spadina. Through streetcars will not be changed, and will operate between Spadina and Union subway stations on Spadina, on Queens Quay, and in the Bay Street tunnel.

Southbound single track will be built on Charlotte Street, and will be connected to the existing track on Adelaide with an east-to-south switch. The new track will end with south-to-west and south-to-east connections at King Street. The south-to-east connection is not required for Spadina cars, but will permit unscheduled 504-King short-turns to and from the east. All other specialwork necessary for the short-turn already exists.

On Adelaide Street, the eastbound track will be rebuilt between Spadina and Charlotte Street. The roadbed for the present track dates back to 1911, and because the short-turn will have scheduled service as frequently as every three minutes, the track will be rebuilt to the latest standards.

The new track on Charlotte Street will reduce the reconstruction required at Queens Quay and Spadina. Plans included the addition of an inner, clockwise loop, in addition to the present outer, counter-clockwise loop, but this will not now be built. Work at this intersection will be scaled back to add only new westbound track on Queens Quay and northbound track on Spadina. The savings at this location will pay for the new work at Charlotte Street, and some of the track components already on hand will be used at Charlotte Street.

Both track projects should be done before the opening of the Spadina streetcar line, which is tentatively scheduled for May 4, 1997. City approval is required for the Charlotte Street track, and is expected shortly.

NEW BUSES

The first of the TTC's order for 135 diesel-powered lift-equipped Orion Vs arrived at Hillcrest Yard on June 5. The bus, numbered 7013, was tested and demonstrated but was not put into service, and was returned to the manufacturer for further work the next week. Bus 7014 then arrived on June 14, and was used for demonstration of its wheelchair lift, and training of operators and customers. No buses were in service at the end of June, and many buses in the order, which will be numbered 7000 to 7134, are ready to be shipped from the Orion Bus Industries plant in Oriskany, New York, once the TTC accepts the first bus.

VANCOUVER

SEABUS SPEEDS

BC Transit has applied to the courts to lift the 11½-knot speed limit imposed on SeaBus. Removing the restriction would allow speeds of 13½ knots on the mid-harbour portion of the crossing and permit six, rather than four, sailings per hour. A number of marina owners and harbour residents oppose the change.

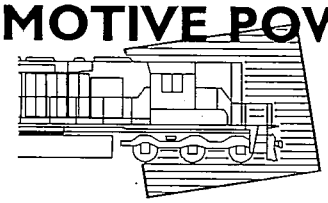
The court order dates back to the early days of SeaBus in 1977. The original complainers were Cates Towing and a restaurant, which were located near the Lonsdale Quay dock used by SeaBus. The ferries ran at top speed right into the terminal, and caused wake problems for the towing company and the restaurant. After the speed limit was imposed, cross-harbour SeaBus speeds were reduced, with even slower operation on the approach to either terminal.

The issue of speed has arisen at the same time as a summer closure on two of six traffic lanes of the Second Narrows Bridge has affected Vancouver–North Vancouver auto traffic, and increased ridership on transit between the two cities. SeaBus trips are often fully loaded with 400 passengers on some peak sailings. Coast Guard regulations do not allow standees, so for the first time ever since service began in 1977, passengers are being left behind for the next sailing. Higher speeds would allow the 15-minute headway to be reduced, which would increase capacity.

TROLLEY MISHAP AT CROSSING

BC Transit trolleybus 2919 lost a pole on May 21. Unfortunately, the de-wirement took place right where BNSF's "BI Line" to Burrard Inlet crosses the very busy Powell Street, on the eastern edge of downtown Vancouver. The flailing trolley pole struck and partially brought down the pole supporting a set of cantilevered grade-crossing signals. Repair crews were out all day and well into the evening cleaning up the mess. The estimated cost of repairs, for which the railway will bill BC Transit, is $30 000. *—Dean Ogle*

MOTIVE POWER



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GM DIESEL DIVISION

CURRENT WORK

These units were seen in various states of completion outside DD in London during March and April:

- **BNSF** *(Santa Fe series)* SD75Ms 8266, 8271, 8272, 8274, and 8275.
- **BNSF** *(Burlington Northern series)* SD70MACs 9725, 9729, 9730, 9731, 9732, 9734, 9735, 9736, 9737, 9738, 9739, 9740, 9741, 9742, 9743, 9744, 9745, 9746, 9747, 9748, 9749, 9750, 9751, 9752, 9753, 9754, 9755, 9757, 9758, 9759, 9760, 9761, 9762, 9763, 9764, 9765, 9766, 9767, 9768, 9769, 9774, and 9775.
- **Conrail** SD80MACs 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125, 4126, and 4127.
- For **Ghana**, GT18LC-2s 1670, 1671, 1676, 1677, 1679, and 1681.
- For **Taiwan**, G22CU-2s R193 and R194.
- **Union Pacific** SD90MACs 8022, 8023, and 8024.

CP RAIL SYSTEM

CP SLUGS RENUMBERED

CP is renumbering its various types of unpowered units into the 1000- and 1100-series. Previously, most of the slugs (locomotives without engines, with their traction motors semi-permanently wired to another unit, to develop additional tractive effort from a single engine) had remained in the same number that they had carried before they were converted to be slugs. Here are some recent renumberings:

Former SW1200RS 1207 to 1000 on April 29
Former SW8 6700 to 1010 on May 17
Former SW900 6712 to 1014 on March 28
Former SW900 6713 to 1015 on May 6
Former F7B 6800 to 1018 on May 28
Former SW9 1205 to 1020 on March 29
Former SW1200RS 1246 to 1021 on April 4
Former SW1200RS 1269 to 1022 on March 28
Former SW1200RS 1275 to 1024 on March 19
Former GP9 1534 to 1025 on April 19

CANADIAN NATIONAL

NEW GMs BEGIN ARRIVING ON CN

CN's order of SD75Is began to arrive from Diesel Division at the end of May. The first two, 5626 and 5627, left Toronto on Train 219 on May 30 for Edmonton, arrived there on June 2, and then left for Vancouver on Train 117. Also by May 31, 5628, 5629, and 5630 had been delivered. Nos. 5631 and 5632 were delivered to CN on June 13.

CN-GM MAINTENANCE AGREEMENT

CN announced in April that it has entered into a locomotive maintenance agreement with General Motors Diesel Division to manage the maintenance and repair of CN's core fleet of 511 high-horsepower main-line locomotives. Payment to GM will be based on the average number of miles per month that a locomotive is in operation, calculated over a six-month period. The agreement is effective July 1, 1996.

The 511 locomotives covered by the agreement will be maintained at CN facilities in Walker Yard in Edmonton and MacMillan Yard in Toronto. GM technical representatives will be on-site at each location to manage all locomotive maintenance and repairs. The work itself will be done by CN employees. The balance of CN's fleet will continue to be maintained as usual in Winnipeg, Toronto, Edmonton, and Vancouver.

The contract will include 120 original CN SD40-2s, 24 ex-UP SD40-2s, 60 SD50Fs, 63 SD60Fs, 26 SD70Is, the 105 SD75Is now being delivered, 29 rebuilt SD40s, and 84 GP40-2Ls. This is every Canadian-based unit remaining within these SD series, but not all of the GPs, some of which are in the process of being sold.

"THE FINAL FOUR" BECOME "THE THREATENED THREE"

CN's last remaining M636s, 2313, 2323, 2335, and 2338, were retired on June 4. One, 2313, continued in service for a few days after its official retirement date, but had arrived in Moncton by June 9. Within two weeks, three of the six-axle MLWs – 2313, 2323, and 2338 – had been returned to service, probably for a very short time, as deliveries of the new SD75Is continue and as the maintenance tasks of Moncton and Montréal are moved to Toronto.

CN UNITS BEING SOLD TO VENEZUELA

Two CN GP38-2s are being sold for use in Venezuela. Initially, two GP40-2Ls were retired, with plans for AMF to remove their turbochargers and thus convert them into GP38-type 2000-horsepower locomotives. These two, 9508 and 9550, were retired on March 19, but were returned to service on May 3. GP38-2s 4763 and 4764 were retired on May 13 to replace the two 9500s as the units to be shipped to Venezuela.

AMF INDUSTRIES

NEW UNITS

AMF will be supplying six GP38-type locomotives to the Chemin de Fer Roberval-Saguenay, with delivery between September 1996 and the end of 1997. The value of the contract is $7.2-million. The 2000-horsepower, four-axle units will be rebuilt from GP40s. The first will be made from CN GP40 9312; Kansas City Southern GP40s 784, 785, and 787 have also been acquired by AMF for this project.

REBUILDING RDCs FOR TEXAS

The Dallas Rapid Transit Agency in Texas is staring a new commuter train service. The *Trinity Express* is planned to open in December, and will run for ten miles between Union Station in Dallas and the suburb of South Irving. Ultimately, the route will be part of a 37-mile commuter railway linking Dallas, Fort Worth, and the nearby Dallas-Fort Worth international airport.

The line will use 13 Budd RDCs that have been purchased from VIA. The cars have been stored since about 1990, and are being rebuilt in Montréal by AMF. Eight of the cars are ex-CPR RDC-1s, one (2003) is a former CPR combination baggage-passenger RDC-2 that was converted by CP to an all-passenger car, and the remaining four cars are ex-CN RDC-1s.

2001 is the former VIA 6131 (CP 9070)
2002 is the former VIA 6142 (CP 9061)
2003 is the former VIA 6145 (CP 9303, 9110)
2004 is the former VIA 6100 (CN D-100)
2005 is the former VIA 6111 (CN D-111)
2006 is the former VIA 6123 (CP 9063)
2007 is the former VIA 6127 (CP 9062)
2008 is the former VIA 6129 (CP 9056)
2009 is the former VIA 6139 (CP 9064)
2010 is the former VIA 6126 (CP/DAR 9059)
2011 is the former VIA 6106 (CN D-106)
2012 is the former VIA 6104 (CN D-104)
2013 is the former VIA 6141 (CP 9071)

EASTERN NOTES

MOTIVE POWER MOVES

Canadian American Railroad (CDAC) GP40 40 (the former CSXT 6633, and originally B&O 4058) has been delivered painted in a version of an old Canadian Pacific paint scheme. The unit is maroon and grey, with yellow pinstripes and with block lettering on the grey stripe. On the side of the cab is a crest based on the original CPR herald. When the unit arrived on the CDAC, the lettering was in yellow, but this was changed to maroon, as the yellow was hard to read.

New Brunswick Southern Railway has returned some of its leased power to PLM International. CTEX 4279 and 4280 were on CP Train 501 on March 25, headed for Wichita, Kansas, and CTEX 4282 and 4463 followed the next day.

Motive Power sources: Paul Bloxham, Jim Brock, Glen Brosinsky, Tim Green, Roman Hawryluk, John Parnell, Earl Roberts, FCRS *Tempo Jr.*


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