

Canada's Railway Magazine since 1945

Rail & Transit



SEPTEMBER-OCTOBER 1996



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Rail and Transit cover date change

This issue and the next will have combined cover dates, to each span two months, but this will have no effect on your subscription.

The change is being made to bring the cover date together with the date of issue. This September-October 1996 issue will be in your hands early in November, and then the November-December issue will be to you early in December. From January, each issue will be published early in the month or late the month before.

All subscriptions as part of 1996 memberships have been extended by two months to allow for this change. For instance, if your membership is due to end with the December 1996 issue, it will now end with the February 1997 issue.

UCRS meetings

The next meeting in Toronto will be at 7:30 p.m. on Friday, November 15, on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station. Paul Bloxham will be presenting a selection of his photographs of contemporary railway operations in southern Ontario.

The following meeting, also at Metro Hall, will be on Friday, December 20. Please bring your slides and videos for an evening of mixed entertainment.

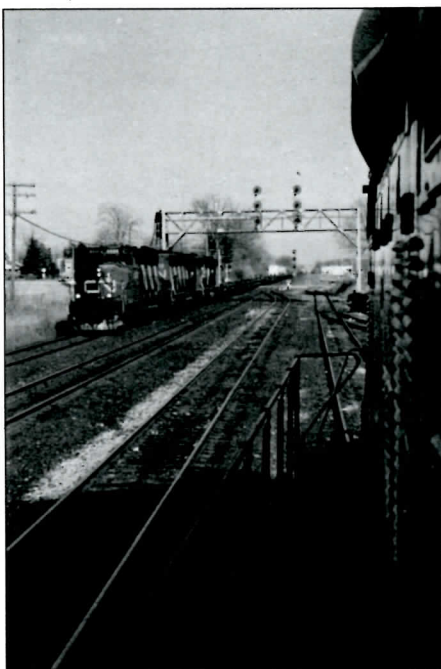
The Hamilton meetings will be at 8:00 p.m. on Friday, November 22, and Friday, December 20, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The meetings will feature recent news and members' current and historical slides.

Correction

Two of the photos in the August *Rail and Transit* were credited incorrectly. Both of the pictures of CITF buses in Trois-Rivières, on Page 7 and on the back cover, were taken by Michael Roschlau.

Cover photos

On the front cover, CP Rail 5868 and three other SD40-2s were returning empty grain cars eastward through the mist and gloom



↑ CN Train 239 seen from a switcher at CN Highbury in London, on April 4, 1994.
Photo by George Dutka.

that had settled in the Thompson Canyon of British Columbia on April 8, 1994. The photo is by Rob Scrimgeour.

In the upper photo on the back cover, TTC Class A-2 PCC car No. 4172 is shown leaving Erindale Loop, on June 29, 1965, in a photo from the collection of Rob Pineault, by Kevin T. Farrell. The 1940-built car is leaving the loop and turning south on Broadview Avenue. Erindale Loop was built in 1923 and from July 1 of that year became the eastern terminus of the King streetcar route. During construction of the Bloor-Danforth Subway, a new off-street loop was built at Broadview Station, which used the former eastbound entrance track of the 1923 loop, on Erindale Avenue, as the westbound exit track from the new subway station loop. Erindale Loop was last used on November 20, 1965, and the next day, after the new track had been connected, cars began using Broadview Station loop, although passengers were not carried into the station until the Bloor-Danforth line opened on February 26, 1966.

The lower photo on the back cover is by Scott Haskill, and shows one of the two demonstrator IC3 train-sets that VIA has leased from the manufacturer, Adtranz. In this photo, train-set 7001/7201 is seen in Union Station in Toronto on September 26, 1996, before the last of a series of demonstration runs throughout southern Ontario. On Sunday, September 29, the IC3s entered regular service, but were withdrawn a day later because of signalling problems.

This issue completed on October 27, 1996

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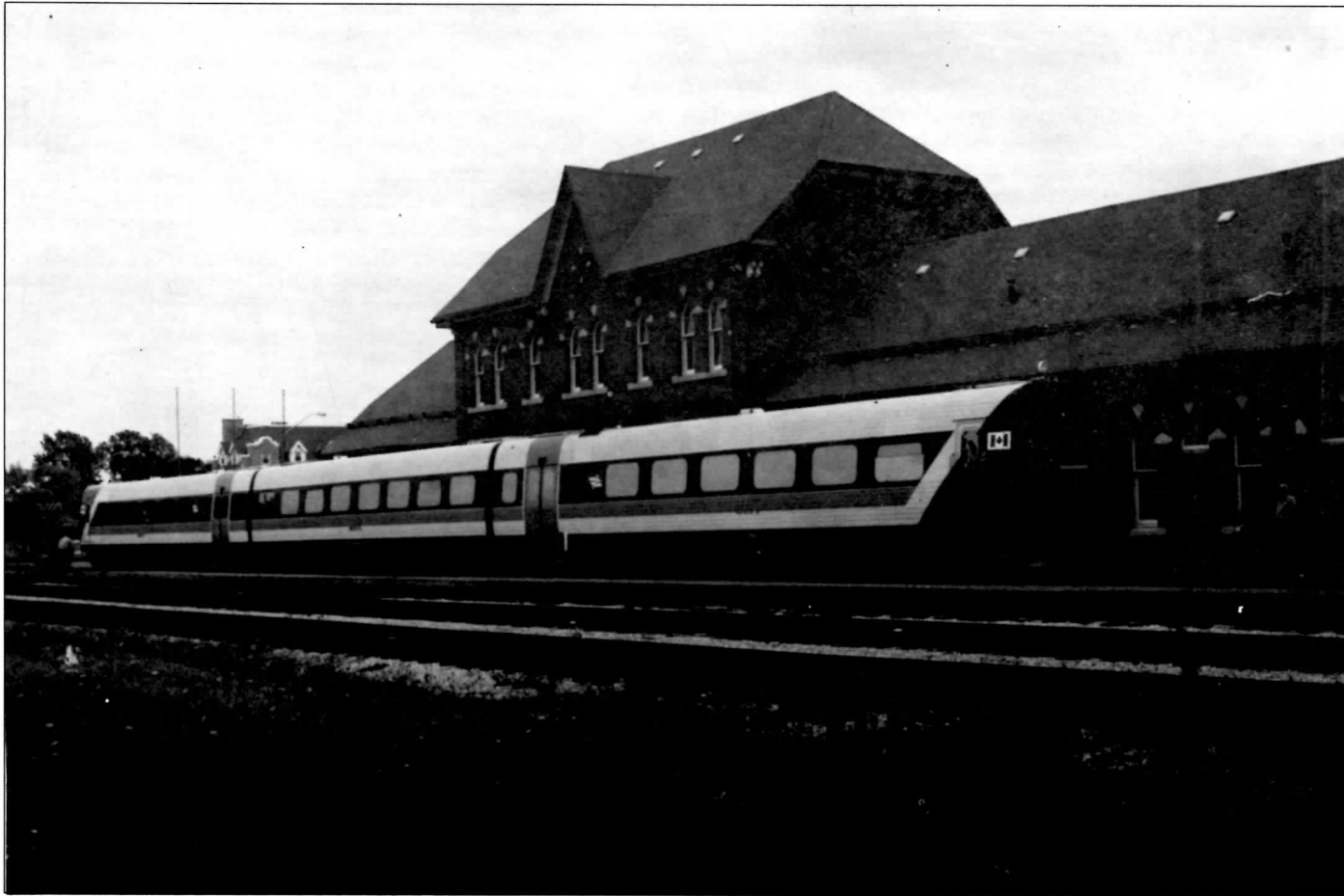
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VIA tests the Adtranz IC3 *Flexliner*

Signalling problems take the train-sets out of service after two days of operation



↑ VIA IC3 train-set 7001/7201 at Niagara Falls on September 29, 1996.
Photo by Scott Haskill.

By John Legg and Scott Haskill

Beginning on September 29, VIA introduced into service two demonstrator train-sets of Danish IC3 diesel multiple-unit equipment. The two train-sets are part of the Israel Railways' fleet, and have been brought to North America for two years by the manufacturer, Adtranz. Problems with the IC3 train-sets not properly actuating signalling circuits led to their removal from service after only two days of operation, but VIA hopes to return them to service as soon as possible.

Development and technology

Danish State Railways (Danske Statsbaner – DSB) ordered 23 three-car IC3 units at the end of 1985 with delivery of the first unit scheduled for January 1988 and eight units available for service in September 1988. In the end, the roll-out of the first unit was not until February 1988. By June 1988 this unit had still not run under its own power because of software problems. Delivery to DSB of the first sets eventually started at the beginning of 1989. Revenue service started in January 1990 between Copenhagen and Jylland.

Each IC3 set is comprised of three articulated cars running on four powered trucks. The cars are a composite car with a kitchen, 16 first-class, and 20 second-class seats, and two second-class cars with 64 and 44 seats. Each set is equipped with air-conditioning, a public-address system with stereo radio, at-seat catering from a kitchen in the composite car, a telephone at each end, a fax machine, and power outlets for personal computers.

Power is provided by four 400-horsepower KHD/Deutz eight-cylinder diesel engines, two under each outer car. Each engine drives the adjacent truck through a ZF Ecomat gearbox. This is derived from a road-vehicle gearbox with a five-step mechanical power shift and fluid flywheel giving a claimed top speed of 124 m.p.h. and acceleration of 1 m/s².

Each IC3 set has 130 on-board computers which are arranged as two central computers with microprocessor-based intelligent modules controlling functions and equipment distributed throughout the set. A diagnostic system keeps the driver informed of conditions throughout the train and keeps a record of faults which can be retrieved by maintenance personnel.

The IC3 is designed for ease of maintenance. All of

the under-floor modules, including the drive units, are mounted using only four bolts for each module. The internal furnishing panels are secured with Velcro fastenings.

Perhaps the most striking feature of the IC3 is the large rubber diaphragm surrounding the cab-ends. Looking rather like half an inner-tube in appearance, these British-made units provide an interconnection seal when the train-sets are running in multiple. This unusual design is claimed to be aerodynamically efficient either when running as a single unit or in multiple. When running in multiple, the inflated rubber is compressed as the sets couple, and bulges sideways to form a continuous, virtually-flush surface between the two adjacent car sides. To allow passengers and operating personnel unobstructed access through the whole train, the complete cab end within the rubber diaphragm, including the windshield and the engineer's desk, swings inward through 90 degrees.

A design specification of the IC3 is rapid coupling and uncoupling, as the units are intended for direct services between the larger Danish cities and Copenhagen. As an example, let us look at a five-set train leaving Copenhagen. At the Great Belt, one unit is left behind and the rest of the train continues. At Fredericia, two more units are uncoupled with one heading south for Sønderborg and the other west to Esbjerg. The other two units will continue north to Århus, where one unit will go to Struer and the other to Frederikshavn. In the reverse direction, units will be progressively coupled until a five-set train arrives back in Copenhagen.

The interior of the DSB IC3s also include some innovative features. In the luggage racks are seat reservation displays. If you board the train without a reservation you can ask the conductor to find you a seat. The requirement is entered on a hand-held terminal and via an infrared link, similar to a TV remote control, it connects with the train's computer which holds seat reservation information in its memory. This computer finds a vacant seat, then actuates the reservation display in the luggage rack and displays the information on the conductor's terminal.

Unfortunately, the IC3 proved to be a train too far for its builders, Ascan Scandia, and a rescue operation had to be mounted. The problems with the software meant putting completed sets into storage pending completion of the software without receiving any payments from DSB to balance the storage costs. This was compounded by late delivery financial penalties.

Eventually this all proved too much, and on September 1, 1988, Ascan Scandia was restructured into Scandia-Randers A/S. The new company was jointly owned by Ascan AIS, ABB AIS Denmark, and two institutional investors. As part of this deal, DSB agreed to suspend the penalty clause invoked following the delay in delivery of the first series of 23 IC3 units and agreed to take up an option to buy 27 more units at a higher price.

The IC3 is now manufactured and marketed by Adtranz, the giant European transportation firm formed as a joint venture between ABB and Daimler-Benz. The term "Flexliner" is applied by Adtranz to the IC3 and its derivatives. (JL)

Sales

In addition to the those in service on DSB, IC3s have been sold to regional railways in Sweden, and the national railways of Israel and Spain. In addition, two derivative types, the electric IR4 and the low-floor IC2, have been sold in Denmark.

- **Denmark** – Danske Statsbaner (DSB), 89 three-car train-sets (class MF), Nos. 5001 to 5085, first in service in 1989. • DSB, 43 four-car IR4 electric train-sets (class ER), first in service in 1994. • Six private Danish railways (the Odder-, Lollands-, Hillerød-, Odsherreds- and Toelløse- railways), 13 two-car IC2 low-floor train-sets, to enter service in 1997.
- **Israel** – Rakevet Yisrael (RY), 17 three-car train-sets, first in service in 1992; the first 10 sets were built by ABB Scandia, and the next seven are being assembled in Israel.
- **Sweden** – Blekinge Läns Trafik (BLT), nine three-car train-sets (class Y2), first in service in 1990. • Kalmar Läns Trafik (KLT)/Östgöta Läns Trafiken (ÖLT), nine three-car *Kustpilen* train-sets (class Y2), first in service in 1996.
- **Spain** – RENFE, 16 two-car train-sets (class IRD2) with an option for 60 more, to enter service in 1997; being built by CAF/ABB in Spain.

The IC3s on VIA

The two train-sets on lease to VIA are made up of Israel Railways cars 188-7001, 188-7401, 188-7201; and 188-7003, 188-7403, 188-7203. For service on VIA, the prefix "188-" has been removed from the end cars, and backlit train-identification numbers in the windshield have been set to display the car numbers: 7001 and 7201 for one set, and 7003 and 7203 for the other set. The train-sets are still in their Israel Railways colours of white, light blue, and dark blue, with red and yellow ends, including a cryptic logo. There are prominent VIA logos centred in the car sides below the windows and in the middle of each car end, just below the windshield.

Seating in the coach cars is all two-and-two blue upholstered facing seats, arranged around tables and centred at the windows. Seat backs and pans recline slightly. One cab car of each set, 7001 and 7003, is a first-class car, which is being sold by VIA as "deluxe economy" space. This is very spacious, and a \$10 or \$5 upgrade will be quite a bargain here. There are only 32 seats in this car. There are two wide public doors on the inner ends of the motor cars, no doors on the centre car, and staff doors in the sides of each cab. There are two washrooms on the train (both in the motor cars) along with two phone rooms (with their Amtrak Railfone signs and instructions still in place) and one storeroom.

The IC3 operate on VIA with a crew of only two, an engineer and a conductor.

Within the first two days of operation on VIA, problems were encountered with the IC3s not properly actuating the signalling system within CTC territory. The trains were intermittently disappearing from the RTC's control panels, because the light weight of the train-sets was not sufficient to maintain electrical contact with the rails. FCRS *Tempo Jr.* reported that the problems were encountered on the Kingston Subdivision between Scarborough and Durham Jct., at the CP

between Scarborough and Durham Jct., at the CP (StL&H) diamond at West Toronto, and at various points on the Oakville and Weston subdivisions. Both train-sets were withdrawn from service, and since then the new train schedules have been operated with short trains made up of F40s hauling LRC and HEP-II coaches or have been cancelled.

A ride on the first day of service

I rode the IC3 trips from Toronto to Niagara Falls and back on September 29, out on Train 93 and back on Train 94, using unit 7001/7201. A nice train, and a nice trip – and as close to a cab ride as you'd want.

We had coach seats outbound, and deluxe economy return. I figured that this way we we could ride in the head-end in both directions – the first-class car is 7001, the east-end car of this train-set. There were no paying first-class customers on Train 93, though, and we spent most of our time in Car 7001, at the rear door. We also were up at the head-end for a while, where the cab door was also open.

The trains weren't busy on this first day – there were 11 revenue passengers on No. 93, and 34 on No. 94. On Train 94 in first class there was only us two and one other customer who got on in St. Catharines.

We departed Toronto on time, and arrived in Niagara Falls one minute early. Between Toronto and Aldershot we ran up to 90 m.p.h., according to the rear cab speedometer. Our return trip left on time, but was five minutes late into Toronto.

There were many photographers along the line, in all the usual places. We also suffered from vandalism and trespassing, on at least three occasions: Train 93 ran over rocks piled on the north track, east of St. Catharines station, which caused a lot of under-car banging and broke a window in the centre car; on Train 94 we ran over at slower speed another pile of rocks in

about the same place, on the south track; and later on, near Grimsby, we ran over a plank wedged between the rails. The crew weren't at all surprised about this, and mentioned that such incidents are more common in the summer and on weekends.

We didn't stop in any of these cases, but on No. 94, when we were stopped at the start of CTC at Mile 43.2 in Hamilton, the crew got out and inspected the front and underside of the train. They didn't think there was any damage from the rocks or the plank, but Adtranz were going to have a close look at the train back at TMC, before it became Train 683 to Stratford tonight.

There were also two notable trespassing incidents. East of St. Catharines, shortly after we ran over the second set of rocks, there were two photographers with a tripod set up right in between the north and south tracks! The crew spotted them from a distance away, and thinking they were the kids with the rocks, made ready to stop the train. They had the staff door open on the side, and shouted at the photographers to use some sense.

Then, on a right-hand curve between Port Credit and Long Branch, when we were doing at least 70 m.p.h. on the south track, the crew spotted a man and young child blithely standing just off the ballast. The crew slowed the train and angrily gesticulated to the two, who happily waved back, thinking it was all good fun.

VIA crews were being trained on this trip – the trainer was the driver on Train 93. At least two others took turns driving, and one other, probably a conductor, was being shown conductor things, such as door-opening procedures. In order to give the trainer something to sit on, the crew had borrowed a standard office chair from the Union Station ticket office. The console has a joystick which controls the power, and a computer screen that shows diagnostic info, etc. The horn (or "typhoon," as labelled on the console) is very European-sounding.

An Adtranz representative was on the train, and stayed near the cab, helping the crew. Whenever a warning buzzer went off, he'd check the video screen to see what it was, and tell the crew what to do. All day long one of the four engines was cutting out whenever the driver accelerated too fast, which the Adtranz rep felt was an easily-rectified problem.

Although they were not yet familiar with it, the crew liked what they saw of the train, especially the significantly-better acceleration and braking. The conductor felt that the only thing missing from the train's equipment was a water fountain.

The galley on the train was not in use on this trip – VIA plans to offer food service only on the Toronto-Ottawa runs of the IC3 – but it is in a small room in the first-class car, and seems well-enough equipped, with a microwave, fridges, coffee maker, and flip-up seat for the attendant.

When they return to service, the IC3s are well worth riding, especially if the crews continue keeping the cab doors open. (SH)



◀ A cab view as the IC3 passes through Bayview on September 29, 1996.
Photo by Bob Haskill.

STREET RAILWAY JOURNALS FROM TORONTO

Details of transit operation over more than 100 years

Selected by Scott Haskill

September 1, 1996, was the 75th anniversary of the start of operations of the Toronto Transportation Commission. Founded in June 1920, the TTC was set up to take over and coordinate the operations of the several privately-owned street railways in Toronto, primarily the Toronto Railway Company, as well as the municipally-operated Toronto Civic Railways. After more than a year of organising and purchasing new cars, the TTC began operation on the first day of September 1921, upon the expiry of the franchise for street railway operation that had been held for 30 years by the TRC.

Today, the extensive holdings in the TTC's archives are evidence of the long and well-documented history of the TTC and its predecessor companies. Among the holdings in the archives are daily journals kept by the TRC and the TTC. In their earliest form, the journals are handwritten entries in bound hardcover diary books. The first journals in the collection date from 1885, when horse-car lines in Toronto were operated by the Toronto Street Railway Company. Until the end of horse-car operation in 1893, two separate diaries were kept each year, one for one-horse car routes and one for two-horse car routes. From the start of electric car operation in 1892, this new technology was noted separately.

The journals were kept at the street railway company's offices, and entries were usually made by the timekeeper, the company officer responsible for discipline and attendance. While the earliest entries are brief and cursory, by the time of the TRC takeover in 1891, the journals had evolved into reasonably detailed summaries of the regular and extra service operated, a brief comment on the day's weather, records of attendance and discipline matters, and comments on newsworthy happenings on the local and even international scene.

By 1895, electric streetcars were in service, replacing horse cars. The 1895 diary has entries typical of the early electric car era.

1891 Daily Journal – Two Horse Cars

Tuesday, September 1, 1891

Possession of the railway given to the Toronto Railway to day.

A fine day.

Cars on:

High Park	20 open
Yonge	18 open
Brockton.....	10 open
Sher.....	4 open
Sher.....	4 closed
Dovercourt	10 closed
	66 total

Con.d. E. Woodcock H.P. car No. 163 reports: on up trip about 8 a.m. Dominion Brewery waggon (R. Davies) drove in front of car at King and Jarvis., tearing South hand rail and damaging wood work side of cars.

J. McWilliam reports: R McDonald training as conductor will not likely be a success. H. Campbell on front of car talking to driver on Front St. leaving Station 10.50 p.m. checked him – deserves suspension.

Wednesday, September 2, 1891

Another fine day.

Cars on as yesterday.

Conductor H. Campbell suspended for carelessness.

Conductor S.E. Wright reports: on my work last night, a man and a boy on two different trips fell in getting off my car, neither injured. I warned him to be careful in picking up or letting off passengers.

I was engaged a.m. Trainers, p.m. with Messrs George Kiely and H. A. Everett in the Superintendent's office, re New Tables for routes, conformable to introduction of the transfer system.

Thursday, September 3, 1891

A hot day.

Broken light in Dovercourt car caused by a passenger who refused to pay his fare, he was ejected by Conductor R J. Rifau.

Car 189 Dovercourt Road 6.36 up trip. Conductor J. F. Sullivan Driver F. Brumley report: asked a man on front platform to stop smoking, he called me a liar and commenced to pull me about. Witnesses.

Driver D. Axiom reports: on my 4.28 p.m. trip, when turning the horses at Lansdowne Aven. to the right, I had just got them unhitched and was starting away from the car, when the gray mare kicked at the near side horse. I had never driven the near horse before. Hewitt had hold of the lines, was on the car, when they jumped, I jumped and they pulled me to the end of the car, they were both kicking, I had to let them go. Craig was Marking the way bill, and noticed them go, and run down the commons, and stopped with the car. No one injured. Damage, broken lines, double trees, chain, and hame. Witness: J.W. Jesup 305 Sumach St.

Saturday, September 5, 1891

A wet day. Cars on as Monday.

Driver Macaually drunk at 7 p.m. Missed his car, suspended by Mr. Bird. Driver O'Meegan missed his car 7.07 p.m. failed to appear since, suspended by Mr. Bird.

Timekeeper's Daily Journal for 1895

Sunday, January 20, 1895

Mr. Nix, Head Road Master, had sweepers out at 4 p.m. to clean back the snow which had been swept in by vehicles, they remained on all night owing to the thaw and the danger of freezing on the track.

Monday, January 21, 1895

Mr. Nix, Head Road Master, went home at 5 a.m. after being out all night, see yesterday's report.

Mr. Argue, Roadmaster, reports: 5 trailers on Carlton only required. Nos. 8, 1, 2, 3, and 4. Sheds 5.05, 5.15, 5.25, 5.35, and 5.45 p.m. for two trips each. Orders issued to

Roadmasters supervised traffic, often while operating cars themselves at the same time. The term replaced "Timekeeper" in 1891. From 1902, non-operating Roadmasters were known as "Inspectors," and the older term was gradually dropped from use after 1906, when roadmasters stopped operating cars performed the same job as inspectors.

Carstarters were a supervisory position in TRC traffic offices, senior to clerks. On September 1, 1946, the TTC renamed the position assistant divisional office supervisor.

Until TTC times, the TRC rule book stated that the conductor was the senior operating employee on each car. The motorman reported to the conductor.

These journals were kept in the TRC offices at the carhouse at 165 Front Street East, on the south side of Front Street between Frederick and Sherbourne streets. The three-story brick building was built in 1883 with a capacity of 104 cars. Offices and stores were later added, and the School of Instruction was set up on the top floor, opening on April 15, 1912. These functions moved to the new Hillcrest complex in 1924, leaving the building largely vacant until it was demolished in 1928 to make way for bus and coach storage.

Mr. Kearney Car Starter to carry out the above.

Motorman John Brown, died in the Hospital to day, leaving a widow and 7 small children unprovided for.

Rec'd 1 ton coal.

Wednesday, January 23, 1895

11 a.m. Making preparations for running Dundas Motors into Roncesvalles Sheds tonight. Wrote note instructing Road Master Alex. Hilton warn the men and also the Car Starts of the proposed change.

Bloor West put back on 30 min time, Road Master Frank Meehan made the change.

5 p.m. H. Cowan repair Foreman complains "worked 25 hours, paid only for 11 hours @ 15 cents," to enquire of Mr. Gunn if allowance should be made for 20 cent rate.

Thursday, January 24, 1895

7 a.m. Lights went out in these offices and Motor Shop. Enquired in Power House all ok.

7.30 a.m. extra Con. James Young fell down hoists in rear of this building split his nose open, Selby phoned Police Ambulance which took him to the Hospital.

10 a.m. Reported to Mr. Gunn, Supt. H. Cowan's case see yesterday, He says it lays with Mr. Powers to settle.

11 a.m. Sent for Mr. Powers to settle above.

3 p.m. Mr. Nix phoned re: duplicate No.s of runs on Balsam and Kingston Rd. Arranged to call cars running from east 1, 2, 3, and from west 4, 5, 6, and 7.

5 p.m. Car Starter Kearney reported a CPR man called his attention to the state of the track at Don Railway Crossing. Orders phoned by Kearney to Mr. Edmonds to warn J. G. Smith to attend to it to night.

Friday, January 25, 1895

7 a.m. Interview with Mr. Power, Master Mechanic, he instructed me to allow 14 hours to H. Cowan at 15 cents rate, no difference from other men.

8 a.m. phoned the General Hospital re Young and Wagner. Reply "both doing well."

10 p.m. Very heavy snow storm set in. Cars on Bathurst and College snowed in. Messrs. Nix, Wallace and Greene out all night.

Saturday January 26, 1895

7 a.m. Roads blocked with snow. Mr. Jas. Cowan, first to open Queen Route to King and Church. King opened to Don.

8 a.m. Yonge opened

9 a.m. Belt opened. Bathurst blocked in spite of No. 5 sweeper being on that line all night. Mr. Ewan McKenzie with gang opening Dundas Route.

2 p.m. Mr. Nix reported Carlton route open. Sweeper and scraper opening Queen east of Don. Mr. Germain who had been out all night with sweeper reported going up McCaul and Dovercourt with tornado to open track.

Routes opened as follows:

Parliament 5 p.m., King, east of Don to Balsam 3.20 p.m.

Monday, February 25, 1895

6.45 p.m. Explosion at Heygeia Works, Sherbourne opposite Shuter. I went up to it and turned Sherbournes up Parliament, Carlton and Yonge. Mr. Germain was with me. Mr. McWilliam ran Spadina cars back over Carlton. The pumpers were brought up by Selby, the overhead wire man, and used. Messrs. Greene and Wallace took charge later on.

Monday, July 15, 1895

1 p.m. Revising Trailer Schedules King & College & Yonge.

4 p.m. Taking reports. Mr. Nix attending inquest on Townsend and Steward, victims of Scarboro accident on Saturday.

5 p.m. Indexing badge Nos. in Car Time Book.

8 p.m. Entering Car Time for 13th.

10 p.m. Noticed fire in Coal box outside office door, caused by carbon dropping from broken arc lamp's globe into waste paper. Notified Power House employees and called out Fire Brigade. Fire extinguished by buckets of water. Left instructions with Merry, P. H., Engineer and best night shed man to have a careful watch in case of fire breaking out again. The electrician immediately put another globe on.

Wednesday, December 25, 1895

Christmas Day.

Leave granted to 21 men at Yorkville, 22 men at Roncesvalles, 21 men at King.

Continued very mild, dull weather, commenced to rain in the evening.

Took afternoon off. Kerwin watching office. John Howden remained on duty. Communicated orders for tomorrow by note to all the car starters.

The Company gave Turkeys to all their staff, also married employees and single men keeping house.

From 1902 to 1904, two separate diaries were kept, likely at two different locations. The first diary was concerned more with attendance and number of workers on duty, while the second has details on operations, and an overall summary of events. Parts of both diaries concerning the major fire that gutted much of Toronto's downtown in 1904 are excerpted here.

1904 Diary

Tuesday, April 19, 1904

Cold.

7.58 p.m. Fire alarm Bay & Wellington.

Service Kept in order until 9:40 when line of hose crossed King at Bay from NE Cor. Service diverted on King down Church from the East, down York from west.

10.50 p.m. Fire now burnt through to Front St between Bay & York. Cars sent east on Front and up York around Station.

10.50 p.m. Feeders and trolley wire on Front burnt. Power Station could not keep in breakers. Power shut off, cars stalled - until other feeders tapped &c by overhead men - I phoned for overhead men could not be found until Power off.

Worst fire in the history of Toronto, originated in Wholesale section of Bay & Colbourne extended either side, down to Esplanade. Estimated loss \$10,000,000.

Wednesday, April 20, 1904

Cold.

Fire still raging - through to Esplanade. Reinforcements arrived from Buffalo, Hamilton, Brantford &c.

1.00 a.m. Power on. Kept regular service running until 2.30 a.m. Night service running until 5.10 a.m. All feeders being weak no trailers out this a.m. except on King. All extras out.

No cars are running along Front W. Pointsmen placed at King & York. 3 at King & Yonge, King & Church, Front & Church, Queen & Church. Arranged with Mr. Argue to relieve Point men at King & Yonge, and Front & Church.

Mr. Wylie phoned: running Winchester & Broadview via Queen down York & return own routes.

11 a.m. Mr. Nisc has Queen, Dundas, College on own routes. Bloor across Queen down Church west on Front up Yonge. Church running to Front and return.

Rdmstr Jaynes at Station to be reld by Rdmst T. Bolton. Insp Wtaker on duty all night. Mr. Nisc out till 4 a.m. Mr. Gunn & Mr. Nisc on a tour of investigation at Front Street West 4 p.m. Mr. Gunn suggests Church cars Ying at Front and Yonge.

Notice posted re discontinuance of use of tracks on Front St. W. owing to fire.

Thursday, April 21, 1904

Cool. Fire still burning. 2 more fires to night. Cars still running same routes as yesterday.

Sent for men from various sheds to report to Mr. Nisc and to Mr. Gunn. Also ordered Sweepers, All to be housed at King Sheds, tools to be returned to stores. cupboards & doors of sweepers to be left open. Keys returned to office.

Friday, April 22, 1904

Fine & mild. Fire still burning. Cars running same routes as yesterday.

5 a.m. Mr. Wallace reports allowed to put on full Trailer service and about 35 ext motors.

No help from Electric Light Co'y until 10 a.m.

Saturday, April 23, 1904

Cloudy & mild. Firemen still working at Fire.

There are no journals for the period July 1909 to January 1916, except for excerpts from various Inspectors' reports from 1910 to 1914. Journals resume in 1916 and run to the end of 1920, and were kept by The School of Instruction, although in a much more cursory fashion than in early years. The pressures of the Great War, and the impending end of the 30-year street railway franchise, may be responsible for the less-detailed record keeping. Noted in these journals is the TRC's second of four strikes, which ended when employees decided to accept a temporary wage increase and submit their case for permanent higher wages to a Conciliation Board.

Daily Journal for 1917

Thursday, April 5, 1917

Accident at GTR Crossing Queen St E. Car 2010 driven by A. Moxley 346R going east at 8.58 p.m. derail and west gates not working car got on Rwy track when east gates were dropped. One lady passenger injured in the excitement.

Monday, April 9, 1917

Bank Holiday only. Weather fine. Frosty at night.

"Capture of Vimy Ridge" victory of Canadians over Germans who had strongly fortified this position. This was the turning point in the War. Starting the enemy back on the way whence he came. Hundreds of Canada's best lost their lives on Vimy Ridge, consecrating this spot "Forever Canada."

Tuesday, April 10, 1917

Cool north wind.

Two fatalities, women leaving cars in motion, fell, injuries proving fatal.

Wednesday, July 11, 1917

Very dull. Cool wind. Wet at 5.15 p.m.

Strike on. No Cars moving. People carried to work by jitneys autos motorcycles &c. All officials on duty. Johnston & Smith left at noon. Daley not on. Clerks on. Quit 5 p.m.

Mentions of women working in the TRC offices first appear during the war.

Many diary entries towards the end of the war recorded the return to TRC work of men who had served overseas.

The last full year of TRC operation was 1920, and by then it was clear that the company would not continue in the street railway business after the franchise ended in September 1921. The last TRC journal entry is at the end of 1920.

There are no journals in the Archives today from the first few years of TTC operation. Journals were revived by the TTC's School of Instruction in 1925, and over the next few years would evolve from ad hoc instruction-related reports to a daily record of events.

Before the School was founded in 1912, instruction was more informal, and the roadmasters probably trained new motormen and conductors on the job. On September 21, 1906, at the behest of the Ontario Railway Board, the TRC appointed two Examiners of Motormen, likely the first formal attempt at training.

These 1925 entries coincided with the appointment of Insp. G. I. Grant to run the school. There were about 10 instructors at this time. The school moved to the third floor of the then-Stores Building at Hillcrest on June 9, 1924, and remains in the same location today as the Operations Training Centre.

Thursday, July 12, 1917

Wet. Orange Parade.

No change in strike situation. Nothing doing, except negotiations between Dom. Prov. and City Govts & rep of Co & employees. Our Office opened for business by myself at 8 a.m. Closed after 1 p.m. Johnston. Smith Daly not on duty. Miss Warren & Miss Holding both on duty.

Very heavy thunder storm 6 p.m.

Friday, July 13, 1917

Clearing. Heavy rain after 7 p.m.

Papers say "Strike settled, acceptance of 6 c per hr inc with arbitration to follow." Received verbal ins from Mr. McCulloch. "Employ new men at Standard Rates C&M 32 cents." Shedmen - not decided.

Daily Journal for 1918

Wednesday, January 30, 1918

Donald "A" McLeod. Badge 1807K was on active service, resumed. Trench Fever, Somme. W. E. Jones 2503K 81st Battn. wounded at Somme. Badge resumed.

Thursday, November 7, 1918

Rumour of Armistice, Citizens took half holiday.

Sunday, November 10, 1918

Religious Service in Queen's Pk Front of Parl Buildings attended by 100 000 people. Sousa's Naval Band.

Monday, November 11, 1918

Armistice signed. Great demonstrations. Cars returned to barns at 8 a.m. Bonfires on all main streets.

Daily Journal for 1920

Friday, December 31, 1920

Cool n.e. wind. Light frost.

Clearing up affairs for year. Visited Head Office. Instructions by Mr. McCulloch, Traffic Supt. "have best foot forward, subject to inspection by Transportation Commission, will undoubtedly be taken over in due course."
(signed), J. W. Taylor

Diary - School of Instruction

June 1, 1925

As per arrangement with Mr. Metcalf, I met him at the school at 9 a.m. and talked over some of the office work.

At 10 a.m. when the Inspectors arrived, I made a suggestion that for the following two weeks motormen be instructed on the smooth stopping and starting of their cars, and the conductors instructed to make sure that passenger had received their proper change.

In addressing remarks to the Inspectors on the work in general I suggested that only the instruction for the period be given as I felt that better results would be secured than to go over all the work at one time with any trainman.

I also asked the Inspectors for their co-operation in making a success of the work of the School, and that each morning I would meet them in the general room, where work would be taken up and discussed all together, and that if any one of them felt they would like to speak to me privately I would be glad to see them at any time in private office.

June 4, 1925

No 16 Church car 1796, Operator #632, time 5.51 p.m., Kenwood and Dupont. Brake hanger broken. Car operated to Christie and laid in on spur track. Emergency called but when trouble was located phoned for change-off to St. Clair Division and cancelled call.

Saturday, June 6, 1925

Double end double truck safety car taken to Lansdowne division at 5.10 p.m. by Inspectors Cowan, Huffman. Repairs being made from 3 to 5 p.m. on this car.

3.21 p.m. Badge 8, Mot'm P Summers, Car #1464, Bathurst. After passenger had left car by the front exit door, a young girl stepped in car taking a seat. I had to call up conductor to collect transfer fare. Motorman advised to be more on the alert at intersections.

Monday, June 8, 1925

9 p.m. Instruction on the operation of the Double Truck double end, treadle car at

One event of interest to the diarist in the first few weeks of TTC journals was the introduction of Class J ex-Civic Railways double-ended cars, rebuilt to one-man operated rear-treadle exit cars, on the Spadina route. The cars, 2168 to 2192, were built by Preston and delivered in 1918.

Present-day TTC journals are entered into a computer each morning, and can be retrieved on the Commission's internal computer system. The intent of the current Surface/Subway Service Logs is the same as it was over a hundred years ago – the recording of daily events that affect transit service. A surface service log entry from a major snow and ice storm in 1992 bears some resemblance to the snow storm chronicled in January 1895.

Many thanks to Ted Wickson and John Huzil of the TTC archives and Metro archives for their assistance with the journals and other archival material. In the fall of 1996 all of the early TSR, TRC, and TTC materials, including journals, diaries, logs, registers of trainmen, orders and notices, are being processed on-line by the TTC archives, and when this work is completed they will be easily researched. If you wish to know more about TTC historical material at the Metro archives, write to TTC Archives, 255 Spadina Road, Toronto, Ontario, M5R 2V3, or telephone Reference Services at 416 397-0778.

Lansdowne Division. Inspector McLeod and Cowan in charge.

I visited this car in the afternoon, was told by the Inspectors that the mirror was not long enough, as the curtain when pulled to its full extent obstructed the view of the operator from the treadle door; and it was also hard for him to see the rear of the car in the daytime, due to the position of the mirror. A fuse holder also required for No. 1 End. A letter has been sent to the head office with suggestions in regard to these points.

Monday, July 13, 1925

Spadina Route supervised by Insp. McLeod and Huffman. In the AM Rush considerable trouble was experienced due to the fuse blowing. This appears to be the great trouble upon the new type of car. If this could be overcome there would be no difficulty in maintaining a good even headway.

I was at Front and Spadina during the p.m. rush, 5 to 6: Splendid service was maintained, Operators did not appear to have any difficulty in changing their poles and getting away sharp on time. Had very favourable report at 10 p.m. from Insp Huffman in regard to the Spadina service.

9.30 a.m. Insp Grose and Atlines reported at School. Had talk on the work for the week and few words in regard to Saturday when the Orange Parage was held. Inspector Grose on my suggestion is writing a report in connection with trouble with Constable and Inspt Atyeo at College and Yonge. From what Insp. Grose says there was no doubt that the Yonge Inspector had not used good judgement in what he did.

Thursday, August 20th, 1925

Inspectors arrived 9.30 a.m. There was interesting discussion on the new transfer. Inspector Walker sighted a few cases of where the trainmen were making enquiries about same. One was; that there was no check on the transfer to prohibit passengers from doubling back. Apparently this is the one point that a large number of the men appear to be disappointed with. Further, that a passenger travelling on five cars, having three re-issues; there is a no provision made for further issue, question asked being; where will we punch the transfer? For instance – a passenger boarding a Bay car at Caledonia, transferring to Lansdowne; to College, to Carlton, to Ronces. (King), and from King car to Beach destination Humber: If the conductor runs out of transfer and has to re-issue where will he punch? or what provisions will be made in case of men running out of transfers upon the route on which they are running? Operators are raising an objection about having to re-punch every transfer in rush hours.

In talking over the transfer this morning I feel that the time was well spent, particularly so to the instructors who have formerly been motormen, and from now for the next week there will be more of it from time to time.

Transit Control Centre – Surface Service Log

Friday, December 11, 1992

Weather Summary: Heavy Snow. Temp (C) +1. Rail Good. Roadway Icy.

Cancelled 6:00 a.m.–10:00 a.m.: 131 Buses, 0 T/Coaches, 21 S/Cars, 152 Total

Cancelled 10:00 a.m.–6:00 p.m.: 143 Buses, 0 T/Coaches, 13 S/Cars, 156 Total

Due to inclement weather conditions, storm streetcars operated over all streetcar routes. As well, a storm trolley coach operated over all trolley coach routes. Because of snow covered roadways and adverse weather conditions, AM surface service operated behind schedule and with numerous cancellations. No major accidents reported.

1:57pm – Queen's Quay and York – 10 min delay, 20 min gap to the BW-EW Harbourfront Service – WB Run 1, Car 4617, Operator 22123. Disabled, cradle constantly filling with snow. Coupled to following 2 Run Car 4604 but unable to push clear of area due to excessive snow build up on streetcar right of way. TTC plows in attendance to clear track area by 6:55pm enabling both streetcars to operated private to Roncesvalles carhouse after repairs were effected by Trucks #54 and #55. Service adjustment: All streetcar service changed over to diesel bus operation with two buses being utilized over route for balance of schedule until 1:30 a.m. – Out of Service 240 mins (Run 1), Out of Service 270 mins (Run 2), Offloaded at Queen's Quay and York.

6:13pm – College and Havelock – 26 min delay, 30 min gap to the BW-EW Carlton (506) Service – EB Run 15, Car 4047, Operator 23751, WB Run 2, Car 4133, Operator 23200. Hydro wire fell contacting streetcar overhead. No injuries. Power cut requested at 6:35pm by Emergency Truck 301, affecting College bothways between Margheritta Street and Bathurst Street. Repairs effected and power restored at 6:40pm. Service adjustments: following service diverted bothways via Dundas, Bathurst to route. Two diesel buses utilized between Bathurst Street and High Park Loop for customer accommodation.

7:57pm – High Park Loop – 42 min delay, 30 min gap to the EB Carlton (506) service – Run 13, Car 4132, Operator 23590 – Held by disabled Run 15, Bus 6416 which was stuck in the snow at High Park Loop. Bus pulled clear by Truck #55 at 8:39pm. Service adjustments: following service extended to Dundas West Station with three stops missed.

NIGHT-TIME IN ST. THOMAS

Photos by Helmut Ostermann



CONRAIL:

The Canada Division west local WQWI-1 passing BX tower at 20:55 on September 10, 1981. The power was GP7 5825, GP7 5824, and GP9 7440. Conrail operations in St. Thomas ended in 1985.

CHESSIE:

The Chesapeake and Ohio yard job, with U.S.-based GP7 5795 and van 903527, just on duty and heading for the yard at 22:50 on October 9, 1981. C&O closed their line to St. Thomas in 1987.



Research and Reviews



Just A. Ferronut's

Railway Archaeology

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It is that time of the month when I must see if I can sit still for a few minutes and jot down some of the items that have turned up over the last month or so.

Once upon a time

Back in our November 1989 column we carried an item on a restaurant that had been converted from a Montreal and Southern Counties station. The restaurant was named *Il Était Une Fois*, or in English "Once upon a time." This single-storey brick station building has been back in the news a couple of times recently.

The station, at 600, rue d'Youville, just west of McGill, a couple of blocks from the old Grand Trunk Railway headquarters building, was the Montréal terminal of the Montreal and Southern Counties Railway until it ceased operations into Montréal in 1955. The story of this railway is well documented by Tony Clegg in his book *Catenary Through the Counties* published a number of years ago by Railfare. Perhaps one of these months we can take a closer look at this

↓ IL ÉTAIT UNE FOIS

The former Montreal and Southern Counties station after the restaurant closed. The photo was taken on October 2, 1996, by Art Clowes.



road. Tony tells me that one of the video outfits here in Toronto has obtained the use of his old movies to do a video of the operation of this line.

Anyway, you may recall that the UCRS had a trip to Montréal in August. Some members from Toronto and Montréal met with a group of Montréal fans, and one of the features of the trip was dinner at *Il Était Une Fois*. The restaurant specialised in eight varieties of hamburgers concocted by the owner, Vern Rosenberg. On our August visit most of the dozen and a half or so railfans enjoyed one of his "Grand Trunk" burgers.

At the end of our meal, the gang was wandering out. I nearly had a heart attack when a voice from behind says "Hi, Art!" Never being the best at remembering faces, I turned while this gentleman continued to ask how things were going. Scratching my head, I finally asked where we had met? — the reply was that we hadn't. It was Vern Rosenberg, and he said he'd overheard my name while we were talking at the table. This will be a highlight that I remember from this restaurant. On the way back to the hotel, it was suggested that we should consider making this an annual event.

Well that won't be, for late in September Vern Rosenberg got word from the city of Montréal that they weren't extending his lease, and that they were going to convert this former station into a mini-plaza as part of a new condominium project. A news clipping that Doug Brown passed along indicated that *Il Était Une Fois* had been at this location for 16 years. During this time, the

restaurant, besides being the home to great food, became the home for a myriad of mementos of the Montreal and Southern Counties, and its era of operation. With the closing of the restaurant, this memorabilia was disposed of at an auction on September 29.

Besides the article on *Il Était Une Fois*, Doug Brown also passed along one on the former CP Park Avenue station. This large stone station, constructed in the Italian-Renaissance style, was closed to passenger train service with the rerouting through the Mont-Royal tunnel of VIA's north-shore service between Montréal and Québec City, effective June 3, 1984.

The station is at the head of Park Avenue (avenue du Parc) on the north side of Jean-Talon in the northern part of the city of Montréal, and it was opened on November 1, 1931. It replaced the former Mile End Station, which was located about a mile closer to Place Viger and the centre of Montréal. The line on which the station lies was built by the Québec, Montreal, Ottawa and Occidental Railway, and the Mile End station had opened in October 1876.

Park Avenue station always reminded me of what a formal style of architecture can do. The street grid in the area is rectangular. However, the railway past the station is at about 75 degrees to Jean-Talon. The station platforms were parallel to the tracks as expected. Now the oddities start, since the station building sits with its walls parallel to the street lines and at an angle to the tracks. The station has a green space in front of it, to permit formal gardens facing Jean-Talon. The front of the central part of the station has four large multi-storey stone columns. To keep the symmetry, the central section is flanked on each side by single-storey wings. Under the conventions of formal architecture, this is all great, but the complication at Park Avenue is that the tracks passed to the east of one of the single-storey wings. The result was that one always felt as if the station were turned askew from the more common practice of the station being along the track.

This classical structure has been sitting empty and gradually decaying except for a section in the west wing that has been modified to become an entrance to the Parc Métro station on the Blue Line (Line 5).

Several proposals have now been put forward to the city council outlining uses that could be made of this former station. As always, in addition to the normal questions over funding the conversion and restoration,

estimated at about \$20-million, the locals are concerned that they won't be consulted in the process.

The reincarnation proposals before the City of Montréal include a Loblaw's supermarket, a Holocaust museum, subsidised housing, a reactivated train station, a community centre, or some other vocation.

Perhaps Doug will keep us posted on the city's decision.

The electronic scrapbook

You have often heard me mention the use of a computer for tracking railways and their histories. Well what started out as a way to keep track of a few news items, has — like Topsy — just grown! But I guess this is natural, since this is also how I got interested in Canadian railway history. That interest started from my needing to know the corporate history of a railway company for a legal document.

I am mentioning this subject for a couple of reasons. The files on my computer just keep growing, and now I am beginning to look upon this collection as an electronic way of keeping a scrapbook. You'll notice that this month's column is shorter than usual, partly because I have been pestering our Chris Spinney to make changes and additions to the hardware in my computer to give me more space. Secondly, I have spent extra time since my return to Toronto to reorganise my computer files on Ontario. What seemed a great arrangement a few years ago evolved while I was in Montréal, and now my Ontario information needs revamping. This brings me to part of the reason for this topic: data format. In discussions with various railfans, it appears there are almost as many formats for keeping railway data, be it by hard copy or on computer, as there are fans. Therefore, while I am in this reformatting, I would appreciate hearing from those who have what they consider are good formats for compiling railway data.

During my effort to get rid of tons of paper by transferring the data to the computer, I came across an interesting article about a circus and railways. The *Ottawa Citizen*, back in April 1975, carried an article about the Canadian who started the move of circuses from the railway to the highway for their travel. The man who started this was Andrew Downie McPhee, and he was born near Exeter, Ontario, back in 1863. The family moved to Stratford while Andrew was still a child. In this community he became interested in vaudeville and was soon involved in many aspects of show life, using the name Andrew Downie. In 1891, after several years of running a circus with partners, he went on his own with the *Andrew Downie's Dog and Pony Circus*, and played communities along the Erie Canal, moving his show along this waterway by boat.

During the winter of 1902-03, Downie organized a repertory company and toured with it from Winnipeg to Vancouver. This show was intended to be set up in vacant

buildings such as stores and warehouses. In Red Deer, Alberta, the show was presented for two nights in the CPR roundhouse.

By 1914, Downie had a show called the *La Tena Wild Animal Circus* that needed 10 railway cars to move it. During the 1916 season this show toured central Canada in a 15-car train.

Downie's next transportation evolution came in the spring of 1926 when he launched his *Downie Brothers Motorized Circus* using trucks with customised bodies built on them to move his circus. (Andrew Downie was the only brother in *Downie Brothers Motorized Circus*.)

While Andrew Downie may have started the trend towards the use of highway vehicles for the transportation of circuses, the Canadian circus train survived for many decades. Again, one of the interesting facets of Canadian railroading.

Speaking of the circus, the old adage that "the show must go on" was very true in Charlottetown, P.E.I. on Tuesday evening, July 22, 1930. The Al. G. Barnes Circus performed that night following a train derailment at Canaan Station, New Brunswick, two days before, in which four circus people had been killed and nine of the twenty-nine cars either totally wrecked or severely damaged. The five-ring show only missed one day's performance as the result of the derailment.

Canaan Station is about 20 miles north of Moncton on the Intercolonial line to Miramichi (Newcastle) and Campbellton. The derailment scene was both a strange and eerie one with cars of the Al. G. Barnes' special scattered randomly amongst the torn up track and around the station, some of the telescoped cars showing the remains of gaily-decked circus wagons.

The verdict of the coroner's jury was that the probable cause was that a flawed archbar of one of the trucks had broken and fallen under the wheels.

The Moncton news reports of this derailment highlight another of the evolving aspects of transportation. "One of the famous Ringling Brothers, who is a leading official in the Al. G. Barnes circus, was reported as having left by aeroplane from Montreal for Moncton last night on account of the serious accident. Last night, however, it was felt here the plane must have made a landing for the night en-route. Search lights and flares were kept burning at the Speedway until late last night in order to guide the airplane should it have shown up."

And of course an electronic scrapbook is great to turn up little odds and sods like the fact about British Columbia and the penny. Previous to 1904, pennies, or "coppers," were not used in British Columbia. People returning to B.C. from the east would often throw any coppers that they had in their pockets from the trains as they neared the boundary.

Then there is the story about the near-battle between the railways at "Fort Whyte,"

Manitoba, on the outskirts of Winnipeg. In 1888, the Canadian Pacific Railway enjoyed a monopoly for traffic west of Winnipeg through Portage la Prairie. In April of that year, the provincial legislature authorised the Railway Commissioners for Manitoba to build a railway, known as the Red River Valley Railway, from Winnipeg to West Lynne, as well as a line from Winnipeg to Portage la Prairie.

The CPR objected strongly, and the crisis came on October 20, 1888, when the new railway line had to cross the CPR tracks. As the Red River Valley Railway workers got close to the place where the crossing had to be made, they saw a derailed locomotive blocking the way. It had been placed there by order of the CPR superintendent, William Whyte. There were also five railway cars nearby carrying about 250 workmen who had been sworn in as special constables.

It looked as though there would be a battle. The Manitoba Attorney-General, Joseph Martin, swore in a number of special constables for the government, and hundreds of Winnipeg citizens volunteered to fight for their new railway, if necessary. A special train took them to the scene, about one mile south of St. James bridge. The situation was tense as the track-layers grew closer to the crossing. Another urgent message was sent to Winnipeg to send soldiers.

Fortunately, the "war" didn't take place. The Red River Valley track-layers were still a few hundred yards from the crossing when they had to stop for the night.

Most people went back to Winnipeg, and only a few men were left to guard the equipment. Cooler heads prevailed by the next morning, and it was agreed to refer the dispute to the Supreme Court of Canada. It ruled that the provincial government had the power to charter railways within the bounds of "old Manitoba" and the new railway was allowed to go through. The site of the near-battle became known as "Fort Whyte" after the CPR superintendent. How many times did this type of squabble take place across Canada in the peak days of railway construction?

The Red River Valley Railway was taken over by the Northern Pacific and Manitoba Railway. It later became part of the Canadian Northern Railway Company and finally part of CN.

Anticosti annotation

Bill Reddy sent along a few tidbits following our article on Anticosti Island in the June issue of *Rail and Transit*. Bill points out that the late Benjamin F. G. Kline Jr., in his book *The Heisler Locomotive 1891-1941* stated that Anticosti No. 2 was delivered to the railway new, not nearly-new, as we had mentioned, and that it carried builder's number 1221, that Anticosti's Heisler No. 3 carried builder's number 1229, and that both of these engines had cylinders of 14 x 12 inches.

Bill continued that there were at least two other Heisler locomotives sold to firms

in Québec. No. 1064, built in 1902, was sold to R. W. Potter as their No. 2. This engine was a 42-inch-gauge engine and was later sold to the Johnsons Company at Thetford Mines. The other Heisler was No. 1290, built in 1914. This standard-gauge engine became Finch-Pryn and Company's No. 3 at Laurier-Station (about 15 miles west of Québec City on the south shore of the St. Lawrence). This engine was later sold to Consolidated Power and Light Company at Wisconsin Rapids, Wisconsin.

In the same letter, Bill mentioned a couple of pieces of Canadian equipment near his home in western New York state. TTC car No. 4424 is still sitting about five miles west of Hornell, New York, and former CN business car No. 54 is on the Tioga Central Railroad, near Wellsboro Junction, Pennsylvania.

Books

The use of radios on the railway

Railroad Radio: Hearing And Understanding Railroad Radio Communications and Systems, by Vincent Reh, is a comprehensive look at the background and current practices of radio communications used by the railways with information on how railfans can listen in. The 208-page softcover book contains seven chapters ranging from the history of radio applications by the railways, to information on purchasing scanners, information on improving reception, to a discussion about what the future may hold as communication technology develops.

The book leaves no aspect of this topic unexamined. It starts off reminding the user about safety issues and outlines scanner etiquette and the legal issues concerning their use. Besides the history of radio communications of railways, a chapter is devoted to describing how various systems are used, thus explaining the many strange tones that one hears on a scanner. One entire chapter is devoted to those of us with little cash to spare and even explains how to make an SO-239 quarter-wave ground plane antenna.

There are eight appendices totalling about 25 pages of the book with supplemental information from AAR channel designations to railway rules governing radio use.

The only point expressed in the book that I disagreed with was the suggestion that for a beginner, a 10-channel scanner is "more than adequate." My disagreement with this is that it depends on the user's location. I find that in an area where several different subdivisions of the railways converge (such as Toronto), a 100-channel scanner with bank selection is a better starter-level scanner to allow selecting and de-selecting of frequencies as needed for a particular location.

The entire book is of interest to railfans who would either like to start listening in, or who already do. It may be ordered directly from the publisher for \$19.95 (U.S.) plus

\$3.50 for shipping within North America, or \$5.50 elsewhere. Byron Hill Publishing Co., P.O. Box 197, Grand Isle, Vermont, U.S.A. 05458; telephone 802 372-6557.

—Calvin Henry-Cotnam

Information Network

Item 70 (July 1996)

Streetcar builders in Toronto

Reply from: Ray Corley

Scott Haskill asked whether streetcars had been constructed at the now-closed Canadian General Electric plant in Toronto. None were, but the CGE operation does have an interesting history of railway equipment production and operation.

At the turn of the century, Canadian General Electric desired a mechanical manufacturing facility to complement their electrical plant at Peterborough. In 1900, commencing with the St. Lawrence Foundry, the company took over four such concerns and unified them as the Canada Foundry Co. A new plant at the southwest corner of Davenport and Lansdowne was opened in 1903.

In 1913, through CGE's acquisition of another company, the plant became part of the new Canadian Allis Chalmers Co. until CGE dissolved the operation in 1951.

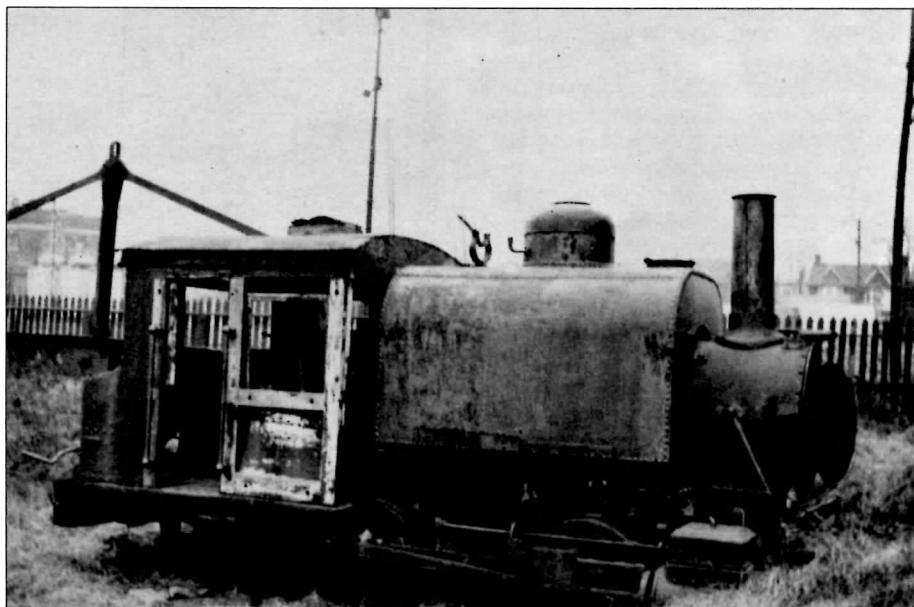
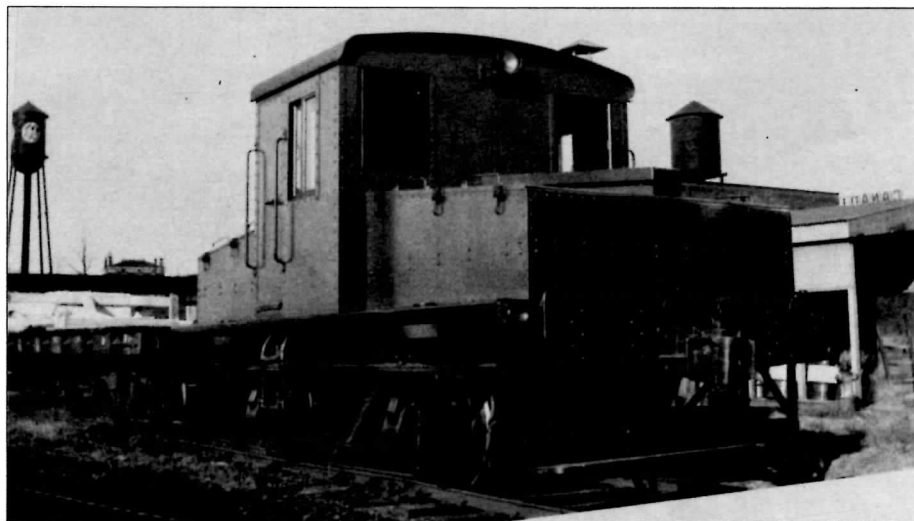
Its transportation activity (which was a small part of the whole) encompassed:

- 189 main line steam locomotives and four steam shovels for CPR, CN predecessors, and Northern Alberta Railway predecessors, between 1904 and 1918.
- Body and trucks for Canadian Northern 2400 V DC electric locomotives 604 and 605, which were completed at Peterborough.
- Manufacture under license of Curtis D-2 trucks for the Toronto Railway Company, which became standard on the TRC system by 1906.

It is this last activity that gave rise to the story of building streetcars at the Canada Foundry Company plant in Toronto.

↓ CGE IN TORONTO

These two photos are by Jack Knowles, in 1937, at the Canadian General Electric plant on Lansdowne Avenue in Toronto. The upper photo shows CGE's battery-electric locomotive, and the lower photo shows their retired 0-4-0T.



Reply from: **Jack Knowles**

The Canadian General Electric Davenport Works was originally Canada Foundry, Toronto's last steam locomotive builder, which was also the Canadian outlet for the Curtis Truck Co. of Decatur, Illinois. Toronto Railways Co. used hundreds of these trucks. The business went to Canadian Allis Chalmers, which was later acquired by CGE, and the builders' plates of some of the last steam locomotives bore the Allis Chalmers name.

On a related subject, the UCRS *Newsletter* for March 1990, on Page 2, illustrated the 25-ton GE diesel-electric switcher used in this plant. This switcher replaced a GE steeple cab, four-wheel 20-ton battery-electric locomotive (shown on Page 14), originally built about 1932 as a demonstrator. This locomotive was not marked with a fleet number or asset number. The battery locomotive was scrapped by Western Iron and Metal Company in 1949.

The battery switcher replaced a steam 0-4-0T (also shown on Page 14), which had been Canada Foundry's switcher. In the 1930s it sat outdoors disused near the CNR Newmarket Subdivision in the northwest part of CGE's premises. It carried no builder's plate but reputedly was built by Montreal, not by Canada Foundry.

CGE also had a self-propelled steam crane with clamshell to handle incoming coal. It worked just south of Davenport Road, west of Lansdowne Ave., in an area now covered by a relatively-new building extension. The clamshell continually travelled over a three-way stub switch which in 1962 provided the parts for the three-way stub switch now at the west end of Halton County Radial Railway's No. 1 car shed. HCRR also got the rail for its 11 and 12 tracks from CGE at the same time. It was old relay rail rolled in several different mills.

Item 71 (July 1996)

Railfan excursion in 1972

Reply from: **Ron Layton**

On the question of excursions to Marmora, I think that the trip referred to was a CRHA operation. In 1972, the UCRS operated to Collingwood for our fall trip, and the following year we went to Haliburton. Our only excursion in the central Ontario region was in the late 1970s when we organised the "Empire Loyalist Limited" to Picton via Belleville, Madoc, and the Trent Valley. The following year we ran a ferry trip Belleville-Peterborough-Lindsay-Toronto with a *Northlander* unit.

Item 72

Grand Trunk Railway anniversary

Information from: **Tom Box**

October 27 of this year marked the 140th anniversary of the completion of the Grand Trunk Railway of Canada's main line from Montréal to Toronto. Built by the British

contracting firm of Peto, Brassey, Jackson and Bétts, the line was opened in three stages, Montréal-Brockville on November 19, 1855, Oshawa-Toronto on August 11, 1856, and finally Brockville-Oshawa on Monday, October 27, 1856.

At the outset, there was one through passenger train from Montréal to Toronto, daily except Sundays. It left Montreal at 07:30 and arrived in Toronto at 21:30, 14 hours later. The eastbound train left Toronto at 07:00, and also took 14 hours for the trip. The railway ran on Montréal time, standard time not yet having been introduced. There were also local trains from Brockville to Montréal and return, Belleville to Brockville and back, and Cobourg to Toronto and back.

The Montréal-Toronto fare was \$10 for first class and \$8 for second. The first through westbound train had two baggage cars, two second-class coaches, and three first-class coaches. The first eastbound train had a similar consist, but with one additional first-class coach.

The first train from Toronto to Montréal was half an hour late, but the next day's train was on time, according to a letter to the editor of the *Montreal Gazette*. The correspondent, obviously a railfan, had travelled from Chicago to Montréal on four trains in 47 hours, including an overnight stopover in Hamilton. He reported that "... the road between this city [Montréal] and Toronto is extremely smooth and far superior in that respect to any road on this continent that I ever travelled over, and I have been over nearly all of them."

Vandalism on the railways is not a new phenomenon. The day before the great opening of the GTR Montréal-Toronto line, an incident took place which was reported as follows in the *Toronto Globe*: "On Sunday evening, shortly after eight o'clock, a ballast train, between Newcastle and Port Granby on the Grand Trunk Railroad, was thrown off the track, over an embankment, some malignant wretches having placed pieces of timber across the line." Fortunately, the train was only moving at 10 m.p.h., and though there were 60 workers on board, only one brakeman received some slight injuries.

The GTR's Montréal-Toronto route is the direct ancestor of today's CN Kingston Subdivision, but it has undergone many changes over the past 140 years. The line's eastern terminus was originally in the Point St. Charles district of Montréal. Through travel to Lévis or Portland became possible when the Victoria Bridge was completed on December 15, 1859. The Grand Trunk moved to Bonaventure Station in downtown Montréal on September 25, 1863. The GTR and later the CNR occupied three successive buildings on the Bonaventure site, before moving to the new Central Station on July 14, 1943.

In 1856 the western terminus of the Montréal-Toronto line was on the east bank

of the Don River, as the GTR and the City of Toronto had already begun the long-running "Battle of the Esplanade" over access to downtown. The GTR's Toronto-Stratford line had also opened in October 1856, but through passengers had to transfer between stations, until the GTR obtained access to downtown from the east a little while later. The GTR and CNR occupied three successive Union Stations, the first opening in May 1858, the second on July 1, 1873, and the present edifice on August 6, 1927.

Between Montréal and Toronto the route has undergone numerous realignments over the last 140 years. One of the most significant changes was the conversion from 5'6" to 4'8½" gauge, on October 3 and 4, 1873. Another important change was the double-tracking of the line. This project was announced in 1883, but was conducted in stages and not completed until 1902.

Item 73

CITF - Transit in Trois-Rivières

Further information from: **Roger Boisvert**

The fleet list for the Corporation intermunicipale de transport des Forges in the August 1996 *Rail and Transit* is not quite correct. CITF buses 8301 and 8302 are GM "New Look" T6H-5307Ns, not GM "Classics." The total number of full-sized buses that the CITF owns is 36, as in the fleet list, not 37 as it says in the article.

By the way, CITF should receive in December 1996 eight new buses from Nova Bus - six will be "Classics" and two will be Nova LFS low-floor buses.

Item 74

Notes from Calgary

Information from: **Bob Sandusky**

CN in Calgary - Around August 1, the CN's one-track diesel shop at Sarcee Yard was dismantled, leaving only the sand tower as the last vestige of motive power service facilities. During the past 12 months, other nearby B&B structures were also removed. Road-unit fuelling is done directly from suppliers' tank wagons. Some ongoing maintenance such as wheel-grinding is done by CP.

CPR stations - The CP station at Glacier, B.C., by the west portal of the Connaught Tunnel, has been advertised for sale. This is a distinctive log structure whose architectural form also appeared in the Lake Louise and Laggan (now Lake Louise) stations.

CP stored rolling stock - Closed lines are often used for short-term storage of rolling stock. A very dramatic example of this is currently visible at the south end of the Macleod Subdivision. This line is closed just north of Fort Macleod due to a weak bridge. The portion south of Claresholm at Mile 80.9 is now the host to a line of grain and potash hoppers, flat cars, and TOFC and container cars. From a rough odometer estimate, there are 2.5 miles of hoppers and 4.7 miles of assorted low-floor cars.



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN NATIONAL

NEWMARKET SUB. ABANDONED

The CN Newmarket Subdivision between Mile 63.00 (just north of Barrie station) and Mile 91.25 (near Casino Rama) was officially abandoned at 23:59 on September 21, 1996. The part of the line between Mile 91.25 and Mile 93.00 (Washago South) is now Rule 105 operation, so that no clearances are needed when operating over the line. This section of track was left in place for Casino Rama trains, which were still running when the abandonment took place, and for freight service to a customer at Longford, Mile 93.7.

The last VIA train to operate over the line was Train 1, the *Canadian* (VIA F40PHs 6441 and 6437, baggage car 8608, coaches 8122 and 8112, Skylines 8512 and 8505, sleeping cars 8302—*Allan Manor*, 8305—*Bayfield Manor*, 8332—*Laird Manor*, 8311—*Burton Manor*, 8315—*Carleton Manor*, 8326—*Franklin Manor*, 8322—*Drummond Manor*, dining room car 8402—*Alexandra*, and sleeping cars 8340—*Stuart Manor*, 8224—*Château Roberval*, 8341—*Thompson Manor*, and 8714—*Strathcona Park*). It cleared Washago South at 15:30. The last southbound Train 2 on the line had run on September 19.

The last train on the line was Toronto—North Bay freight train No. 451 (CN SD40-2 5283, GP40-2 9442, and SD40-2 5381, with 42 loads and 49 empties, equating to 6540 tons and 5427 feet).

Less than one week after abandonment, removal of track began at the rate of 1500 metres per day on the main line. In addition, removal of rail from Orillia yard was also started.

—Paul Bloxham, Sean Robitaille,
and Ian Wilson

TORONTO TRAIN CHANGES

There are a couple of new trains operating on CN through Toronto. Train 119 (officially designated as Train Q11931) was started to replace the operation of Train B117. It departs Brampton Intermodal Terminal at 07:00 on Thursday, Friday, and Saturday,

operating to Edmonton with strictly intermodal traffic. Train 122 is a new once-a-week Vancouver—Montréal train. It departs Vancouver on Friday only, at 21:00, and is scheduled to pass through Doncaster in Toronto at 21:50 on Tuesday. It carries intermodal and automotive overflow traffic from Trains 114 and 204. It also handles intermodal traffic for Montréal that was formerly carried by Train 118 to Capreol and set off for Train 114 from Calgary to lift.

MONTRÉAL TRAIN CHANGES

CN's Saint-Jérôme wayfreight, Train 584, is now operating evenings instead of days. Train 584 now goes to Saint-Jérôme after 19:00 and returns to Montréal the following morning after 09:00. The train serves Indusmin in Saint-Canut (Cte. Argenteuil), a few other industries in the Saint-Jérôme industrial park, and a sand pit. It is also used to shuttle equipment from Montréal to the STCUM electric shop at Saint-Eustache.

—Vernon Erle Ikeda

CASINO TRAINS CANCELLED

With little notice, Casino Rama cancelled their *Casino Rama Express* train service between Rama and Toronto effective October 3 due to low ridership. The service started on August 1 with two round trips on most days, which was later reduced around Labour Day to only one. GO equipment and stations were used on this service which was operated by CN. Ticketing and some promotion was done under contract by GO Transit. The casino says that the train service could be resumed in the future if demand is strong enough.

—Don Brown and Calvin Henry-Cotnam

NEWFOUNDLAND INTERMODAL

CN intermodal service in Newfoundland is now handled by Clarke Road Transport. A long-time customer of CN's, Clarke is also a partner with CN at the new Halterm intermodal facility in Halifax. The agreement came into effect on October 1. Clarke, a division of Newfoundland Capital Corporation, is a provider of transportation in North America through Clarke Transport, Sunac America, Clarke International, and Clarke Road Transport.

—CN press release

DT&I PURCHASER SELECTED

RailTex Inc. was selected by CN as the successful candidate for the purchase of the former Detroit, Toledo and Ironton Railroad between Diann, Michigan, and Cincinnati, Ohio. The agreement will include the purchase of 234 kilometres of tracks and rights to operate over an additional 174 kilometres

between the Michigan and Ohio cities. RailTex stated that it was paying \$37-million (U.S.) for the assets. The transaction should close by the end of the year. CN will continue to operate in the corridor under a haulage agreement. Under CN ownership, the DT&I has been only marginally profitable. RailTex will invest \$13.3-million (U.S.) to improve the railway, which it expects to generate revenues of \$59-million (U.S.) in the first two years of operation.

CANADIAN PACIFIC ST. LAWRENCE & HUDSON

IRON HIGHWAY ARRIVES

The long-touted Iron Highway train has arrived on the StL&H for intermodal trailer service between Montréal and Toronto. The first Iron Highway train-set arrived from CSXT in Detroit at the StL&H West Toronto yard on September 19. The train consists of 40 platforms for trailers, 20 on each side of a platform in the middle that pulls apart to become two ramps, one for each half of the train. There is also a power unit and adapter car at one end of the train. The total length of the train is 1400 feet. The second train arrived shortly afterwards, around September 23. Revenue service is slated to begin on October 28 on the following schedule:

West Toronto	11:00	21:00
Smiths Falls	15:23	01:23
Montréal	18:00	04:00
Montréal	11:00	21:00
Smiths Falls	13:37	23:37
West Toronto	18:00	04:00

All trains run every day except Saturday, but whether the late trains will run on Sundays had not been determined by early October.

STL&H BECOMES A RAILWAY

The St. Lawrence and Hudson Railway Company Limited officially became an operating railway effective October 1. To coincide with this change, the Canadian Pacific Railway Company transferred title of all eastern Canadian assets, lines, operating interests and associated facilities to the StL&H. All titles to assets in the United States that are part of the StL&H remain unchanged as part of the Delaware and Hudson. The StL&H is a wholly-owned subsidiary of the CPR. In accordance with the Canada Transportation Act, the StL&H will issue its own three-year plan of line closures and sales. CPR reports that other than that formality, there will be no changes to the current CPR plan.

—CPR press release

CPR/StL&H NOTES

On August 16, the south leg of the wye opened at Alliston. Trains to and from the Honda car assembly plant can now be turned. The CPR had been using its de-motored ex-locomotive control cars on the Alliston Turn because the units couldn't be turned at Alliston. • The south leg of the wye at Ypres has been removed, as has the Base Borden Spur. Both ran off the CPR MacTier Sub. and served the Canadian Forces complex • Yard jobs at Obico and Lambton are to be changed to remote-control.

VIA RAIL CANADA

IC3 EQUIPMENT OUT OF SERVICE

VIA's testing of Adtranz IC3 "Flexliner" equipment was brought to a sudden halt on September 30 by order of Transport Canada. It was found that the equipment was not reliably activating track circuits in the signalling system, posing a danger.

VIA has filled the schedules of the IC3 trains with conventional equipment or buses, and some trains have been cancelled. On October 3, two VIA train-sets were used to replace the IC3 equipment: VIA F40PH-2 6421 with coaches 3322 and 8143, and F40 6401 with coaches 3344 and 8141. The first train-set operated from Stratford to Toronto on Train 680 arriving in Toronto 15 minutes late, departing from Toronto for Ottawa on Train 640 departing 27 minutes late and arriving 13 minutes late, then from Ottawa to Toronto on Train 643 departing 25 minutes late, and continuing to Stratford as Train 687. The second train-set ran from Kingston to Toronto on Train 651 arriving on time, then departing on Train 83 from Toronto to London arriving in London 10 minutes early, and returning from London to Toronto on Train 82 on time.

The IC3 equipment was then stored until testing began in early October. Initial indications were that a combination of the use of composite brake shoes and the light weight of the equipment resulted in poor conductivity between the rails and the wheels. Steel brake shoes are being tested because they keep the tread surface of the wheels cleaner. The train-set made up of VIA 7003 and 7203 was observed at Union Station in Toronto as the train "IC3 test equipment" on the afternoon of October 11.

—Don Brown, Dale Rothert, Pat Scrimgeour

NEW FOOD SERVICE

VIA is offering a new food service aboard its economy class service in Ontario and Québec. New sandwiches and snacks are being added, with menus changing weekly. Coffee, tea, milk, fruit juices, soft drinks and spring water are all \$0.75, beer is \$3.50, wine (red or white) is \$4.95, and cocktails are now \$4.50.

VIA AT WINDSOR STATION

VIA held a "Sabre" reception in Montréal on October 3 at CP's Windsor Station. The reception was to promote its equipment to the travel industry now that VIA is on American Airlines' Sabre computer reservation network. The reception was aboard VIA equipment that was interchanged to CP from CN at Dorval earlier that afternoon, and consisted of an F40PH-2, two HEP-II coaches, a dining room car, a *Château* sleeping car, and a *Park* car.

—Roman Hawryluk and Tom Box

BOMB SCARE

Some passengers panicked on a VIA train on September 5 when they were notified over the train's public address system of a possible bomb on board. The announcement came only a minute and a half after the train left Union Station in Toronto, bound for Windsor. A second announcement said the bomb was not on the train, but in Oakville, where the train was scheduled to stop. A CN spokesperson confirmed the bomb threat and that the train would be delayed. Shortly thereafter that it was ascertained it was Oakville, Manitoba, not Oakville, Ontario, where the concern was. CN said it is definitely not its policy to notify passengers of possible bomb threats.

FOOTBALL SERVICES

As part of a sponsorship deal, VIA is providing transportation for the Hamilton Tiger-Cats and the Ottawa Rough Riders of the Canadian Football League. The teams travel by regularly scheduled trains to each other's cities and to some games in the other eastern division cities of Toronto and Montréal. VIA ran a special train from Aldershot (the nearest station to Hamilton) to Ottawa and return on September 22 for a Ti-Cats—Rough Riders game.

GO TRANSIT

LAYOVERS AT OSHAWA

Facilities for overnight storage of trains are being installed at the GO station in Oshawa. The equipment is being installed to reduce deadheading costs of trains to and from Oshawa at the start and end of rush hours. The station will hold two trains, as does the current layover track at Whitby, which could not be expanded due to space limitations. The facilities, which are scheduled to be completed by the end of November, will cost \$283 000 to construct. The savings estimated with the reduction in deadheading trains is \$200 000 annually.

—GO Transit

CREW REDUCTIONS

CN crews operating GO trains on the Georgetown, Bradford, Richmond Hill, and Stouffville lines are being reduced from four employees to three. There will no longer be

an assistant conductor on trains running on these lines. The change came about as a result of an arbitrator's decision, which also ruled that four-person crews must remain on Lakeshore trains. The crew reductions are expected to save GO \$200 000 for the rest of the 1996 fiscal year.

—GO Transit

TICKET VENDING MACHINES DROPPED

GO has terminated contracts for the supply and installation of automatic ticket vending machines, and for the upgrading of fare collection equipment. Rapid technological developments, possible future changes to GO's ticket technology, and a longer equipment development time than was anticipated, led to the terminations, which are expected to result in a cost reduction of about \$400 000.

—GO Transit

WINDOW REPLACEMENT PROGRAMME

The purchase of an additional 1500 windows for GO's window replacement programme began early in September. This is in addition to 3000 windows already purchased. The new double-glazed plastic windows are tougher than the original glass ones and are being installed in the bi-level coaches being refurbished by AMF in Montréal (2075, 2077, 2078, and 2079 are there now). The window replacement programme began in March 1995 as a result of increasing broken windows, most caused by vandalism.

—GO Transit

SHORT LINES

YORK-DURHAM HERITAGE RAILWAY

The York-Durham Heritage Railway began operations on September 14 with an inaugural run between Stouffville and Uxbridge, Ontario. The day was chosen to commemorate the 125th anniversary of the inaugural train through Uxbridge on the Toronto and Nipissing Railway. The next day, regularly-scheduled operations began with four round-trips from Uxbridge to Stouffville. Motive power and rolling stock is painted green with "York-Durham" in yellow on the letterboard of the coaches and YDHR crests near the ends of the coaches.

The motive power used for the first weekend was YDHR RS11 3612 (ex-Central Vermont) and CN GP9 7031. A test run was made the previous weekend and the train had difficulty climbing a hill near Goodwood with only the YDHR unit, so arrangements were made with CN to borrow the GP9. During operations, the CN unit led the train in both directions and was run around the YDHR unit at each end of the line.

The cars used on the first weekend were YDHR 1462 (CPR 1462 from 1928 until 1965, then used to house Ontario Hydro employees' model railway until 1992; now fitted with school bus seats), 3209 (CN/VIA), 3232 (CN/VIA),

4977 (CN 5084 from 1924 until 1969, CN 4977 from 1969 until 1989, then owned by the Bytown Railway Society), 4960 (Canadian Northern 7233 from 1919 until 1920, CN 2783 from 1920 until 1954, CN 4960 from 1954 until 1989, and owned by the Bytown Railway Society from 1989 until 1994).

The YDHR on a subsequent weekend suffered a derailment near Uxbridge when the rails separated, derailing three coaches. During the track obstruction, operations were carried out only between Stouffville and Goodwood. The railway continued to operate on weekends until Thanksgiving, with a final day of operation on Saturday, October 19, during Stouffville's fall fair. It has now closed for the winter, and will re-open in the spring of 1997.

IRON ROAD EXPANDS

Iron Road Railways completed in early October the acquisition of 390 kilometres of StL&H/CP lines in Québec and Vermont. The lines include the Newport Subdivision from Brookport, Québec, to Newport, Vermont, the Lyndonville Subdivision from Newport to Wells River, Vermont, parts of the Sherbrooke and Adirondack subdivisions from Lennoxville to Saint-Jean, Québec, and two branch lines off the Adirondack Subdivision, the Saint-Guillaume Subdivision north to Sainte-Rosalie Jct. and the Stanbridge Subdivision south to Stanbridge.

Two new railway companies were created for the acquisition, the Northern Vermont Railroad (Brookport to Wells River, and the a spur from Newport to Beebe, Vermont), and the Québec Southern Railway (all other lines). Iron Road has purchased a number of railways in the last few years, operating the Bangor and Aroostook, the Canadian American, and the Windsor and Hantsport. The Québec Southern connects with the Canadian American Railroad at Lennoxville and with StL&H at Saint-Jean.

On September 27, a joint CP, CDAC, and B&A business-car train was operated from CP's Windsor Station. The train consisted of CDAC GP40 40, B&A 40-foot generator-boxcar MWX 608, B&A former CP lightweight baggage car P3, B&A former VIA/CN coach 103, a B&A heavyweight coach, and CPR business car *Mount Royal*.

Crews operating the last CP train on the Saint-Guillaume Subdivision marked the occasion with handshakes and group pictures as one crew relieved the other around noon on September 27. The train had just completed switching the junction with the CN at Sainte-Rosalie and the elevators north of the junction, and was stopped on the north side of the diamond.

—Globe and Mail, Roman Hawryluk, Gerry Burrige

ACCIDENT INVESTIGATION

TSB REPORTS

The Transportation Safety Board of Canada has made public its recommendations on two accidents, the derailment of the ONR *Northlander* near North Bay on March 31, 1996, and the collision of two CN trains in Toronto on October 28, 1994.

For the ONR derailment, the TSB has expressed concern that the public is being exposed to risks as a result of operating deficiencies in the emergency window exits on ONR passenger coaches. The *Northlander* derailed at a damaged switch just south of North Bay. The train, carrying 54 passengers and a crew of six, remained upright after the derailment. Three passengers were taken to hospital and treated; seven passengers were treated on the site and released. Following the derailment, the lead coach began to fill with steam. Some of the passengers in the coach attempted to open the emergency exit windows. Five of the 12 emergency exit windows were tried unsuccessfully before the door at the rear of the coach was opened and the passengers were able to leave.

A number of deficiencies in the operation of the emergency exit windows were observed: placards were missing; placards did not provide enough information; nine of the 12 windows were partially blocked; the size and weight of the windows made them difficult to remove; some metal emergency handles were missing and others did not work. Many of these problems would have made exit from the coach extremely difficult if the car had been on its side.

The TSB is concerned that, in the event of a more serious accident, non-functional escape routes and inadequate directions could delay or prevent emergency escape. Although the investigation into this accident is not yet concluded, the TSB has urged corrective action. The TSB has recommended that the ONR conduct a functional test on all emergency window exits on its coaches, and that the exits be tested regularly in the future; that explicit instructions for use of the emergency window exits are readily available; and that seats and luggage racks do not interfere with the use of the emergency window exits.

The TSB is also concerned that a significant number of passengers would have difficulty lifting emergency exit windows clear of the exit path because of the size and weight of the windows. Because the crew may not be available to assist in emergency situations, passengers should be able to evacuate the coaches by themselves. The ONR is therefore to consider installing emergency exit windows that can be readily removed by able-bodied passengers.

The TSB interim recommendations may

be followed by further recommendations when the final accident investigation is complete.

In its report on the nighttime rear-end collision between two CN freight trains, the TSB is concerned that the rear of caboosless trains may not be adequately visible, therefore increasing the risk of rear-end collisions.

On the night of October 28, 1994, two trains were approaching MacMillan Yard from the west on the Halton Subdivision. At approximately 04:30, at Mile 4.6, lead Train 448 stopped for a meet with a westbound. At 04:37, the following eastbound Train 386 received a restricting signal at Mile 6.4. At the same time, the conductor of Train 386 heard radio instructions from MacMillan Yard concerning the yarding of a train and assumed that Train 448 had moved off the main track. Immediately after receiving the restricting signal and hearing the radio communication, the crew of Train 386 dimmed their headlight and turned off their ditch lights so as not to blind the crew of the passing westbound train. Once the westbound's engine had passed, the crew of Train 386 turned the headlight back on to full. At this point, the conductor saw the last car of the stationary Train 448 ahead and put on the emergency brakes. The two trains collided. Two empty hopper cars at the rear of Train 448 derailed along with the front wheels of the lead locomotive of Train 386. There were no injuries.

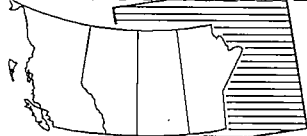
The TSB concluded that the collision resulted from the operation of Train 386 at a speed in excess of the prescribed maximum limit. The crew of Train 386 stated that they saw the outline of the last car of Train 448 before they saw the reflectorised rear marker.

When the provisions for caboosless trains were first made in the 1980s, "highly visible markers" at the end of each train were to be illuminated, as well as reflectorised. This was later amended by Transport Canada to require that caboosless trains carry a reflectorised marking only. However, in the U.S. and on trains going from Canada to the U.S., these end markings must be illuminated. The risk of rear-end collisions has not so much to do with the frequency of such occurrences (in fact, they are very rare), but with the potential consequences, since cars carrying explosive or toxic dangerous goods are permitted to be marshalled at or close to the end of caboosless trains. The TSB therefore recommended that Transport Canada reassess the risk of operating caboosless trains without an illuminated rear marker.

The TSB is also concerned with the reduced nighttime alertness of the crew, but deferred action in view of expected work scheduling changes resulting from the Canalert crew performance study (May-June *Rail and Transit*).

—TSB

THE PANORAMA



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CANADIAN PACIFIC RAILWAY

OFFICIAL NAMES

The public relations folks at CP have issued internal notification of the company rules for use of logos and names. The new official company name is *Canadian Pacific Railway Company* (CPR) or *Compagnie de Chemin de Fer Canadien Pacifique* (CFCP). This replaces *CP Rail System* as the business name.

It's probable that a new logo will be announced this year — one without the maple leaf/stars and stripes dual-flags introduced in 1993. This dual-flags CP Rail System logo has been discontinued, and as an interim scheme, locomotives repainted in the next couple of months will be candy-apple red with CP Rail lettering, without the dual flags.

SHOP CLOSURES

On September 12 CP announced plans for the further consolidation of its fleet maintenance facilities. In February 1997 heavy car and locomotive repair operations will be moved from Weston Yard in Winnipeg to Ogden Shops in Calgary, affecting 275 positions; 138 will be transferred to Calgary while 137 will be eliminated. Running repairs and routine maintenance will continue to be performed in Winnipeg. CP will also be closing its car repair shop in Sudbury, transferring 43 positions to Thunder Bay, and eliminating 42 others. Fourteen car repair jobs will remain in Sudbury after the closure. —CPR

CORPORATE NOTES

The majority of holdings of Canadian Pacific's two real estate subsidiaries, Marathon Realty and Centrixx Realty Holdings, are being sold to a joint venture of Oxford Properties, a Canadian realty company, and the U.S.-based GE Capital Corporation. Most of the properties in the \$950-million deal are office buildings and shopping centres. CP will retain and develop by itself 242 acres of former railway lands in Vancouver, Toronto, and Montréal. • Unitel Communications, the former CNCP Telecommunications, has been renamed AT&T Canada to reflect the controlling interest of the American telecommunications company. CP had previously reduced its

ownership share in the former joint CN and CP operation, and is now no longer involved in the ownership. • Canadian Pacific Hotels has taken over management of Winnipeg's Westin Hotel, which will be renamed the Lombard Hotel. The hotel will be CP's 26th Canadian hotel operation.

—Globe and Mail

CANADIAN NATIONAL

TRESPASSING REGULATIONS

As a result of the crash at Yates, east of Edson, on August 12, CN is installing derrails at many locations to reduce the risk of runaway cars. In addition, CN issued a general announcement on September 18 reiterating their policy for access by persons other than employees to the CN workplace and equipment. The major points are:

- No one, other than CN employees, may enter the CN workplace without proper authorisation from the appropriate CN officer.
- Every non-employee entering the CN workplace is required to be identified in an appropriate way (e.g., visitor's blue protective headwear, identification card, pass, etc.).
- Authorisation to board railway equipment (i.e., locomotive cabs and any other moving vehicles) consists of a pass or a signed release.
- Trespassing is prohibited. Adult trespassers must be tactfully told to leave; a supervisor or police are to be called if they don't.

DIRECTORS' TRAIN

CN ran a special train from Prince Rupert to Jasper on September 14 and 15 for a meeting of their board of directors. CN borrowed six cars from the BNSF business car fleet to go along with six of their own. The consist was GP40-2s 9527 and 9465, CN 15160—*La Verendrye*, CN 15162—*Coureur des Bois*, BNA 68 *Regal Spa* (ex-ATSF), CN 96, CN 100—*Pacific Spirit*, BNA 3—*Red River*, BNA 1—*Mississippi River*, BNA 23—*Stampede Pass*, BNA 8—*Canadian River*, BNA 12—*Deschutes River*, CN 15165—*Tawaw*, and CN 15050—*Sandford Fleming*. The special train arrived back in Vancouver just before midnight on September 19.

—Jim Brock, Dean Ogle

BRIDGE MISHAP

On August 18, CN tried to take about 80 cars over the Fraser River Bridge from Thornton Yard to New Westminster. Unfortunately, they pulled the cars off the curve at the north end of the bridge. CN and BN main-line traffic was unaffected except that there was a problem with the signal system and all trains needed a Rule 564 (permission to pass stop signal in CTC) to get on or off the bridge. The derailed cars were all picked up by about 22:30 on August 19.

—Dean Ogle

OTHER RAILWAYS

SOUTHERN RAILS CO-OPERATIVE

The Southern Rails Co-operative has ceased operations on all but half a mile of its short line between Rockglen and Killdeer, Saskatchewan. Part of the former CPR Colony Subdivision had been operated by Southern Rails for the last six years. The short line operator used a road-railer truck tractor for hauling grain cars up and down the line.

There is now just a half mile of track left at Rockglen to provide a loading site for farmers. (A stub-end line comes off the CPR, forming a wye and providing a track for grain cars.) CP spots the cars on the stub and then farmers move them with a tractor.

The Rockglen to Killdeer line had only been lightly-used ever since it was abandoned by CP. There were no elevators left on the line, and income came solely from the farmers' cars loaded along the line. It had been subsidised for some time by Southern Rail's primary line between Parry and Avonlea. But after the recent changes to the Western Grain Transportation Act, revenue splits with CN and CP were cut back, making the Rockglen—Killdeer line unworkable.

The last trains moved on the railway in April, and it was officially abandoned in May and June. The line has now been ripped-up, as the price for scrap was fairly good earlier this year, and the railway took advantage of the opportunity, before the recent CN and CP prairie abandonments reduced scrap rail prices somewhat.

Southern Rails ripped up about 25 miles of 80 pound track, and sold the rail to a re-roll plant in the United States. The value of re-roll scrap at the time was around \$20 000 per mile for sixty pound rail, and up to \$80 000 per mile for 100-pound rail. The ties had value as well. According to the railway's general manager, the short line "managed to reduce its debt pretty substantially" by tearing up the line.

—Ted Deller

BURLINGTON NORTHERN SANTA FE

Starting September 30, BNSF is offering single-line domestic and international intermodal service from Dallas/Fort Worth and Houston, Texas, through Kansas City, Missouri, to cities in the U.S. Pacific Northwest, and to Mission and Vancouver, B.C. • The Vancouver switch crew derailed their yard engine, BN SW1200 194, on the morning of September 22. The derailment delayed the *Rocky Mountaineer's* departure for an hour.

WEST COAST EXPRESS

Four West Coast Express cars and a WCE loco were taken to Thornton Yard on Sunday September 15 to give rides around the CN shops for their annual employee open house.

THE TOURIST TRADE

LONG TRAIN

On September 12, Rocky Mountaineer Rail-tours claimed the record for the longest passenger train in Canadian history when the eastbound *Rocky Mountaineer* departed Vancouver with 34 cars (every car in the fleet except for a steam generator). The previous record is believed to have been held by CP's Train 3, *The Dominion*, which had 27 cars at Regina, Saskatchewan, on July 13, 1965.

The RMR train carried 1130 passengers and attendants on the Vancouver-Kamloops leg. The consist was: HATX GP40s 805, 804, 800, and RMR 9272, 9270, 9488, 9487 (generator and baggage cars), 5717, 5718, 5715, 5703, 5704, 5702, 5725, 5706, 5701, 5720, 5713, 5749, 7501 (glass-topped coach), 9501 (dome car), 9271 (baggage car), 5709, 5724, 5722, 5716, 5721, 5707, 3212, 9632 (baggage car), 3204, 3215, 3244, 3220, 3237, 3220, and 3252. (Note that car 3220 is listed twice; RMR has two cars carrying the same number.)

The eastbound train through Salmon Arm on September 13 had 18 cars pulled by the HATX 800 and a CP SD40-2. On September 15, the westbound train from Jasper operated with HATX 805 and 804 and a total of 16 cars. The September 15 westbound train from Calgary had HATX 800 leading with HLCX GP40-2CLC 4406 and the 18 cars.

Rocky Mountaineer service in mid-summer 1997 will be more frequent than this year, with three trains weekly in each direction.

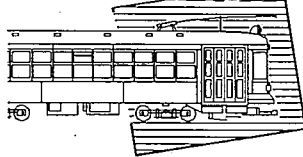
—Vancouver Province, Dean Ogle, Jim Brock

MUSEUM NOTES

CN steel caboose 76695, owned by the British Columbia Railway Historical Association, has been turned over to the Esquimalt and Nanaimo Division of the CRHA. The van has been largely restored, and repainted into the new E&N Railfreight paint scheme. It is stored at the National Harbours Board track in Nanaimo. • In Port Alberni, the Alberni Pacific ran this summer with 1929 Baldwin steam locomotive 2-8-2T No. 7 as regular power. • The former CP station in Princeton, B.C. is now a Subway restaurant; the station was built by Great Northern in 1909, and obtained by CP when GN ceased operations into Princeton. • Western Forest Industries No. 7, a Plymouth six-wheel, 20-ton locomotive from 1929, was trucked from Ladysmith, B.C., to the Kaatza Station Museum at Lake Cowichan on May 26. • On the weekend of August 10 and 11, the British Columbia Forest Museum in Duncan had their first "Celebration of Steam." Virtually all of the steam equipment at the museum was fired up, either for show or for operation.

—Sources include BCRHA

IN TRANSIT



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VANCOUVER

WORK REFUSALS

BC Transit bus service in East Vancouver and parts of Burnaby was disrupted on September 9 after bus drivers refused to drive new low-floor buses they say are unsafe. The trouble with the New Flyer D40LF vehicles began several weeks earlier, after drivers complained that brakes on some of the new buses locked up unexpectedly.

The problem was traced to new brake linings on the rear brakes which were installed by BC Transit and which did not match original factory-specified front brake linings. As well, mechanics discovered that some types of tires tend to make the problem worse, causing the brakes to lock and the bus to skid. Drivers continued to use the buses until a September 5 accident. Provincial inspectors tested the buses and said they were defective, but not unsafe to drive. BC Transit was ordered to replace the brake linings at a rate of one bus per day, and to install better tires as they become available.

—Dean Ogle

OTTAWA

TRANSITWAY FLOODING

In the afternoon on August 6, Ottawa received an unusually severe rain storm that caused flooding and major traffic tie-ups around the city. Cyrville Station on the Transitway was flooded out and buses were detoured onto Ogilvie Road between Michael Street and Blair Station. The lower level of St. Laurent Station, which is the main-line Transitway (the local bus loop is a platform on a higher level) is in a tunnel, and also had some minor flooding as the storm sewers overflowed.

Buses were still able to wade through the water, but the lake was over the curb height and the passenger platforms had to be closed, although only briefly, as the water level subsided quickly. Buses on the Transitway were detoured to loop around the upper level local bus platform to make stops for passengers. The deck of the upper level at St. Laurent Station is currently under reconstruction to replace deteriorated expansion joints, and space for buses was at a premium anyway.

—Colin R. Leech

EQUIPMENT NOTES

RECENT BUS ORDERS AND DELIVERIES

The Hamilton Street Railway has taken delivery of its 30 compressed natural gas-powered, low floor buses from New Flyer Industries. The buses are designated C40LF by the builder, with the C standing for the compressed natural gas fuel. The units carry fleet numbers in HSR's 9600-series, and include a centre door in a more-forward position than is usual.

New Flyer of America, a subsidiary of New Flyer Industries, has officially opened a new 54 000 square foot assembly plant in Crookston, Minnesota, about 30 miles east of the previous plant in Grand Forks, North Dakota, and about 180 miles southeast of Winnipeg. The new plant will serve as the final assembly location for all New Flyer buses, while all bus shells will continue to be manufactured in Winnipeg.

The City of Winnipeg has 17 low floor buses on order for late 1996, to be built by New Flyer Industries. They will be the first 30-foot low floor units built, and will include only a front door. The buses will be used on lighter density routes, likely including the 99-Downtown Flyer shuttle route, where they would replace the 30-foot Orions now assigned.

Kitchener Transit is receiving more low floor buses from New Flyer Industries, but it may be a while before they see service. The C40LF new buses are powered by natural gas, but the system's fuelling facility is not yet ready.

The first Nova Bus LFS low floor buses are in service in Montréal for the Société de transport de la Communauté urbaine de Montréal (STCUM). The units are numbered in the 16-000 series and are the first of more than 240 LFSs for Québec transit systems.

The City of Brandon, Manitoba, will be the first non-Québec customer for the Nova Bus low floor bus. Brandon Transit is scheduled to receive one LFS later in 1996.

Transit Windsor has purchased two Orion II buses from the Town of Fort Frances, following the shut down of that small northern transit system earlier this year. The buses are going to be used by Transit Windsor on light-density routes, to augment special-event services, and to develop new transit services.

OC Transpo has acquired retired TTC Orion-Ikarus articulated buses 6380, 6546, 6550, and 6556, for parts. The four were among 20 TTC artics that were sold to S/N Diesel and towed from Wychwood and Hillcrest in July. Out of a fleet of 90 artics delivered in 1988 and 1989, 60 remain in service at the TTC, with a further 10 in storage. S/N Diesel is owned by the Tokma-

kjian family, who also own Ontario intercity and charter bus company Can-Ar.

OC Transpo has on order 105 Orion Vs (diesel-fuelled, no lift, no air conditioning) buses for delivery from late 1997 into 1998, and 140 Orion VI low-floor buses for delivery from 1999 into 2000.

—Canadian Transit Heritage Foundation

TORONTO

NEW BUS STEERING PROBLEMS

After several earlier signs of a problem, the TTC removed its entire fleet of brand-new Orion V lift-equipped buses from service over the Labour Day weekend, as a result of a power-steering problem. On several occasions, drivers had experienced a sudden loss of power steering when in the middle of a turn. The problem was traced to the slipping of belts that provide power to the steering mechanism; these buses have power steering that is belt-driven off the engines.

Because of the possibility of accidents if further incidents occurred, and because no satisfactory solution had been found after several repair attempts by the manufacturer, the TTC decided to park the entire fleet until the problem was solved.

All but one of the 135-bus order had been delivered, although not all were yet in service at the Arrow Road and Malvern garages when the problem developed. The removal of about 10 percent of the TTC's bus fleet had serious effects on service levels in the first two weeks after the summer vacations. During the first week of September, there were up to 95 cancellations of bus runs each morning rush hour, and buses were hurriedly transferred between garages to spread the shortage of buses more evenly across Toronto.

While it was originally thought that the problem may last for some time, a repair solution was developed by TTC and Orion engineers, and was tested on three buses that were run in service around the clock for three days. The solution gives satisfactory warning if the power steering belts start to slip, and the fleet was returned to service on September 17.

CARS DELIVERED

In early September the latest TTC T-1 subway cars were delivered to Greenwood Yard. Cars 5006 to 5009 were spotted on CN trains in Toronto over the Labour Day weekend. After delivery to Greenwood using the standard-gauge siding there, the cars were moved through the subway to Davisville Carhouse for commissioning. • Scarborough RT car 3006, which was shipped to Bombardier's Millhaven plant on April 15 for refurbishment trials, returned on September 23 to McCowan Carhouse on TTC flatbed trailer T-326.

—Calvin Henry-Cotnam, Paul Bloxham, Ray Corley

SHEPPARD SUBWAY CONSTRUCTION

Metro Council decided in mid-September that the Sheppard Subway will be built in its entirety and opened between Yonge Street and Don Mills Road, changing its decision made a month previously to only construct the tunnels for the line, but not to finish or open the subway. The project will cost Metro at least \$260-million over the next six years, with the province contributing \$511-million. The province's share falls short of its usual 75-percent contribution, and some economies of design may be required to complete the subway under the reduced approved budget.

The earlier decision in mid-August to build only the tunnels would have cost \$130-million, but would have resulted in close-out costs of approximately \$34-million at the end to the tunnel work, and \$150 000 in annual maintenance costs to secure the completed but unused tunnels. Restarting construction on the line later would cost about \$9-million. As a result, it was recommended that the construction of the line in its entirety be carried out, to avoid these unproductive expenses.

BUS FIRE

A serious bus fire on July 11 caused major damage to bus 6569, a 1990-built air-conditioned New Flyer D40 based at Danforth Garage. The operator was deadheading from the garage to the start of service downtown on the 143—Premium Express via Queen East route at the beginning of the afternoon rush hour when he noticed smoke and fumes in the bus. He stopped the bus on Eastern Avenue, just outside Russell Carhouse, to call for assistance. Within a very short time, the bus was engulfed in flames, which caused extensive damage, including melting much of the fiberglass interior and exterior at the rear of the bus. The fire is believed to have started with faulty fluorescent light ballasts. No one was injured.

SUBWAY CAR NOTES

In addition to the cars mentioned as part of the tests of automatic train operation systems (August *Rail and Transit*), H-1 class cars 5408 and 5409 were also modified to work with the primary test cars, H-5s 5736-5737, in place of the usual H-1s, 5410-5411. Cars 5408 and 5409 did not have the extensive striping and signage as the other test cars, but were used several times when the other H-1s were not available. By late September, after the cancellation of the ATO tests, 5736-5737 were observed back in revenue service, with all markings removed but in some cases with traces still visible on the aluminum doors of the cars. • As of October 6, subway work service car RT-17 was to be released to the Sheppard Subway construction team, for conversion for use on the project. The flat car, which is at Davisville Carhouse, will be

fitted with a cherry-picker and other equipment that will allow it to do such tasks as fibre-optic cable laying.

PCC DISPOSALS

The disposal of surplus PCC cars from Toronto is almost complete. Five of the remaining six cars left TTC property in August and September. One car remains to be picked-up by its purchaser, and after that car leaves, only the TTC's heritage fleet of 4500 and 4549, and the surface rail grinders W-30 and W-31, will remain.

All cars were shipped from Wychwood Carhouse on the dates shown. Refer to the list in the July *Rail and Transit* for complete information on TTC Class A-15 disposals and purchasers.

To Vintage Electric Streetcar Co, Windber, Pennsylvania:

- 4606, September 9
- 4609, August 27
- 4610, September 12
- 4615, August 29
- 4616, September 10

To Gary Posey, Perkinsfield, Ontario, for possible conversion to a restaurant:

- 4524, August 27

The last remaining car, 4529, was to be shipped to Kenosha Transit, Kenosha, Wisconsin, for use on a proposed light rail line in that city. Transport arrangements did not go as planned, and the car remains stored outside at Wychwood, awaiting shipment.

—Ray Corley

MONTREAL

METRO NOMENCLATURE CHANGE

The Metro lines in Montréal are now being officially referred to by their colour, and the numbering systems for the lines, which dates back to the opening of the Metro in 1966, has been dropped.

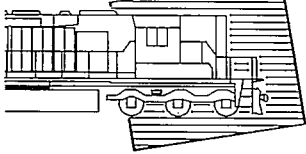
The colours adopted have for many years been used on maps and directional signs in the stations and in printed materials. Line 1 is now the Green line, Line 2 is the Orange Line, Line 4 the Yellow Line, and Line 5 the Blue line.

WRAPPED METRO TRAIN

As part of a promotional campaign for Levi's clothing, one train on the Green Line has been covered in an all-over silver scheme. The wrapping looks like heavyweight, adhesive-backed paper. Unlike the vinyl bus wrap advertising, it doesn't go over the windows. A careful job has been done of applying the wrapping, to completely cover the blue-painted portions of the train, and give the impression that it has been repainted. The ends of the train are wrapped as well, but there is a space between the cars where the underlying blue exterior is visible. The word "Regarde" is above each door, in black, and the brand logo is beside each door.

—Tom Box

MOTIVE POWER



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GO TRANSIT

LOCOS FOR SALE

GO Transit has offered for sale by public tender three of its newest locomotives, F59PH-Series IV units. The locomotives are surplus to requirements, not likely to be required in the future. Bids for the units are due by November 7. Three units, 566, 567, and 568, are currently stored separately at Willowbrook from five other stored units.

The three locomotives to be sold are part of GO's fourth and final order of F59PHs, seven units in the 562-568 series, all built and delivered from GM in London in 1994. They were delivered after the first budget-related service reductions had begun on GO the year previously, and with further cuts to trains and train lengths in 1995 and this year, the locos are among up to nine units that have been in storage this year.

GM DIESEL DIVISION

ENGLISH, WELSH & SCOTTISH RAILWAY

On May 24, English, Welsh and Scottish Railways (EWSR) ordered 250 new 3000 horsepower G-C diesel-electric freight locomotives with the Electro-Motive Division of General Motors, La Grange, Illinois. The locomotives have been ordered to replace life-expired members of Classes 31, 33, 37, 47, and 73. EWSR is the new private owner, with Wisconsin Central participation, of four former British Railways freight companies.

Of the 250 locomotives, likely to be designated as Class 66, 220 will be heavy-haul machines geared for 75 m.p.h. and 30 will be geared for 100 m.p.h. and equipped to provide a train heating electrical supply. The 30 "high speed" locomotives will be dedicated to parcels and charter train duties. Deliveries are expected to start in late 1997. Within the first year, 100 locomotives will be delivered at two per week. The delivery rate of the remaining 150 locomotives has yet to be decided but is likely to be 50 locomotives at one per week in the second year with the balance at 25 per year.

Design work is now under way at GM. The detailed design work is still at an early stage, but essentially the locomotive will use the JT26CW-SS car-body design of the Class 59 locomotives already in service in Britain,

as the locomotives must fit into the restricted clearance envelope of the British loading gauge. GM and EWSR have already met with Railtrack, owner of the lines over which the locomotives will run, about safety acceptance. GM and Railtrack will work together during the design and manufacture to ensure the safety-case acceptance can be gained by the delivery date of the first locomotives.

Although the external appearance of the locomotives will be similar to the existing Class 59 locomotives, their internal layout will be different. The mechanical parts, including the trucks, will be based on those of the SD70MAC and the electronics will be based on those of the SD80MAC. Exceptions will be the use of a 12-cylinder 710 engine and DC traction motors instead of the 16-cylinder engine and AC traction motors on the SD70MAC. The operating conditions in Britain do not call for hauling heavy loads at low speeds for long periods where the AC traction motors have a performance edge. (DC traction motors are also cheaper.)

EWSR Chairman Ed Burkhardt told delegates at the annual Rail Freight Conference that the new locomotives will cost about half as much as the Brush Class 60 and added that the GM locomotives will be easier and cheaper to maintain and have a higher overall quality. He added that he would prefer to use British suppliers and will do so where quality and price are acceptable.

"I'm disappointed that the decision by EWSR to spend some £300-million on locomotives to be manufactured by General Motors of Canada was seen, not as major step toward the rejuvenation of railfreight in Britain, but as an affront to British industry."

GM AND SIEMENS

In late June, a letter of intent was signed between GM Locomotive Group and Siemens Transportation Systems Group to examine the feasibility of establishing a joint locomotive development venture. The venture is an extension of the partnership which developed the AC technology incorporated by General Motors in the current SD70MAC, SD80MAC, and SD90MAC series of locomotives. Discussions between the two companies have implied that GM's operations in London would be aligned with Siemens' operations in Kiel, Germany, and that the locomotive design and sales organisations of the two companies would also be combined. GM would retain a majority share in the venture, which could be established by early 1997.

CURRENT WORK AT DD

These units were seen in various states of completion outside DD in London during June, July, and August:

- **BNSF** (Burlington Northern series) SD70MACs 9772, 9774, and 9775 — This concludes the current BNSF order.

- **Canadian National** SD75Is 5628, 5629, 5630, 5631, 5632, 5633, 5634, 5635, 5636, 5637, 5638, 5639, 5640, 5641, 5642, 5643, 5644, 5645, 5646, 5647, 5648, 5649, 5650, 5651, 5652, 5653, 5654, 5655, 5656, 5657, and 5661.
- For **Ghana**, GT18LC-2s 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, and 1683 — All shipped to Halifax on CN flat cars on June 6.
- For **Ghana**, two spare six-wheel trucks on a CN flat car — Shipped on June 25.
- **Union Pacific** SD90MACs (UP class SD90/43M) 8026, 8027, 8028, 8029, 8030, 8031, 8032, 8033, 8034, 8035, 8036, 8037, 8038, 8039, 8040, 8041, 8042, 8043, 8044, 8045, 8046, 8047, 8048, 8049, 8050, 8051, 8052, 8053, 8054, 8055, 8056, 8057, 8058, 8059, 8060, 8061, 8062, 8063, 8064, 8065, 8066, and 8073.
- **Union Pacific** SD90MAC (UP class SD90MAC) 8160 — The first engine shipped with the new 16V265H engine — Expected to be renumbered to UP 8200.

CANADIAN NATIONAL

NEW AND OLD

Workers in GM's London plant were off the job between October 9 and October 24, as part of a Canada-wide strike against GM. Even before this, which disrupted the delivery of CN's new SD75Is, CN just couldn't get enough power.

First, the last three M636s to have run — 2313, 2323, and 2338 — were returned to service. They had last run in July (2313 ran until July 12), and have been working again since September 23. Another M636, 2335, has been in service since October 3.

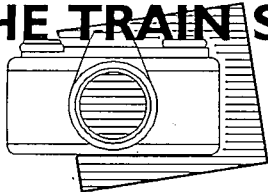
CN has also leased 11 Wisconsin Central SD45s. As of October 11, WC 6610, 6613, 6614, 6615, 6617, 6618, 6620, 6621, 6625, 6627, and 6629 were on CN property. Six of the units were delivered to the diesel shop at Symington Yard on October 9 for pre-lease inspection. The WC units are expected to return when CN's regular seasonal lease of LMS Dash 9-44CWs begins in November.

RECENT RETIREMENTS

- GMD-1 1118
- SW1200s 1512, 1516 (both ex-GTW)
- RSC14 (RS18) 1786
- M636s 2313, 2323, 2335, 2338 (all sold to the Arkansas and Missouri)
- M420s 3507, 3525, 3529
- HR412 3581
- GP18s 4700, 4703, 4704 (all ex-GTW)
- S13 8702
- GP40-2Ls 9488, 9546 to Helm for lease to Kansas City Southern
- GP40-2s 9640, 9648, 9654 to AMF Transport to be rebuilt for MBTA in Boston

Motive Power sources: Galen Fromm, Ron Jackson, Dan Kirlin, John Legg, Glen Smith, GO Transit, FCRS Tempo Jr.

THE TRAIN SPOTTERS



Sean Robitaille

371 Wakefield Place
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DOWNTOWN DETOURS September 1 Sean Robitaille

Between 08:30 on August 31 and 20:15 September 2, the York Subdivision was closed to all traffic. This was a result of the installation of one of two new spans carrying the line over the widened Highway 401. Consequently, all freight traffic into Toronto from the east was forced to run via downtown Toronto, allowing for the sight of heavy freight traffic on routes normally occupied by passenger consists. On September 1, Paul Bloxham and I went to the Rouge Hill area to catch some of this unusual freight action.

We arrived at the Rosebank Road crossing (Mile 316) just after 08:30. With a cloudless sky it looked as if we would get an excellent day for photography. When we arrived, the scanner was alive with talk between the RTC and CN Train 369. Apparently, the train had stalled on the 1.0 percent ascending westbound grade through Guildwood and the engineer was asking for some extra power. At this point the train had units 9534-9507-9406-5096-9664-7052-5203-9302 leading, but unfortunately, most of the units were dead, headed for repair at MacMillan Yard. The RTC indicated that Train 416 was at Oshawa dropping its train of empty auto racks, and the light power returning to Mac Yard should be able to assist. In the meantime, 369's crew began to cut the train across the grade crossings in the vicinity of Guildwood. For several hours, 369's problems restricted the RTC to single-track operation between Guildwood and Durham Jct., making it all but impossible to weave freight traffic through the procession of GO and VIA trains.

Our first train didn't arrive until 09:50, and that was the first eastbound GO train of the day. Shortly afterward, at 09:56, Train 416's power went west; it was made up of 5334-5329-5305. Upon arrival at Guildwood, these units were put on the head end of 369 and the lengthy process of rebuilding the broken-up train began. In the meantime, between the hours of 10:00 and 12:30, we had to satisfy ourselves with the numerous passenger trains. On this day, GO was providing service every half hour to serve the Exhibition in Toronto. During that two-and-a-half-hour period, we counted seven GO trains plus VIA Nos. 42 and 60 (the latter with 6428-6422 leading a mixed consist of LRC and HEP-II equipment). At 12:30, Train 369 began again moving west from Guildwood;

up front now were units 5334-5329-5305-9534-9507-9406-5096-9664-7052-5203-9302. The movement of 369 freed up the north track between Guildwood and Durham Jct., so the RTC allowed the movement of two freight trains in each direction from Don and Pickering. First on the scene was Train 391 at 12:35, with 5641-5645 and 78 cars. Next was a westbound tie unload work train headed for Glencoe at 12:40 with 3586, 10 cars, and work car 79703. After GO Train 912 passed, the two eastbound freights arrived. Train 204 passed at 13:05 with 5634-9440-9528 and 90 cars, then Train 318 passed at 13:15 with 2111-5145-3585-4129-4031-4140 and 91 cars. At this point, parched from being in the sun for several hours, we decided to call a lunch break and ate beside the Rouge River in the shade of the Kingston Subdivision bridge.

After lunch, another lull developed in the freight traffic. Between 14:00 and 16:00 at Chesterton Shores (Mile 317.2), we saw three GO consists and two VIA consists, but no freights. We then moved to Beechgrove Drive (Mile 318.8) in the hopes of witnessing a westbound freight digging into the 1.0 percent uphill grade. After two GO trains and VIA Train 64 with 6917 leading four LRC coaches (the LRC unit was used on No. 64 because of the cancellation of Train 66 on this long-weekend Sunday), an eastbound freight arrived. Train 144 passed at 16:51 with 5243-GTW 5931 (in CN North America paint)-CN 5019 and 79 cars of intermodal traffic. For the next hour, four GO consists were sighted along with two VIA trains. Notable was VIA No. 61 with 6416-64027 leading eight cars. At 17:55, a westbound freight finally appeared. Train 395 rounded the curve to the east of the crossing in full throttle with 5100-5046-9533 leading 66 cars destined to the GTW. From the scanner, we heard that the next westbound freight was still out by Coport, so we decided to have dinner while awaiting the train's arrival.

After supper, we arrived back at Chesterton Shores to take our final shots of the day. Just as the sun was about to drop below the horizon, westbound CN Train 363 rambled by with 9404-3512-9602 and 60 cars. After 363's passage, we put our cameras away and just watched the action. We didn't have too long to wait, as Train 277's power showed up at 19:26; units 6021-5613 were headed light

east to Oshawa to pick up their train of auto racks. Shortly after, Train 307 passed by with 5626-9424 leading 85 cars. After the eastbound GO train went by, VIA Train 65 appeared at 19:55 with 6919 leading five LRC coaches.

With daylight just about gone, we decided to pack up and head back home. However, once we were on the 401, the RTC came on to discuss the game plan with Trains 277 and 361. Apparently several freights were starting to converge upon the Scarborough-Don area and some rare freight meets would occur on the triple track at Scarborough. Not having to go to work the next day, we decided to watch the scenario unfold at Scarborough.

We arrived at Scarborough at 20:45. Shortly afterwards, at 20:56, CN Train 361 blew through with 9495-5077-3540-9418 and 64 cars. The RTC instructed 277, which was following 361, that they would be waiting at Scarborough for the eastbound GO train and eastbound freight 364. Train 277 glided to a stop at the Scarborough home signal at 21:30 with 5613-6021 and 41 auto racks and waited for its double meet. Soon after, the eastbound GO train passed. A few minutes after its departure, the roar of 364's units could be heard working hard on the 1.0 percent ascending grade of Danforth hill. At 21:48, Train 364 woke up the vicinity of Scarborough station as units 9672-9612-9638 laboured with 119 cars behind them. Once 364 cleared, a green cleared the way for 277 to coast down the hill to the Don.

What we witnessed was likely one of the busiest pieces of railway in Canada on September 2, 1996. Of the trains we made note of, 13 were CN freights, nine were VIA consists, and 18 were GO trains.

VARIETY IN VANCOUVER

July 22, Dean Ogle

Unusual variety in CN locomotives was seen at Vancouver on July 22. Here's the lineup:

- CN Westbound with 2502-6008-50xx-5388
- CN Train 117 with 9575-9569-3569
- CN Train 101 with 3554-3531-6022
- CN Train 203 with 9554-9306-9568

That makes three very rare trips for 3500s to Vancouver, and possibly the first trip of a 9300-series unit to Vancouver.

