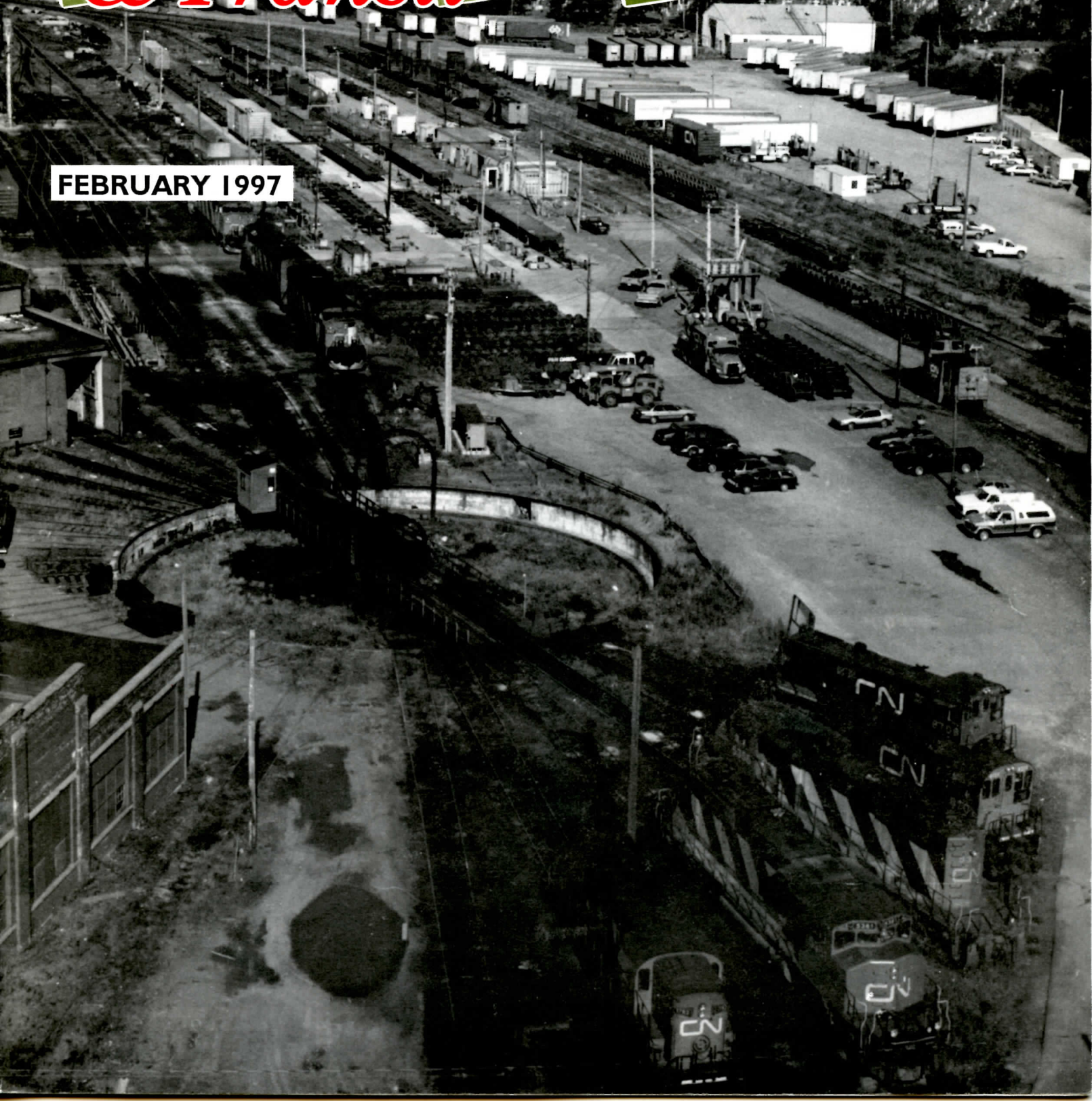


Canada's Railway Magazine since 1945

Rail & Transit



FEBRUARY 1997



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Coming events

Two of the most important gatherings for railfans in Ontario are coming up in the next few weeks.

Toronto model railway show – March 22 and 23, at the Toronto Congress Centre on Dixon Road between Highway 27 and Martin Grove Road in Etobicoke. (Please take note of the new location.) The hours are 11:00 a.m. to 6:00 p.m. on the Saturday and 10:00 a.m. to 5:00 p.m. on the Sunday; admission is \$9.00 for adults and \$5.00 for seniors and children.

Forest City slide trade day – Saturday, April 12, at Fanshawe College, Oxford Street east of Highbury, in London. (This is a new location for the spring show, the same location that was used for the fall show in 1996.)

Our best wishes to Denis Taylor

Our station man from Cobourg is resting comfortably in the Northumberland County Hospital in Cobourg, after suffering a stroke back in mid-January. Reports are that while Denis may have a substantial battle ahead of him to get everything back to normal, he is on his way. To anyone so wishing to send him some moral support, cards can be sent to his home address: Mr. Denis A. Taylor, 130 Queen Street Unit 3C, Cobourg, Ontario K9A 1N2. I am certain his wife will ensure that Denis gets them.

—Art Clowes

UCRS meetings

The next meeting in Toronto will be at 7:30 p.m. on Friday, March 21, 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. This is the annual general meeting, at which the business of the UCRS for 1996 will be discussed, and directors elected for 1997. Following the

business part of the meeting, we will continue with a mixed selection of slides and videotapes – please bring yours.

The following meeting will be on Friday, April 18.

Upcoming Hamilton meetings will be at 8:00 p.m. on Friday, March 21, and Friday, April 25, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. (Please take note that the March meeting is on the third Friday of the month.) The meetings will feature recent news and members' current and historical slides.

A Canadian buys a U.K. railway

John Legg writes to tell us about a Canadian role in the recently-completed privatisation of British Railways.

"On January 5, 1997, the franchise to operate Anglia Railway Train Services Ltd. was sold to GB Railways. The franchise will run for 7¼ years.

"GB Railways is headed by Canadian Michael Schabas who was a transport consultant with Olympia and York. Olympia and York is most famous in the U.K. for building the Canary Wharf project and then going bankrupt as a result. While at Olympia and York, Michael Schabas was involved in the SkyTrain project in Vancouver, Canada.

"Anglia Railway Train Services Ltd. operates InterCity trains between London Liverpool Street and Norwich and connecting local services. The local services operate on the Felixstowe, Great Yarmouth, Lowestoft, and Sherringham routes. Services are also operated to Cambridge, Peterborough, and Harwich Parkstone Quay.

"Unlike the other train operating companies, Anglia is unique in operating both In-

terCity and non-InterCity trains. GB Railways has committed itself to introducing a thirty-minute weekday service between London Liverpool Street and Norwich by September 2000 and a bus link between Colchester and Stansted Airport by July 1997. The company is also committed to spending £2-million on station improvements."

Cover photos

The photo on the front cover, by Gary W. Ness, shows the CN Fairview engine terminal in Halifax on October 21, 1990, two weeks before the demolition of the roundhouse. In the foreground can be seen RS18 (MR-14) 1782, SD40-2s 5361 and 5356, and S13s 8701 and 8708. Beyond the turntable are two pairs of Dash 8s in the 2400-series, which were in eastern service at the time.

The two photos on the back cover depict diesel-powered commuter train operation in the Montréal area. The upper photo is by Paul Bloxham, taken on the day of the UCRS to Montréal, August 17, 1996, at Windsor Station. It shows STCUM FP7 1304 at the east end of a train-set of single-level and gallery coaches. The lower photo is by Michel Belhumeur, taken on January 17, 1997, at boulevard Saint-Elzéar in Sainte-Thérèse. Bombardier-built cab car 705 is leading a train of 800-series coaches, coincidentally with FP7 1304 pushing from the rear. The occasion was a series of test runs being made that day between Blainville, Sainte-Thérèse, and Park Avenue station in Montréal, in preparation for a proposed temporary commuter-train operation this summer while a major highway bridge is closed for renovation.

This issue completed on March 8, 1997

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UCRS 1996 Excursion to Montréal

By Paul Bloxham

The first Upper Canada Railway Society excursion of 1996 was from Toronto to Montréal on the weekend of August 17 and 18, to see the commuter operations, visit contemporary and historic stations, and enjoy some time trackside and aboard trains to meet one another.

Saturday, August 17

UCRS members in the Toronto area met in the departure concourse of Union Station early Saturday morning, where we boarded LRC-powered VIA Train 52 bound for Montréal. A few hours later, we would meet up with Montréal-area UCRS members, as well as a group of people belonging to a local Internet mailing list called Montrain. With passengers and luggage aboard our train, and a favourable weather forecast to boot, we headed east into the bright morning sunshine on CN's high-speed Kingston Subdivision.

After arriving at Central Station shortly after noon, we dropped off our luggage at the neighbouring Queen Elizabeth Hotel before reconvening in the station, where we began a walking tour of Central Station and the railway lands in the surrounding area.

Inside Central Station, we noted recent renovations of an expanded food concourse, as well as the installation of new stairways providing access down to the platforms served by the Deux-Montagnes commuter trains. Moving outside, we circled Central Station. I quickly realized how "buried" the station building is among the all the high-rise development that has occurred since the station opened over 50 years ago.

We walked southward along the east side of the railway viaduct which carries CN's Montréal Subdivision into Central Station, then headed west to the old Bonaventure station grounds. Only a freight terminal building remains, used by CN until 1978. A plaque on this building commemorates the first station built here, by the Montreal and Lachine Railroad, with the first train on November 19, 1847. The second station was built in 1864, and the third in 1887, which was remodeled after fire damage in 1916. Most trains shifted to Central Station on July 15, 1943, but Lakeshore commuter trains used Bonaventure station until another fire forced its closure on August 22, 1948.

From there we walked north to Canadian Pacific's Windsor Station. This was the first opportunity for a number of us from Toronto to see the major changes that have taken place here, the most significant being the relocation of the Lakeshore commuter train terminal a little further west to allow construction of the Molson Centre hockey arena. Looking out the tall windows on the west side of the Molson Centre at the new platform area, we saw the STCUM Lakeshore commuter train which we'd soon be boarding.

Shortly before 15:00 we were allowed entry to the platform area and the train; walking alongside this equipment, I noted that our train included, from west to east, three bi-level gallery cars, two single level cars, and FP7 1304 – a nice change from the omnipresent GO F59/bi-level consists seen throughout the greater Toronto area.

At 15:01 we departed, aboard the upper level of the second gallery car on westbound STCUM Train 53. Having walked in bright sunshine and a good amount of humidity for the last two hours, it sure felt good to sit down! Outside our train were some railway stations and facilities that I'd only read about and seen in photographs, such as Glen Yard, the Montreal West station, and the South Jct. lead. After passing over St. Lawrence and Hudson's Adirondack Subdivision, we passed by Sortin Yard and the entrance to Saint-Luc Yard and the auto rack unloading area.



VIA Train 14, the *Ocean*, crossing the Lachine Canal.

—Photo by Paul Bloxham, August 17, 1996.

Some people in our group detrained from No. 53 at Lachine, Dorval, and Sainte-Anne-de-Bellevue, while the remainder rode to Dorion, the west end of the run. I was among a group who got off at Sainte-Anne. Minutes after watching No. 53 disappear, we were treated to the sights and sounds of eastbound CN No. 306 passing to the immediate south with HR616s 2108 and 2103. Wow! How much longer will we be able to see a power combo like that? Moments later, VIA Train 65 zipped by with F40 6416 and a string of LRC cars.

On the return trip aboard STCUM No. 54 (same equipment, reverse order), a westbound CN rail-unload train, with engines 5243-5282-9466-9655-9626-9506, passed us at good speed as we approached Beaufort. None of us was able to get all the engine numbers on our own, but collective trainspotting did yield a complete lashup!

We arrived back at Montréal about 17:00, where we all agreed on a game plan to take a little time out and meet up again at Wellington Tower about 17:40, where we'd catch some early-evening passenger train arrivals and departures before heading to dinner.

At the Wellington Tower and the adjacent lift bridge over the Lachine Canal, we watched as Québec City-bound VIA Train 26 and Toronto-bound VIA Train 69, running side by side, made their simultaneous departures. Amtrak Train 69, the *Adirondack*, backed into the station with dual-mode Genesis unit 709, the first sighting of such for several of us. Also arriving late was VIA No. 60, the "baggage car" train from Toronto, with two F40s and nine cars. VIA No. 14, the eastbound *Ocean*, with two F40s and 15 cars, departed about 20 minutes late, as it was held for connections from the late-arriving No. 60. With the last rays of sunlight casting long shadows, we headed for dinner at Il Était Une Fois, the former Montreal and Southern Counties terminus. (The restaurant has since closed.)

It had been a most enjoyable day, both aboard the trains and trackside, and with all the walking in the sunshine and humidity, those cold beers and large gourmet burgers were a welcome sight! At the restaurant, our collective group of about 20 took up two large tables, where we relaxed, munched, and chatted for the next couple of hours.

Leaving Il Était Une Fois with happy tummies, we strolled in a southerly direction in twilight to the Old Port area for some cool evening air and a stretch. CN's Harbour Branch crosses the Lachine Canal adjacent to an old set of locks which had long been closed and filled-in as a result of the opening of the St. Lawrence Seaway to the south, but have in recent years been excavated and restored.

Many of us were now yawning more than talking, so we decided to call it a day. On our walk back to the hotel, we passed another classic building, the former Grand Trunk Railway Canadian headquarters at 360 McGill Street, built in 1900 and used by CN until 1961.

Connections and crossings, past and present

One of the highlights for me on our trip was learning of the various railway lines that connected with or crossed our path toward Central Station in Montréal. Travelling aboard Train 52 Saturday morning, Art Clowes pointed out the locations of railway lines or spurs that did, or in some cases still do, connect with or cross today's CN Kingston and Montréal subdivisions. Below are many of the connections and crossings we encountered as we blasted eastward along the CN rails.

Don - Toronto Belt Line Ry.; Campbellford, Lake Ontario and Western Ry. (CPR); running rights to Scarborough Jct. for Midland Ry.

Scarborough Jct. - Midland Ry.

Pickering - GO Sub.; industrial complex from the second world war

Whitby - Whitby and Port Perry Ry.; Lasco Co-Steel private track-age

Oshawa - CPR overhead crossing; Oshawa Ry.

The Dangers - GTR relocation

Port Hope - Midland Ry.

Cobourg - Campbellford, Lake Ontario and Western Ry. (CPR) overhead; connection with the Canadian Northern Ontario Ry.; Cobourg and Peterborough Ry.

Brighton - Canadian Northern Ontario Ry. underpass

Trenton - Central Canada Ry. (Marmora Sub.)

Belleville - North Hastings Ry. (Campbellford Sub.); St. Annes Branch (Thurlow Ry.)

Shannonville - Campbellford, Lake Ontario and Western Ry. (CPR) overhead

Napanee - Deseronto Branch; Canadian Northern Ontario Ry.

Bath - Celanese Spur private track-age

Kingston - Realignment of Kingston Sub.; Kingston and Pembroke (CPR) overhead; GTR town spur

Lyn - Brockville and Westport Ry.

Brockville - Brockville and Westport Ry. overhead; Brockville and Ottawa Ry. (CPR) underpass, connection, and tunnel.

Prescott - Bytown and Prescott Ry. (CPR)

Crysler (near) - Chemical company private track-age

Cornwall - Ottawa and New York Ry. (NYC); Cornwall Street Ry.; Courtaulds; CPR; CN Seaway diversion

Coteau - Canada Atlantic Ry.; Wharf Spur

Dorval - GTR relocation

Ballantyne - Montreal Junction Ry.

Turcot West - CPR Adirondack Sub.

St. Henri - Montreal and Lachine

Pointe Saint-Charles - St. Paul Branch; Butler Spur; connections for Port of Montréal trackage; new line to Central Station

Sunday, August 18

I left the hotel about 09:15 and walked over to the new food concourse in Central Station for breakfast and a cup of coffee, where I met Pat Scrimgeour, Art Clowes, and a few others who had the same idea as me. By 09:45, the rest of the Toronto group and some of the Montréal group had also arrived at the station. The first item on our agenda was a trip aboard the new electric commuter cars running on the upgraded Deux-Montagnes Subdivision.

We boarded the second northbound of the day, STCUM Train 991, departing Central Station at 10:00. I had travelled on the older equipment only once, in the summer of 1992, but others in our group had been regular commuters on it. I was very impressed with the new Bombardier 25 kV (AC) electric cars; they're quiet and comfortable, with clean lines and good acceleration. I was not, however, impressed with the weather, which had changed considerably from the day before, as we exited the tunnel and headed into a light drizzle and grey skies at Canora station (formerly Portal Heights).

As we proceeded north, we got a good look at the renovated right-of-way and the new catenary, as well as a look at some new and renovated commuter stations. On the single-track section, north of Val-Royal to the end of the commuter service at Deux-Montagnes, the drizzle stopped and the sky grew a little brighter.

As it was a Sunday, nearly all of the new equipment sets were parked in the yard at the new maintenance facility, located north of Deux-Montagnes station between CN operating points Saint-Eustache Sud and Saint-Eustache Nord on the west side of the Deux-Montagnes Subdivision. Located on the west side of the yard is the maintenance building and office, where the new cars receive repairs. At the north end of the yard was veteran GE Boxcab 6710.

By the time we headed back toward Montreal on STCUM southbound Train 992, the sun was shining brightly. We detrained at Mont-Royal station at 12:25 for some lunch. Up on the embankment on the west side of the line was Le Torréfacteur de la Gare, a restaurant occupying the former Canadian Northern station. In addition to several entrees, the restaurant had a good selection of desserts and coffees.

After lunch, we walked south on Dunkirk Road through the Town of Mont-Royal toward Canora station. Dunkirk runs parallel to the commuter line on the west side; running parallel along the east side of the line is Canora Road (Canora being a acronym for Canadian Northern Railway).

From Canora station we walked east along rue Jean-Talon toward the old CPR Park Avenue station. About halfway along, we could hear the unmistakable sound of a freight train. Coming toward us from behind was an StL&H east-bound, on the Adirondack Subdivision, which runs parallel to Jean-Talon a little ways to the south. A few of us freight types ran a hundred-metre dash down Rockland Road to see the goods - three CP SD40-2s and a long train of general freight.

At the Park Avenue station, we walked around to the east side of the building, where the station tracks were located; the StL&H Lachute Subdivision runs north-south to the immediate east. Tall grass and a few trees now occupy the area where station tracks once were. The station was last used by VIA in 1984, but a small section of the station building on the west side is used as an entrance to the Parc Métro station (or subway station, for we Toronto types). The rest of the building has been sitting vacant for years, but the City of Montréal plans to sell it to Loblaw's, who plan to locate their Québec headquarters there.

We had hoped to also visit the CPR Place Viger station, but we figured that the trip there would require more time than what we had to still make it back to the hotel and railway station in time to board the train back to Toronto.

(Continued on Page 7)

TTC CONSIDERS OPPORTUNITIES FOR NEW STREETCAR ROUTES

A recent report by TTC staff considered the possibility of increased streetcar service in Toronto. While the report did not recommend the immediate construction of any new streetcar routes, the three bus routes most appropriate for conversion to streetcar operation were identified, and the relative simplicity of a streetcar connection along the waterfront on Queens Quay between the existing tracks on Spadina Avenue and Bathurst Street was highlighted. The report was well-received, and as a result, some detailed work on the feasibility of the Queens Quay connection has begun. The following are a summary of, and excerpts from, the report Opportunities for New Streetcar Routes.

The report was in response to specific questions from the commissioners, who asked for identification of potential options if the streetcar network were to be expanded; requested staff to examine the feasibility of a downtown circular streetcar route using existing trackage; and asked about linking along the waterfront the 511-Bathurst streetcar route with the soon-to-be opened 510-Spadina route. The resulting report provided an overview of possible streetcar expansion opportunities, but was not intended as a detailed or comprehensive evaluation of specific expansion projects. As part of the report, existing TTC bus routes were assessed for possible conversion to streetcar service, freight railway corridors proposed for abandonment within Metro were briefly reviewed for possible streetcar operation, and "missing links" in the current streetcar network were identified.

The report began with an overview of the TTC's current streetcar services, including fleet size and the number of customers carried on the network. The report noted that streetcars are an important and highly visible part of the TTC's transit system, and while they constitute four percent of the TTC's surface route kilometres, they carry 22 percent of all weekday TTC customers, and provide service on the TTC's busiest surface routes. Approximately 285 000 customer-trips are made each weekday on the streetcar routes (including the future 510-Spadina), and this is approximately 35 percent of all the customer-trips made on TTC surface routes. The four busiest TTC surface routes, 506-Carlton, 505-Dundas, 504-King, and 501-Queen are served by streetcars, and more than 40 000 customer-trips are made on each of these four routes each weekday.

The TTC has a revenue fleet of 248 streetcars, comprising 196 Canadian Light Rail Vehicles (CLRVs), built between 1977 and 1981, and 52 Articulated Light Rail Vehicles (ALRVs), delivered between 1987 and 1989. At present, a maximum of 126 CLRVs and 38 ALRVs are required for scheduled service. By the fall of 1997, when the 510-Spadina streetcar route has replaced the 77-Spadina bus route, the number of CLRVs in scheduled service will increase to 141. Fleet-wide, of the total fleet of 248 cars, up to 166 CLRVs and 44 ALRVs could be scheduled for service, allowing for the necessary maintenance spares. By the fall of 1997, therefore, there will be 25 surplus CLRVs and six surplus ALRVs. It is the existence of this surplus fleet, and possibilities for using the spare cars, that prompted the report.

Queens Quay connection

The report concluded that a streetcar connection could be built on Queens Quay at Harbourfront to connect the existing streetcar track system at Queens Quay and Spadina Avenue with the 511-Bathurst route at Bathurst Avenue and Fleet

Street. The map on the next page shows this possible connection. The cost of a no-frills track connection, including track, overhead, and power supply, is estimated at \$20- to \$22-million. This new track connection would allow streetcar service to be operated between Union Station and Exhibition Place, and would provide a high-capacity, high-quality transit link to an area of potential redevelopment and increased activity. The report noted that there is currently no funding for this connection in the TTC's construction budget.

The new streetcar service on Queens Quay between Spadina and Bathurst would partly replace the existing 121-Front-Esplanade bus route, and all of the 521-Exhibition East streetcar service which now operates during special events between Exhibition Place and St. Andrew and King subway stations, on Fleet, Bathurst, and King streets. New direct streetcar service along the western waterfront would improve connections between Exhibition Place, Ontario Place, and the TTC subway network and the rest of the GO Transit commuter railway network. The new streetcar service would largely be in reserved right-of-way, which would make the service fast and reliable, and more attractive to customers than the current bus service. The streetcar service would operate much more frequently than the current 60-minute off-peak GO train service between Union Station and Exhibition Place. The larger capacity of streetcars compared to buses makes streetcars superior to buses for carrying large numbers of customers to and from major events, and would reduce the cost of serving large crowds at Exhibition Place and Ontario Place. The new Exhibition Loop, opened in June 1996, is a brand-new high-capacity terminal that could be used as is by cars operating to and from Union Station.

It was noted that this connection has been examined before, as part of studies for the Waterfront West Light Rail Transit (WWLRT) project between 1990 and 1993. Although the environmental assessment for the WWLRT received provincial approval in August 1995, the project has since been put on hold as a result of funding cuts, and no further design or construction work has been done. While the WWLRT had a recommended alignment west along Queens Quay, north on Portland Street (a new street, now under construction), and west along Lake Shore Boulevard (including a realigned Lake Shore Boulevard, west of Bathurst Street) to Exhibition Place, the recent TTC report identified a simplified, lower-cost alignment, using Queens Quay, Bathurst Street, and existing track on Fleet Street, which could be built with fewer changes to other roads in the area. While acknowledging that opposition was received in the past to the reduced road capacity for automobiles that would result from the new streetcar line, as a result of the report, TTC staff are examining both alignments in detail, and considering sources of funds for the work.

Other possible new streetcar routes

The report also considered how new streetcar routes could be created either by converting existing bus routes, or by building new rights-of-way that do not directly replace existing TTC services. In determining the suitability of converting existing bus routes, the present ridership and service levels were examined.

The three routes that rank most highly for possible conversion to streetcar routes are 22-Coxwell, 29-Dufferin south of Bloor Street, and 63-Ossington south of Bloor Street.

These are shown on the map on the next page. These three routes rank highest among all TTC bus routes for the shortest route miles of track required, and for the highest number of weekday customer-trips per length of new track construction required.

Changing 22-Coxwell to a streetcar route would replace three buses with three streetcars. Approximately 7600 customer-trips are now made on this route each weekday. Approximately 1 km of double-track and overhead would be required, north of upper Gerrard Street, along with a loop at Coxwell subway station, which may require property acquisition (track on Coxwell and a loop at Coxwell and Danforth existed for many years, and were removed after 1968 when the Danforth subway opened and streetcar service on Coxwell was replaced with buses), reconstruction of the station, or an alternate location for the streetcar-subway transfer area, perhaps on land already owned by the TTC on the south side of the Danforth. Track already exists on the rest of the route, on Coxwell between upper Gerrard Street and Queen Street, and on Queen Street and Kingston Road. Service in the evening and on weekends on Kingston Road, now provided by the 22-Coxwell bus, would also be provided by streetcars if this change were made.

Changing 29-Dufferin south of Bloor Street to streetcars would replace approximately nine buses with eight streetcars. Approximately 12 000 customer-trips are now made on the bus service south of Dufferin Station on the Bloor Subway. Some customers would be inconvenienced by an additional transfer, as these trips now travel across Bloor Street, and would instead have to transfer between bus and streetcar. Streetcars would be used at times of major events at Exhibition Place, and with their higher capacity, compared to buses, they may reduce the cost of operating special-event service. The new streetcar service would require the construction of approximately 2.5 km of double track and overhead, between Queen Street and Dufferin Station, along with a loop at or

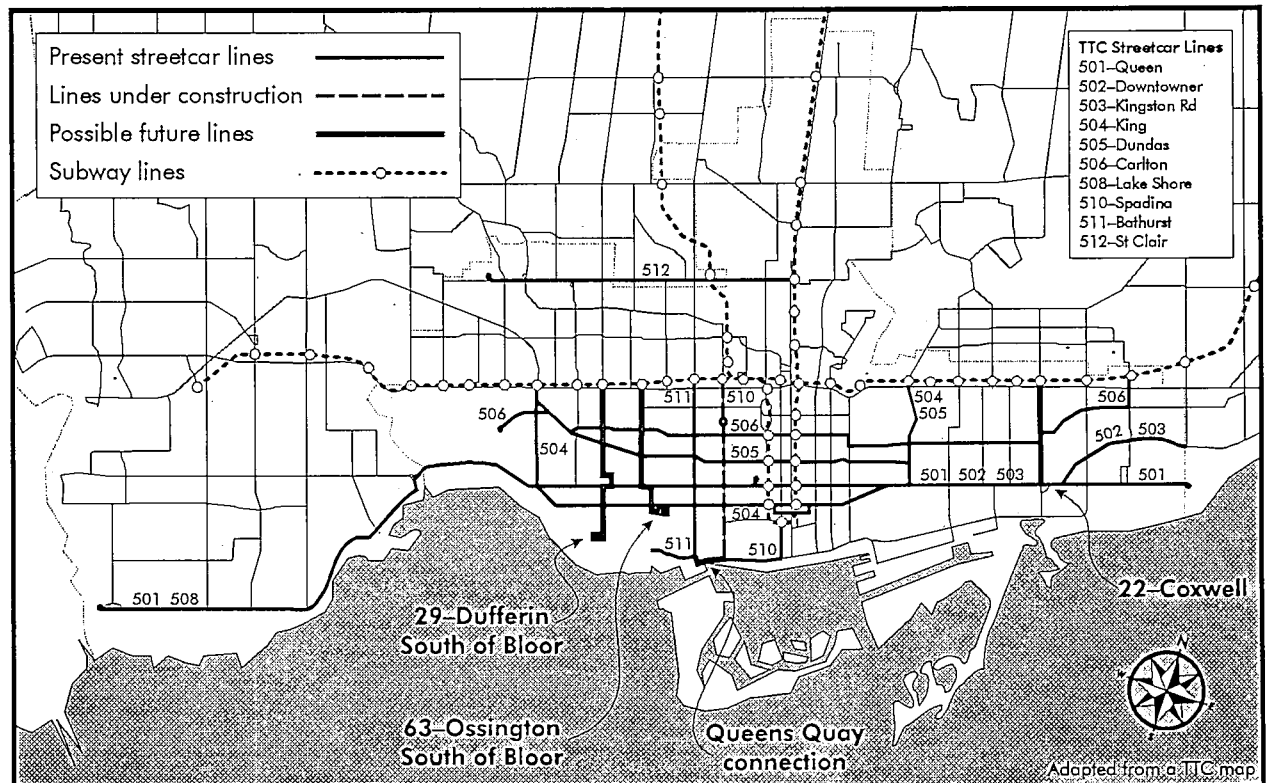
near Dufferin Station. Property acquisition would likely be required, as there are currently no off-street looping facilities at Dufferin Station. Track and overhead already exist south of Queen Street, including a streetcar terminal at the Dufferin Gates at Exhibition Place.

Changing 63-Ossington south of Bloor Street to streetcars would replace approximately six buses with five streetcars. Approximately 7600 customer-trips are now made on the bus service south of Ossington Station on the Bloor Subway. As with 29-Dufferin, some customers would be inconvenienced by an additional transfer, as they would have to transfer between bus and streetcar at Bloor Street. The new streetcar service would require the construction of approximately 1.6 km of double track and overhead, between Ossington Station and College Street, and between Dundas Street and Queen Street, along with a loop at or near King Street. Track and overhead already exist on Ossington Avenue between Dundas and College, and on Shaw Street between Queen and King. There is currently an off-street bus loop at Ossington Station, and a loop could be constructed there, either entirely within the station property (if feasible), or partly in the station and partly on the local streets near the station that are now are currently used by the bus services. New property might be required for the off-street loop at the south end of the route, at King Street. Construction of this loop could be avoided if either an additional connection were built on Strachan Avenue to the Exhibition, or if streetcar service on Ossington were operated through to downtown on King Street.

Together, these three routes would use 16 streetcars during the peak periods, and with the required maintenance spares would reduce the surplus of 25 CLRVs to seven. The routes would be connected to the rest of the streetcar system, and would not require additional carhouse or shop capacity.

The report noted that all three routes, while having relatively high ridership, have less than 3000 customer-trips in the peak hour, which is considered the economic break-

TTC Streetcar Lines



even point for conversion from bus to streetcar. The report also noted that streetcar operations are prone to more disruptions than bus operation, because of their reliance on a fixed right-of-way, and that some opposition from nearby residents might be expected if these routes were to be converted from bus to streetcar, as streetcars do inevitably produce noise from wheel squealing, and have in the past caused increased vibration. Almost all of the vibration and much of the noise can be minimised by the new resilient track construction that would be used for any new track that is built. It is also noted that none of these three potential new streetcar routes is as suitable for full transit priority as was Spadina Avenue, because of the relative narrowness of the streets, compared to Spadina. Without the added benefits to customers of a dedicated right-of-way, the full effects of conversion to streetcar service, including the potential for a ridership increase, may not be realised.

In addition to the routes noted above, which require only short sections of track, consideration was also given to converting some of the busiest longer bus routes. Routes were ranked by the total number of customers, number of customers in the busiest single hour, and route length. The 85-Sheppard East and 39-Finch East bus routes consistently ranked the highest; the inclusion of 85-Sheppard East is not surprising, as the construction of a subway to replace part of the route is underway. The 39-Finch East route's 46 buses, a mix of standard 40-foot buses and 60-foot articulated buses, could be replaced with approximately 41 CLRVs. The number of streetcars required to convert this route is greater than the current surplus of CLRVs, however, and the route is outside the geographic area of the present street railway network and would require longer stretches of new track and new facilities. For these reasons, conversion of 39-Finch East and similar suburban routes was not recommended.

Other possible changes considered were the extension of the 512-St. Clair streetcar route farther west, to Runnymede Road; the conversion of the 40-Junction bus route to streetcars; and the use for new streetcar routes of railway rights-of-way that are proposed for discontinuation by CN or CP, primarily the CN Newmarket Subdivision and the Don Branch of the CP Belleville Subdivision. While the report did not recommend immediate consideration of these routes, because of existing low ridership, it did state that all these possibilities should be protected for, so that future development does not preclude streetcar operation when warranted. With specific reference to the possible abandoned railway corridors, the report recommended that the TTC support the preservation of these rights-of-way for possible future transit use.

Downtown circular route

To deal with the specific request for a circular "belt line" downtown streetcar route, the report considered several options using the existing track network. The routing option with the lowest operating cost was King, Spadina, Queen, Church, Richmond, and Victoria, in both directions, which would use four streetcars. The estimated ridership was not high enough to meet the TTC's minimum economic standard, and so this or any belt line route was not recommended. Mention was made in this section of belt line routes from the past, including the original Belt Line streetcar route, operated from 1891 to 1923 on King Street, Spadina Avenue, Bloor Street, and Sherbourne Street; and the two versions of the Peter Witt Tour Tram route from the 1970s. The relatively low average ridership of the Peter Witt belt line route was noted, declining from a high of 284 customers per day in 1973 to 172 in its last year, 1975.

While no circular route is recommended, the very high transfer flow from south-to-east and west-to-north at Spadina and Dundas was noted, and TTC staff will examine the

operation of direct service between these two streets once the 510-Spadina streetcar is in operation.

Increased service on existing streetcar routes

A final option considered in the report was to use up the spare CLRVs by operating more streetcars on the existing streetcar routes. This would increase ridership, because of the attractiveness to customers of a reduced waiting time. Overall, however, the increased cost of the additional service is estimated to far outweigh the additional revenue that would be generated.

Up to 25 cars, the present surplus of CLRVs in the morning peak period, could be added to service. (An increase in service on ALRV routes was not considered, as at this time the surplus cars are required for a modification programme on these cars to improve reliability.) Overall, the reduced waiting time would increase morning peak ridership by an estimated 100 000 customer-trips per year. Similar figures were calculated for off-peak service increases, and if all of these service increases were made, approximately 1.02 million more customer-trips would be made each year, increasing revenue by \$1.38-million per year. The annual operating cost increase would be \$9.9-million, however, and so the changes were not recommended.

Future work

While the report did not recommend the immediate construction of any new streetcar routes, the possibility exists that the Bathurst-Spadina connection on Queens Quay, at least, may become a reality in the next few years, if funding can be found. The report has made clear the importance of streetcars to the TTC's transit system, and emphasised the TTC's continuing commitment to operate streetcars for the foreseeable future. ■

UCRS 1996 Excursion to Montréal

(Continued from Page 4)

Instead, we hopped on the Métro Blue Line at Parc and rode it east to Jean-Talon, where we were required to board special detour buses, as a section of the Métro was closed for maintenance work. The buses took us to Rosemont, from where we rode the Orange Line to Bonaventure. We visited the new South Shore indoor bus terminal, adjacent to Place Bonaventure, before picking up our luggage at the hotel.

Our return trip to Toronto was on VIA Train 67, the westbound express *Metropolis* – a train I had not yet ridden but had photographed many times and wanted to ride for some time. As on our eastbound trip the day before, our group got the early boarding call and were seated together toward the end of the LRC car. At the front of our train was LRC locomotive 6919. Looking out the window and across the platform, we saw an impressive sight: the eastbound combined *Ocean* and *Chaleur*, with two VIA F40s and a lengthy train of 21 stainless-steel cars, awaiting its 19:00 departure.

Train 67 made but one stop en route to Toronto, at Dorval. Blasting along the Kingston Subdivision at 100 miles per hour, through the wide open fields of eastern Ontario, in warm afternoon sun was a nice way to close out the weekend.

Scott Haskill told us that the scheduled meeting place for Trains 66 and 67 was in the vicinity of the Kingston Mills lock on the Rideau Canal, just east of Kingston. Well, he was right! On the tangent track just east of there, a quick flash of grey, yellow, and a little blue was seen out the windows on the south side as No. 66 blew past. A couple of eastbound freights zipped by us, and we overtook one westbound as well, before arriving at Union Station.

It was hard to believe, but most of us were "trained-out" by the time we got back to Toronto. A very enjoyable trip, fellas. Let's do another! ■

Research and Reviews



Just A. Ferronut's

Railway Archaeology

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"Golden Chariot" observation cars

With February hard upon us, I had better clean up a few tidbits passed my way last fall.

Doug Brown passed along a copy of Norm Mort's column from the *Montréal Gazette* carrying details on the question as to what happened to Montréal's four "Golden Chariots," from the days of rail-guided vehicles. The Montréal system had four of these open-air streetcars built during the first quarter of the century.

It was pointed out that although Canada's climate was less conducive to open observation streetcars, they were far more popular in Canada than in the United States. In addition to Montréal's four, Québec City, Calgary, and Vancouver also had open observation cars for summer use.

All four of the Montréal cars have been preserved at various museums. The second-oldest car, No. 2, now resides at the Seashore Trolley Museum in Kennebunkport, Maine, while one of the newest, No. 4, can be viewed at the Connecticut Electric Railway Association Museum, at Warehouse Point (near Hartford).

Nos. 1 and 3 have been included in the transit collection at the Canadian Railway Museum, in Saint-Constant, Québec, which is open every summer.

Cars number 1 and 2 were built by the Montréal Street Railway Company in 1905 and 1906, respectively. The newer cars, numbers 3 and 4, were built by the Montréal Tramways Company in 1924. All four cars remained in continuous service until 1958, except that they did not run in 1943 or 1944. After their removal from service in 1958, the observation cars were made available for private charter. No. 2 took part in a "Farewell to Streetcars" parade in Montréal on August 30, 1959. Number 4 was sold to the Connecticut museum in 1959, and the remainder changed hands in 1963.

Over their years of operations, the "Golden Chariots," the commonly-used nomenclature for these stylish open cars, carried millions along the streets of Montréal. Their routes passed by St. Joseph's Oratory and the Wax Museum. During their latter years, a second more easterly route was added in the late 1940s, which passed

by Lafontaine Park and the old Delormier Downs baseball stadium at Delormier and Ontario streets.

The popularity of these sightseeing tours continued even after the abandonment of the streetcars, for the Montréal Transportation Commission inaugurated its Promenade tours using what were then the newest buses in the fleet in the early 1960s. Departing every 15 minutes from Dominion Square, the buses basically followed the Chariots' route, along with visits to Old Montréal and St. Helen's Island. One reader even reminded everyone of the terrific value of these tours, as a \$1 (adult) and 25¢ (child) ticket allowed you to stop and take in any of the sights for as long as you liked, with no extra charge for reboarding a Promenade bus.

Norm closed his column with a few comments on a book published last fall, entitled *Trolleycars*, by E. Sullivan and Fred Winkowski. Published by Motorbooks International, this softcover, 128-page book contains approximately 200 colour photographs from over 50 tram systems from around the world.

The photography isn't confined to three-quarter shots, as there are close-ups of the details that make so many of these streetcars unique. After a brief introduction, there is a chapter on the pre-electric-trolley era when the horse was still the source of power. The trolley's heyday features examples of the Peter Witt pay-as-you-enter, centre-entry cars, and a look at interurban trains, which were once considered the North American answer for medium-distance travel.

A chapter on "special" trolleys such as funeral parlour, snowplough, tower, and freight cars, is particularly fascinating, as these cars were rarely seen or noticed by the contented passengers riding the rails. Specifications accompany every trolley described, outlining livery, type, car number, builder, length, weight, and number of seats. There is also a section picturing trolley logos. Overall, a fascinating, informative book, and probably available at your local book store for under \$30.

Montréal West tower preserved

Before we leave Montréal, a few comments from Jim Sandilands about the preservation of CP's Montréal West tower, at the corner of Westminster and Sherbrooke.

Indications are that the town of Montréal West has bought the tower from CP for one dollar and will pay CP a \$500-per-year rental fee for the land.

The building needs extensive repairs and since the town is not prepared to fund the

restoration, citizens, both private and corporate, have offered materials and labour towards the project. To help with raising funds for things like roof and window repairs, the community held an auction at the Montréal West town hall on February 12.

Montréal West is celebrating its centennial year, and the restoration of the tower is one of the centennial projects. When the work is completed, the exterior will have been restored to its original appearance, there will be a town museum on the ground floor, and the upstairs will serve as office space for *The Informer*, the local volunteer newspaper.

After some checking, it was concluded that the CPR had removed the interlocking equipment at an earlier date.

Books

Besides the above-mentioned book, *Trolleycars*, there have been a number of other recently-published ones brought to my attention, and they are probably worth a few words to let you know about them.

The first book is one about the City of Winnipeg's second railway system, the Tramway – a standard-gauge short line – built in 1907 to provide access to the Winnipeg River site of the city's first power station. This book is by Peter Lacey, who a couple of years ago brought us *Muskeg Limited*, the story of the Greater Winnipeg Water District Railway.

Peter's new book is called *Tramway to the Pointe: The Winnipeg Hydro Tramway, 1907–1996*. It's hard-cover, 116 pages, and has 75 photos (a good variety of buildings, rolling stock, and right-of-way shots), two maps, and some diagrams. It is broken into five chapters; the first covers the background events and the amazing politics prior to 1907 when the city finally committed to the project; the rest cover the construction (24 miles in two years), the subsequent history, the rolling and floating stock, and a miscellany of items that add colour to the story or elucidate this or that incident. The rolling stock chapter includes nearly 10 pages on the Prairie Dog Central, and one of the best pictures is probably the one of famous engine No. 3 and coach at Lac du Bonnet in 1959.

While this book is on the history of the Winnipeg Hydro Tramway, it is probably a good mirror of many of the similar systems that were attempted with varying success across Canada.

The book sells for \$23.95, plus \$4.50 for shipping and handling, and is available from Anvil Crafts, P.O. Box 233, St. Vital Station, Winnipeg, Manitoba R2M 4A5.

From the edge of the prairies in Winnipeg, we hop east to the rock, perhaps better known as Newfoundland, for our next books. I recently made the comment that more money seems to be made from books on the Newfoundland Railway than the railway ever made itself.

Clayton Cook published his *Tales of the Rails, Volume II: The Newfoundland Railway 1881-1988* about a year ago. This book, a 125-page soft-covered book, contains a map of the island's railway lines, a motive power roster, and numerous photos and stories of the railway and its people. I obtained my copy last fall for \$23.45 total. I expect for anyone interested they are still available from Clayton at his Lethbridge, Newfoundland, address.

Clayton has now announced another book, *Tales of the Rails, Volume III*, a special souvenir edition. This new book, which will be issued as a 130-page soft-covered book in the same 8½" by 11" format of his previous book, is to cover the land and sea operations of the Newfoundland Railway between 1881 and its official abandonment in 1988. While his recent announcement is scanty on details, the book will no doubt contain more stories that made the Newfoundland Railway the system that it was.

This special souvenir edition, which is expected to be a limited run, is available for \$19.95 plus \$3.50 shipping and handling (\$5.20 shipping and handling for U.S. destinations) from Clayton D. Cook Publishing, P.O. Box 88, Lethbridge, Newfoundland AOC 1V0.

Another new Newfoundland book is *Next Stop: Gaff Topsail* by Mont Lingard. It was brought to our attention by Bob Sandusky, who also forwarded a local review done by Natasha Penney of the *R-B News*.

The book is about the Newfoundland Railway, but with special emphasis on Mile 328, the summit of the Gaff Topsail in Central Newfoundland.

The book contains references to the "Newfie Bullet," and the last train which ran on September 30, 1988, as well as ghost stories and personal stories from several railroaders who relayed their stories to him and are printed in their own words. In addition to these things, he also takes the readers on a train ride over the Topsail. Boarding the train at Bishop's Falls, the reader gets an explanation of all the stops and grades, as well as the barrens and the different elevations. The ride ends with the train pulling into Corner Brook.

Lingard explained that he was always fascinated by the rugged terrain, the harsh winter conditions, and the perseverance of generations of railroaders who made their homes on the isolated barrens year-round at Gaff Topsail. He was always amazed that at one time there were more than 45 people living at the Gaff Topsail, but in order to

even buy groceries, they had to get on a train and go down to Millertown Junction, or ride to Deer Lake.

One chapter briefly highlights the history of the railways in Newfoundland from the 1880s, including the history of his own career which spanned more than 20 years.

Another chapter is dedicated to the final train in Newfoundland, with a section on the tearing up of railway tracks across the island.

The author considers that one of the highlights is the chapter describing, through railroaders' own accounts, the feelings men experience when they are part of a train derailment.

To close, Lingard included a chapter on what life is like on the Gaff Topsail now that the trains are gone.

While not commenting as to whether the book has any maps or diagrams, the promotion does state that it has over 150 photographs never before published.

For those interested in obtaining a copy of *Next Stop: Gaff Topsail*, it is available from Mont Lingard Publishing, 18 St. Catherine's Street, Grand Falls-Windsor, Newfoundland A2A 1V8. The cost of this 129-page, 8½" by 11" book is \$18.95, including shipping and handling.

The last book on our list is one that has been around for some months. It is also one that I have had some second thoughts about, since it is sort of the second run at the topic. The book is the re-issue of *In The Shadow of Giants: The Story of the Toronto, Hamilton and Buffalo Railway*, by Norman Helm.

Many of you will remember his first book of the same title published back in 1978. In the intervening 18 years, the TH&B has become history, and GO Transit has taken over their Hamilton station. This updated version does complete the final chapter of the TH&B, from 1977 when CP Rail acquired total control of the line, until it was finally integrated with the transcontinental parent in 1986.

This updated version also tracks the ongoing dispersement of the TH&B's property and equipment. An entire chapter is devoted to the resurrection of the TH&B Hamilton station as that city's new GO Centre. Various historic information missed the first time around has been included, as well as numerous photographs from the CP Archives and GO Transit.

The new version of *In The Shadow of Giants: The Story of the Toronto, Hamilton and Buffalo Railway* has been available at most railway shows over the past while, or can be ordered from Preston House Publishers, 260 Adelaide Street East, No. 80, Toronto, Ontario M5A 1N1.

Station houses in the news

Tom Ronayne, via Bob Sandusky, has sent along advice that the St. John's, Newfoundland, city council is still in negotiations about its acquisition of the former Terra-

Transport (originally Newfoundland Railway) station and the relocation of the railway equipment from Pippy and Bowring parks. Details of this proposal were carried in our August 1996 column.

With the present rate of fires in abandoned CN stations, one must wonder what the heritage-station bureaucrats in Ottawa are thinking. After an earlier try back on September 5, 1995, fire finally succeeded on Wednesday, February 19, 1997, in destroying the CN St. Clair Avenue station in west-end Toronto. Scott Haskill and Gordon Webster both visited the station after the fire, and report that the roof is largely destroyed, the interior walls and most fittings are gone, but that the exterior brick walls are still intact.

On the brighter side of stations, the Forest City Railway Society's *Tempo Jr.* reports that the Caledonia Regional Chamber of Commerce is renovating the former CN Caledonia, Ontario, station. This wood frame station at the junction of CN's former Dunville Subdivision (the Buffalo, Brantford and Goderich) and Hagersville Subdivision (Hamilton and Lake Erie), now combined as the Hagersville Subdivision, was built in 1913 and used until the early 1980s. As part of their restoration project, they are looking for any donations of photographs and artifacts.

CPR discipline records

Gordon Webster sent some examples of demerits against CPR employees on passenger trains from the 1940s, '50s, and '60s. In recent years, 50 demerits was enough for dismissal.

July 10, 1948 - 3 demerits - Fell asleep on Car 55, Train 3 at Medicine Hat, June 15, leaving car unprotected.

October 12, 1951 - 3 demerits - For having pail half full of dirty mop water in equipment locker, and not emptying it immediately instructed to do so by Inspector, car *Torquay* Train 3 ex Chapeau September 9, 1951.

February 21, 1962 - 5 demerits for each - For carelessness in handling silverware, diner *Annapolis*, Train 12, arrived Toronto January 3, 1962, and January 17, 1962.

February 14, 1956 - Caution - Failure to provide finger bowl service on Buffet Parlor 6487, Train 22 in Detroit, January 27, 1956.

September 21, 1967 - Caution - Making a facetious remark to passenger, Train 11 ex Toronto, August 10, 1967.

December 24, 1971 - 40 demerits - Being unfit for duty before departure of Train No. 2, ex Winnipeg, December 24, 1971.

March 29, 1955 - 5 demerits - For inconveniencing the Company by having your wages garnisheed. (*This one was a common one.*)

March 4, 1958 - 15 demerits - For failure to issue à la carte checks to passengers for liquor orders, Train 24-23, Toronto-Ottawa

and return on February 23-25, 1958.

July 29, 1946 – 5 demerits – Failure to awaken passenger in sufficient time to allow him to detrain at Midhurst, Car 56, Train 2-4, June 26.

March 3, 1964 – Caution – For occupying bed in wrong room at employees' quarters, Winnipeg, causing annoyance to other employees, February 16, 1964.

May 1, 1970 – 15 demerits – Failure to make puddings and apple pies for dinner, train No. 11 ex Toronto May 1, and failure to substitute available pies on car.

July 1944 – Commended for prompt return of wallet and sum of money. (*Merit points, or a reduction of demerits, could be awarded, but in this case were not.*)

January 24, 1964 – 45 demerits – Consuming liquor while on duty in charge of Car 6484 arriving Toronto, Train 328, December 26, 1963.

August 17, 1967 – 10 merits – Meritorious service after affairs at Struthers, Ontario, involving Train 1, passing that point July 9, 1967.

May 26, 1960 – 5 demerits – For loss of keys, Skyline 513, Train 11, May 26, 1960.

November 12, 1941 – 5 demerits – For smoking on duty, Train 22, October 14.

January 13, 1944 – 15 demerits – For playing cards on duty, Train 4, arriving Sudbury, October 31.

Information Network

Item 72 (September-October 1996)

Grand Trunk anniversary

Reply from: **Doug Brown**

Tom Box's and Art Clowes's items on the Grand Trunk anniversary reminded me of an earlier joint gathering of Canadian Railroad Historical Association and UCRS members in Kingston on October 27, 1956, to celebrate the 100th anniversary of the opening of the Montréal-Toronto line.

The first trains over the single, 5'-6" gauge line consumed 18 hours, be it by day or night, compared to the six and a quarter hours required in 1956 to travel between Montréal and Toronto over the double track 4'-8½" lines, and that has now in 1997 been further cut to four hours.

Our 1956 celebration saw the Montréal fans arrive on westbound train No. 5 first, behind Northern 6214. Their train was detained for about 10 minutes while a sign was placed on the front of the locomotive for photographers and news reporters. The eastbound train, No. 14, powered by 6226, arrived with the Toronto fans. The two trains then made a ceremonial meet just west of the station, to mark the start of the second century of railway service. (Remember, this

took place at the old outer Kingston Station on the old GTR alignment.)

With this historic occasion recorded, the representatives of the two societies joined a group of 27 guests and participated in a "Centennial Luncheon" of roast beef with all the trimmings at the LaSalle Hotel, Kingston. Those joining the head table included: Messrs. Ray Corley, UCRS, John Mills, UCRS, Omer Lavallée, CRHA, R. Douglas Brown, CRHA, and Robert Sandusky, UCRS. An informal note prevailed at the luncheon. Grace was asked by Mr. Corley, and Mr. Lavallée welcomed the guests and made a short speech after the dinner, observing that the visit was significant not only because it commemorated the opening of the Montréal-Toronto line but also because the opening of the line marked the beginning of the era in which railways commenced to provide a comprehensive network in Canada rather than serving merely as feeders to navigation lines. Mr. Lavallée also noted that the Kingston locomotive works had produced its first engine, Grand Trunk No. 88, in October 1856.

The assembled group of more than 30 individuals spent the October 1956 afternoon as guests of the Canadian Locomotive Company, whose works comprised some 13 acres in downtown Kingston. The group was reminded that it was just one hundred years since the first locomotive built by the predecessor company, the Ontario Foundry, was outshopped.

That engine was Grand Trunk Railway No. 88, a 4-4-0, with 66" drivers, 15" x 20" cylinders, and weighed 24 tons, two hundredweight. The tender tipped the scale at additional 14 tons, 10 hundredweight, making the total weight of engine and tender 38 tons, 12 hundredweight. There were six engines in that initial order, numbered consecutively from 88 to 93. In anticipation of the rails reaching Kingston, Nos. 88 to 91 had been completed in advance and turned over in October 1856. No. 92 was completed in November 1856, while No. 93 was outshopped in February 1857.

This Kingston firm had been established in 1850 under the name of Tutton and Duncan, as a general machinery and engine works, on the site of the former Drummond shipyard. Later it was sold to Morton and Hinds, whose Ontario Foundry, as it was then called, turned out the first railway locomotives. In 1865, the firm of Morton and Hinds was taken over by the Canadian Engine and Machinery Company, a firm whose capital originated largely in Montreal. In 1900, the company was purchased by the Honourable William Harty of Kingston, and other local people, and reorganised as the Canadian Locomotive Company.

During the tour of the plant, the last three of the order of 20 "Train Master" loco-

motives (Nos. 8901 to 8920) for the Canadian Pacific were seen. A number of other diesel locomotives were seen in various stages of construction. The shop switcher was a modified standard gauge four-wheel diesel with buffers and hook-and-chain couplers that had been built for Arabia. This engine was one of an order built by the Canadian Locomotive Company's subsidiary, Davenport-Besler.

The later part of the afternoon was spent at the Canadian Pacific station as engine No. 437, a 4-6-0, arrived from Renfrew hauling Train 612. After a brief period of sightseeing downtown, the enthusiasts returned to Toronto and Montréal aboard trains Nos. 6 and 15.

The Toronto gang reported that on their way east, two new GM narrow gauge diesels for the Newfoundland lines had been seen sitting on flat cars at Belleville.

How the railways have evolved in the 40 years since this celebration!

Item 76

TTC mechanised transfers (1965)

Reply from: **Rod Semple**

The transfer machines that the TTC used on streetcars and buses in 1965 were TIM machines as used in Britain by many transit systems in the 1950s and '60s, and possibly earlier. (The name of the company, TIM, was an abbreviation of *ticket issuing machine*.) Their use in Britain was the same as in Toronto – to issue transportation tickets, or fare receipts. The machines used in Toronto were a standard model, but modified with TTC wording.

Reply from: **Bill Hood**

On Wednesday, September 9, 1964, the TTC installed two automatic transfer-issuing machines on buses designated for the 90-Vaughan route for a trial period. The transfers were similar in appearance to the same illustrated on Page 12 of the January 1997 issue of *Rail and Transit*, with these exceptions: the route number showed "90," and the direction was either "NORTH" or "SOUTH." Printing was in purple ink on an off-white paper.

Following this trial, three automatic machines were installed on PCC streetcars 4375 to 4377 for use on the Parliament route, starting on Monday, May 3, 1965. Since streetcars did not have route numbers at that time, the number shown in the route panel on the transfer was "00" or occasionally "01," with direction being either "NORTH" or "SOUTH." This trial lasted until Friday, February 25, 1966, when the Parliament car was abandoned with the opening of the Bloor-Danforth subway.

The final use of the machines began on Monday, May 9, 1966, when three were installed on cars 4551 to 4553 for use on the Rogers route. Again, the route number was



▲ Two photos by Bob Sandusky at Alyth Yard in Calgary, on April 10, 1993, and February 6, 1993.

▼ Photo by Rob Scrimgeour at Thompson, B.C., on April 8, 1994.



shown as "00" or "01," but with the direction "EAST" or "WEST." It is not known at this time how long the trial lasted on Rogers.

Item 78

CP ice breakers

Message from: **Bob Sandusky**

The "Panorama" in *Rail and Transit* No. 559 mentions CP's seven ice-breaking cars and their assignments. It should be noted that there are two types of such car. The series 410005 to 410012 has the highest profile required for re-contoured tunnels and double-stack traffic. There was an earlier series having a much lower and rounder profile consistent with previous tunnel clearances. One of my shots (to the left) shows three of them together with one of the higher and newer type. They were latterly numbered 410020 to 410022. I haven't seen the smaller ones operating for over a year now and assume they are now largely obsolete after the recent tunnel works.

Item 79

Chapel cars in Canada

Question from: **Doug Brown**

While catching up on some reading recently, I came across an article on the use of "chapel cars" on a number of railroads in the western United States.

This article identified nine chapel cars that the American railroads freely hauled around their western lines to help tame the wild west and to spread religion. The Baptists had seven cars, while the Catholics and Episcopalians had one each.

These chapel cars were self-contained units with one end partitioned off to serve as a robe room, office, and sleeping room. The main portion of these cars would hold from 70 to about 100 people and was equipped with chairs, organ, lectern, and altar. The Pullman Palace Car Company built one 60-foot long car in 1890 for \$3000. These cars were used for weddings, christenings, baptisms, and funerals. These cars lasted until the first world war.

My basic question is: "Did Canada have any chapel cars?" I can see both enough similarities and differences to conclude both yes and no. In a couple of discussions since reading this article, one chap indicated that he thought the Anglican church may have used some cars in this capacity in the north, but he was not sure whether they were official or not. Another discussion concluded that probably a number of combination cars were used for church purposes.

Item 80

STCUM motive power

Questions from: **Paul Bloxham**

I have several questions about the motive power used by the Société de transport de la Communauté urbaine de Montréal (STCUM) on its Lakeshore commuter train service to Dorion and Rigaud. What maximum speed

are the STCUM FP7 and GP9 units currently geared for? Were the GP9s re-geared for commuter service, and if so, what were the previous maximum speeds? Have the FP7s been re-geared while in commuter service over the years? Lastly, what other motive power has been used for commuter service?

Reply from: **Roman Hawryluk**

The STCUM FP7s and GP9s are geared for 65 m.p.h. — this was the speed they have always been while in commuter service.

The GP9s, 1310 to 1313, were rebuilt from CN 4346, 4307, 4299, and 4309, respectively. All of the CN units used to have Flexicoil trucks, but by the time they entered AMF at Pointe Saint-Charles, at least one had been re-trucked with Blomberg trucks. Upon rebuilding, all four of the GP9s had new Blomberg trucks applied.

The current fleet of six FP7s has been exclusively in the commuter pool since about 1980. Between 1978 and 1982, the six regular units were supplemented by eight other FP7s then on CP's roster. In 1982, the present six units (CP 4070 to 4074, and 4040) were transferred to the CTCUM, the predecessor to the STCUM, and renumbered 1300 to 1306.

In the past, almost every engine model assigned to Montréal has been used in commuter service. Everything from switchers to road-freight units has been used. The following types have been documented: SW1200RS, E8, FP9, C424, RS10, RS18, GP9, and even an M630! The SW1200RS and the E8 were regularly used in the late 1970s. When the CTCUM took over in 1982, a couple of CP RS10s were leased so that the six FP7s could receive much-needed overhauls and be repainted into the blue-and-purple paint scheme with the white arrow on the nose. By 1990, the FP7s were showing their age, bringing about the purchase of the GP9s, and the FP7s were repaired again, with several CP RS18s filling in.

The commuter train operations of the STCUM were taken over earlier this year by a new provincial organisation, the Agence métropolitaine de transport (AMT).

Bill McGuire's

Diesel Locomotives

Warning lights on the control panel

The first time you sit in the hogger's seat of a running SD40, you're likely to marvel at the number of lights of all types.

Most of these lights are extinguished in their normal state, but when something goes wrong, the cab practically lights up like a Christmas tree!

This month, we will examine some of these lights and why the hoggers get those big bucks to know what they all mean.

Excitation Limit Light — Reports the failure of the system for electrical power distribution (from the generator) for distribution throughout the engine.

Filter Motor Trip Light — Indicates that the car body inertial filter blower has failed.

Generator Fuse Open Light — Reports the failure of the main generator. Locomotive will lose most or all power immediately.

Governor Shutdown Light — This light reports engine shut-down for one of the following reasons: low lubricating oil pressure, hot engine oil, low cooling water pressure, or crankcase (oil pan) overpressure.

High Voltage Ground Relay Light — Indicates an electrical path to ground (metal of loco), caused by insulation failure, the presence of water, or an electrical arc. Unit will idle but will not develop any power. Ground relay must be reset to clear.

Hot Engine Light — Reports that the engine cooling water has reached an excessive temperature.

Locked Wheel Light — Reports a locked wheel. The light is accompanied by an alarm bell and a buzzer. Engine must be stopped immediately to reset.

Low Oil Light — Engine has been shut down due to insufficient oil pressure.

Locomotive water cooling system

The temperature of the engine cooling system is maintained by the operation of shutters (front shutters on most early switchers), and the operation of fans on the roof. Both these accessories do the same thing. They provide cool air flow over the radiators, dissipating heat from the water after it has cooled the engine.

The cooling system consists of a water pump, radiators, fans, and a large water tank. This tank is usually separate from the fuel tank, although one tank split in half by a welded bulkhead is also used. The tank can be filled from ground level, but most locomotives have a roof top filler pipe as well. With the demise of steam engine facilities, almost all water tank filling is done from the ground by using water hoses.

The newer engines have a pressurised water cooling system. These engines have a pressurised expansion tank in the engine compartment. All engines have water level sight gauges, some accessible only after opening the compartment door, and some with a glass window on the compartment door to avoid opening the door to see the sight glass.

All locomotives have devices to ensure that water temperatures do not exceed recommended levels. Most will sound an alarm and flash a light in the cab. Some will automatically reduce engine speed and power until the water temperature returns to normal. In addition, units with pressurised systems will actually stop the engine if the water coolant pressure is lost. The engine can then be restarted only after pressure is returned to the system.

Regulatory matters

Transportation Safety Board

Report on CN accident in Brockville

The TSB is the federal agency responsible for investigating and reporting on transport accidents in Canada, including railway accidents. The TSB investigates occurrences for the purpose of advancing transportation safety, and the resulting reports do not assign fault or determine civil or criminal liability. The following is a summary of a report issued by the TSB on October 24, 1996.

Pedestrian fatalities, Canadian National, freight Train 395, Mile 125.15, Kingston Subdivision, Brockville, Ontario, April 20, 1995 — TSB Report Number R95D0055

CN Train 395, travelling westward on the north main track, approached the Park Street public crossing in Brockville at approximately the maximum allowable train speed. At the same time, eastward CN Train 390 was proceeding on the south main track and had nearly completed traversing the crossing. Two teen-age pedestrians were standing clear of the north main track on the sidewalk on the east side of the street. They were facing south and looking southwest toward the approaching rear car of Train 390. As the rear car of Train 390 approached, the two pedestrians began walking south onto the north track where they were struck and killed by Train 395.

The locomotive engineer and conductor first observed the two pedestrians standing north of the track as they rounded the curve approximately 500 feet east of the crossing. The locomotive engineer had whistled for the crossing at Mile 125.06 and had continued whistling for Park Street. When the pedestrians were seen to move onto the tracks, he initiated a series of short blasts before making an emergency brake application. These occurred quickly after the locomotive engineer saw the pedestrians moving onto the tracks. His actions were appropriate and indicated that he was vigilant; however, it was not possible for the train to be stopped in emergency within the available distance.

Event recorder information indicates that Train 395 approached the crossing at a speed of 47 m.p.h. with the throttle in idle. Recorded information also shows that the locomotive whistle activity began approximately 1800 feet from the crossing. Train 395 consisted of three locomotives and 98 cars. Train 390 consisted of two locomotives and 110 cars. Maximum permissible track speed at Park Street is 50 m.p.h. for westward freight trains and 60 m.p.h. for eastward freight trains. The maximum passenger train speed is 80 m.p.h. in both directions.

The Park Street crossing is a three-track public crossing at grade equipped with flashing lights, a bell and gates. As a result of a

change to accommodate complaints of noise from nearby residents, the bell ceased to ring once the gates were lowered. This has since been changed, and the bell now continues to operate when the gate is lowered. There are no signs, barriers or visual aids to indicate a safe distance for pedestrians to remain when trains are approaching. From the location where the two pedestrians were standing, before entering onto the track, the view to the east is limited to approximately 500 feet because of track curvature. The design of the automatic warning devices is such that there is approximately 25 seconds of flashing lights and bell-ringing before an approaching train on either main track reaches the crossing. If the gates are down and a second train enters one of the track circuits before the first train has cleared the crossing, the bell does not reactivate and sound, but the lights remain flashing and the gate remains horizontal.

There are five public crossings at grade equipped with flashing lights, bell and gates, and two crossings with grade separations on the Kingston Subdivision within the city of Brockville. The city of Brockville has a population of approximately 21 000. The railway divides the city, with schools, business, churches and residential areas on both sides of the tracks. The right-of-way is not fenced and much-travelled routes over and along the right-of-way were evident throughout the city. Two crossings with grade separations are elevated above track and road levels. Many pedestrians prefer to walk over the tracks rather than to walk up and over the overpass. In the last five years, three other individuals have been either killed or injured while crossing the tracks or walking on the right-of-way within the city boundaries.

The two pedestrians who were fatally injured were high school students attending classes at a school located south of the railway tracks. They had walked to a store north of the tracks to purchase school supplies and were making their way back to school when the accident occurred.

Based upon their actions, it is apparent that the pedestrians assumed that there was only one train moving through the area. It is most likely that their attention was focused on Train 390 and their decision to move forward was based upon seeing the last car of that train clear the crossing. It would appear that the attempts by Train 395 to gain the pedestrians' attention were ineffective or too late for the pedestrians to acquire an adequate level of situational awareness. Had more compelling safeguards warning the pedestrians about the presence of the other train at this multi-track crossing been in place, it is likely that the pedestrians would have had a better appreciation of the events as they were unfolding.

The current warning device system may be adequate for single-track crossings, but when there are two or more tracks, the lack

of a supplemental warning of a second oncoming train can easily contribute to this type of occurrence happening again. This accident demonstrates the danger to unwary pedestrians at multi-track crossings protected by automatic warning devices that adhere to current crossing protection standards. Not only is there no provision to specifically warn pedestrians of an oncoming train or to otherwise restrain pedestrians from proceeding onto the tracks when a train is approaching, there is no specific additional warning when a second approaching train enters the track circuit about the crossing, such as employed in the United Kingdom.

It is evident that the location of the tracks and demography of Brockville lead a significant percentage of the population to be exposed to the dangers of this busy, high-speed railway corridor on a daily basis. It is also apparent that many of the individuals making their way over the right-of-way, either at the crossings at grade or the many and well-travelled routes between the crossings, are children. Several presentations and campaigns by Operation Lifesaver in the greater Brockville area have taken place. Transport Canada reports that it has made efforts with persons concerned with the trespasser problem in the area. Also, from January 1995 to March 1996, CN employees attended 58 schools and made presentations to 15 168 students and teachers between Miles 67 and 170 of the Kingston Subdivision. Such educational activities alone do not seem sufficient to reduce the Canadian annual toll of more than 100 trespasser occurrences with over 50 trespasser fatalities and more than 350 crossing accidents with over 50 fatalities.

Ideally, the presence of railway crossing signs, railway tracks and the crossing surface itself would provide sufficient information to indicate an area of potential danger for pedestrians and stimulate a safe response. In spite of all the warning and alerting systems already required at multiple-track crossings, pedestrians in populated areas remain vulnerable to misinterpreting the available cues, unwittingly assuming that the way will be clear after the passage of the train in sight. Transport Canada has apparently recognized the need to provide supplemental warning protection at pedestrian/cyclist walkways, proposing in its new draft Road/Railway Grade Crossing Manual, published in November 1995, that two lights and gate arms extend across the full width of the travelled way. However, no such protection is proposed for simple pedestrian walkways beside roads or highways.

Therefore, to protect against concurrent train passage at multi-track crossings, the Board recommends that:

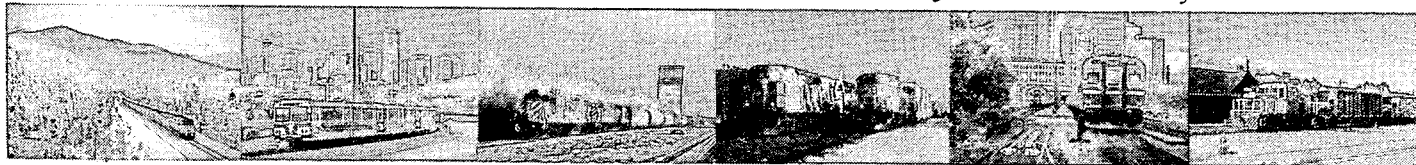
The Department of Transport, in cooperation with the railways, the provincial and local authorities, implement, on a priority

basis, a program to upgrade the pedestrian protection systems on those multiple-track main-line crossings in populated areas warranting immediate attention.

Other TSB railway occurrence reports

- Derailment, Canadian American Railroad Company, Train No. 291-23, Mile 65.97, CP Sherbrooke Subdivision, Lennoxville, Québec, June 24, 1995.
- Dangerous goods incident, CN North America, tank car CGTX 20922, Mile 0.0, Halton Subdivision, Toronto, Ontario March, 31, 1995.
- Collision, CN North America, Mile 124.21, Three Hills Subdivision, Calgary, Alberta, 24 January 24, 1994.
- Crossing Accident, Canadian Pacific Ltd., CP 0759 Churchill Yard Assignment, Mile 0.24, Ellison Spur Lead, off Mile 107.39, Taber Subdivision, Lethbridge, Alberta, March 30, 1994.
- Derailment, Canadian Pacific Ltd., Mile 108.05, Taber Subdivision, Lethbridge, Alberta, October 17, 1994.
- Collision, CN North America, locomotives CN 9552 and CN 5294, Mile 1.5, Lac-Saint-Jean Subdivision, Garneau Yard, Saint-Georges, Québec, June 7, 1994.
- Derailment, CN North America, Train No. 302-27, Mile 56.7, Ruel Subdivision, near Westree, Ontario, January 30, 1994.
- Reportable incident, Canadian Pacific Ltd., Mile 3.4, North Toronto Subdivision, Toronto, Ontario, February 22, 1994.
- Derailment, Algoma Central Railway Company, Extra 202 South, Mile 287.55, Northern Subdivision, Staver, Ontario, February 26, 1994.
- Derailment, CN North America, Train No. 380-06, Mile 8.7, York Subdivision, Markham, Ontario, March 6, 1994.
- Collision, CN North America, between freight train No. 386 and stationary freight train No. 448, Mile 5.8, Halton Subdivision, Etobicoke, Ontario, October 28, 1994.
- Fire, VIA Rail Canada Inc., train No. 66, struck a piece of rail placed on the track, Mile 242.07, CN North America Kingston Subdivision, Brighton, Ontario, November 20, 1994.
- Runaway Train, CN North America, Mile 175, Grande Cache Subdivision, Latomell, Alberta, January 18, 1994.
- Derailment, CN North America, Train No. 218-19, Mile 102.55, Caramat Subdivision, Longlac, Ontario, January 23, 1994.
- Derailment, CN North America, Train No. 336-KP-24, Mile 89.7, Kinghorn Subdivision, Orient Bay, Ontario, April 25, 1994.
- Yard collision and derailment - Canadian Pacific Ltd., two yard switching assignments, Mile 92.77, Indian Head Subdivision, Regina, Saskatchewan, October 18, 1994.

All of these can be read through the Internet, at the TSB's web page, <http://bst-tsb.gc.ca>.



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN PACIFIC ST. LAWRENCE & HUDSON

LINES FOR SALE OR LEASE

CPR and StL&H are calling for proposals for the purchase or lease for a number of lines in Ontario and Québec.

On January 22, the StL&H announced that it was accepting proposals for purchase of the Trois-Rivières and Lachute subdivisions, from Québec City to Ottawa. Other forms of partnership agreements were also invited. Railway unions expressed an interest in creating a partnership with management to operate these lines as an internal shortline, such as the Kawartha Lakes Railway on the Havelock Subdivision. If negotiations lead to productivity-increase and cost-reduction goals set by the railway, it could continue to operate the lines. Several short-line railway companies have expressed interest in these lines. Traffic handled in 1995 consisted of 20 000 originating carloads and 10 000 carloads received. This corridor has also been identified as a candidate for high-speed train service. Municipal officials in the Outaouais region have publicly expressed interest in the Lachute Subdivision between Gatineau and Lemieux Island in Hull. Bids are being accepted until March 24, 1997.

Last December, letters of intent were invited for the purchase or lease of the 181-mile Webbwood and the 38-mile Little Current subdivisions in Ontario, which run from Sudbury to Sault Ste. Marie, and McKerrow to Turner (near Little Current). Twelve qualified expressions of interest were received by the CPR, of which four were selected for final negotiations. The successful bidder is expected to be announced in April, with the transaction closing by mid-summer.

The Ontario Midwestern Railway Company Limited (OMW) was selected by the StL&H to acquire the 108-mile Owen Sound Subdivision. An agreement in principle was reached between the two companies last December. CP discontinued service north of

Orangeville on the line on December 12, 1995, after the NTA granted abandonment approval. The OMW says that "The core of our business plan is the revitalisation of freight service, but we have also examined the commuter, passenger and tourism opportunities which could complement the core freight business." The OMW was formed in 1989 by a special act of the Ontario Legislature, and was the first new freight railway chartered in Ontario in 62 years. The transfer to the OMW was planned for March 4, but had been delayed as this was written.

In accordance with the Canada Transportation Act, CP offered its Manitouwadge Subdivision for sale last November. The 40-mile line runs north from CPR's main line near Marathon, Ontario. Parties had to submit their interests in writing to CPR by January 21, after which an agreement to acquire the line must be reached by May 21. Freight service is now provided approximately twice a week by an assignment from Schreiber.

StL&H is offering 3.15 miles of track on the Goderich Subdivision for sale. The track is located north of Norwich Street, in the City of Guelph. The deadline for interest expression on this line was February 4. The Goderich Subdivision from Guelph Jct. to this location is owned by the City of Guelph and is leased to the CPR through the Toronto, Hamilton and Buffalo Railway.

POLE LINE KNOCKED DOWN

Heavy snow and freezing rain knocked down 40 miles of pole line on StL&H's Trois-Rivières Subdivision on January 6. The additional weight broke cross-arms and wire, disabling the ABS signal system and leaving most electronic crossing protection without electricity. Due to the severity of the problem, most of the standby batteries for crossing protection were depleted, so signal maintainers continuously drove from crossing to crossing with portable generators to recharge the batteries until the storm stopped. Employees on employment-security were called in to assist, and a signal and communication construction gang was brought in to perform repairs. Repairs were mostly completed after a week.

TRACK CHANGES

The third main track on the Galt Subdivision from Mile 3.3, near Dundas, to Dupont has been removed from service. This track was added to accommodate the Milton GO train service, but with the subsequent closure of Parkdale Yard, it is no longer needed. In

addition, the adjacent service track (Track 1A), extending from Mile 3.3 to Strachan Avenue, Mile 1.45, has also been removed from service, as has been the crossover at Dundas.

With the abandonment of the CN Cayuga Subdivision, the interlocking at Mile 9.8 of the StL&H Dunnville Subdivision, called CNR-N&W, was removed from service on January 23. At the same time, the interlocking controlling the railway crossing at grade at Mile 9.5, with the CN Caso Subdivision, was also removed; stop signs are now up at this non-interlocked crossing.

SHORTS

Effective 12:01, January 10, 1997, the Scarborough Pit Spur, which branches-off at Mile 194.75 of the Belleville Subdivision, in east-end Toronto, was removed from service.

• StL&H trains operating on the Toronto Terminals Railway are now using CP radio channel 85 (CN channel 3). • Effective 12:00, December 18, 1996, station name Reynolds, and the crossover there, was put back into service at Mile 20.1, Parry Sound Subdivision. This crossover to the CN Bala Subdivision was last regularly used for the Canadian before January 1990.

CANADIAN NATIONAL

NEW SHORT LINE PLANNED

The cities of Barrie and Collingwood have a conditional agreement with CN for the purchase of parts of the CN Meaford and Newmarket subdivisions. The action of the cities' purchase of the track is a result of CN proposing to abandon the Newmarket Subdivision to Toronto in the near future, isolating the track in Barrie and Collingwood.

The deal is set to close on May 30, 1997, depending upon certain conditions. One of the conditions is that a connection be constructed with the CPR MacTier Subdivision at Essa, Mile 58.09, where the Meaford Subdivision crosses. It is planned to remove the existing diamond at Essa and replace it with two junction switches and an interchange track.

Under the deal, CN will not retain any ownership of land or rights to traffic. The cities are currently going to public tender for an operator for the line. In the event that the connection is not in place by the deadline, the deal will be closed at a later date. There are approximately 1200 carloads to and from Barrie and Collingwood a year.

OFFICES CLOSING

CN plans to consolidate its four revenue management offices into one office in Toronto. The Toronto office handles most of the current billing and receivable activities. Forty full-time positions will be eliminated with the closure of offices in Edmonton, Detroit, and Montréal.

PASSENGER TRAINS

LÉVIS REPRIEVE

VIA and CN made a last-minute agreement to continue passenger-train operations through Lévis for at least another six months. CN was preparing to abandon its Montmagny Subdivision through Lévis, from Mile 111.35 to Mile 119.12, and VIA was planning to introduce a new stop at Sainte-Foy for the *Ocean* and *Chaleur*. The last train to Lévis would have been on February 18. VIA is considering two locations for a new south-shore station, one at Saint-Rédempteur and one at Saint-Nicolas.

SAINTE-THÉRÈSE TRAIN PLANNED

The Québec ministry of transport is planning to operate a special commuter train this summer between Sainte-Thérèse and Montréal, while a highway bridge is being reconstructed. The Pont Marius-Dufresne, across the Rivière des Mille Îles, on Highway 117 south of Sainte-Thérèse, will be closed between May and September this year. The MTQ has proposed that the traffic congestion that would result from the closure be relieved by offering commuter-train service. Two stops would also be made in Laval, where additional commuters could join the train.

The trains would operate on the StL&H Lachute Subdivision between Sainte-Thérèse and the Park Avenue station in Montréal. From there, commuters could transfer to the Métro blue line (Line 5) or to R-Bus express buses to downtown Montréal. The trains would serve stations at Sainte-Thérèse (Mile 19.9 of the Lachute Sub.), Sainte-Rose (Mile 17.2), boulevard Saint-Martin (Mile 12.1), and Park Avenue (Mile 6.2). The trains would operate from May 1 until September 30, with a single train-set made up of an FP7, four 800-series coaches, and a 700-series cab car — all taken from the Montréal-Dorion-Rigaud service of the Agence métropolitaine de transport (AMT).

SAINTE-THÉRÈSE TEST TRAIN ►

StL&H made several test runs of AMT commuter train equipment between Park Avenue, Sainte-Thérèse, and Blainville on January 17, in preparation for the proposed temporary service this summer. The upper photo shows FP7 1304 at the north end of the train at the Saint-Martin Jct. station. The lower photo shows cab car 705 at Sainte-Thérèse.

—Both photos by Michel Belhumeur

The train-set would make three round trips in each of the morning and afternoon rush hours, leaving Sainte-Thérèse at 06:15, 07:15, and 08:15, and leaving Park Avenue at 16:30, 17:30, and 18:30.

A decision on whether to operate the service is expected by April 1.

Also considered were extensions further north, to Blainville, or south, to Canora, for an easy connection to Montréal-Deux-Montagnes trains, or Terminus Windsor, for a through ride to downtown. Any extension would mean that either two train-sets would have been needed or the one-hour interval between trains would have to be widened. A direct trip into downtown would be attractive to many potential users of the train, but the only direct route on CP lines is circuitous, via Adirondack Jct. and Montréal-Ouest.

LE TORTILLARD FINANCIAL TROUBLE

On February 18, Les Trains Touristiques du Saint-Laurent, the operator of *Le Tortillard du Saint-Laurent*, the summer tour train from Québec to Pointe-au-Pic, was declared bankrupt. TTSL's debts approach \$1-million in all. Though their bank and VIA are the largest creditors, the court took the action in response to a claim by a relatively minor creditor.

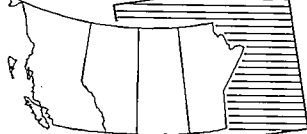
Le Journal de Québec reported that there are other parties who may be interested in taking over and continuing operation.

The equipment for *Le Tortillard* is being stored for the winter on a track adjacent to a warehouse behind the Bunge grain elevator in the port area of Québec. In February, the train was almost buried by ploughed and drifted snow.

—Gerry Burridge



THE PANORAMA



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CANADIAN NATIONAL

DERAILMENTS

A westbound grain train derailed on January 6 near Vera, Saskatchewan, 65 miles west of Biggar. About 30 cars of grain were off the track. CN then suffered another derailment a few days later on the Rivers Subdivision, at Gerald, Saskatchewan (near the Manitoba border) on January 9. Twenty cars derailed, including two loaded with butane, but no butane leaked. In both cases, some trains detoured via the Prairie North Line (Portage-Dauphin-Canora-Melville). • There was a derailment on the Clearwater Sub. in B.C. late on February 10, near Avola. Some CN freights were detoured over CPR between Kamloops and Calgary.

—Jim Brock and Len Turple

CANADIAN PACIFIC RAILWAY

RECORD PROFITS

Canadian Pacific Ltd. recorded a record profit of \$829-million in 1996, compared to a loss of \$824-million in 1994. CPR, with a loss of \$592-million in 1995, produced a profit of \$405-million last year. Jobs cuts, heavy movement of grain, increased trade with the U.S., and an improved economy all contributed to the profit.

—Victoria Times-Colonist

WINTER WEATHER

The heavy snows in British Columbia during late December, January, and early February have kept the railways busy with snow-clearing. Ploughs have operated many days in the Selkirk and the Rockies, and many trains have been delayed. Difficulties in Alberta included broken rails and frozen switches. Snows have also been worse than usual in Saskatchewan, with several blizzards. In mid January, the Soo Line was hit in Minnesota and North Dakota with blizzards that left drifts of up to 20 feet. A few Soo trains that normally would enter the U.S. at Portal or Noyes were diverted over the Great Lakes division of CPR.

NEW RAILROAD

Effective January 6, 1997, a new carrier, Northern Plains Railroad, has taken over operations of a portion of CPR trackage in

western Minnesota and North Dakota. Northern Plains Railroad's headquarters will be in Devils Lake, North Dakota. The lines operated by the NPR will be the Devils Lake and Bisbee subdivisions, between Thief River Falls, Minnesota and Kenmare, North Dakota.

WINTER MISHAPS

On December 18, '16 loaded grain cars derailed between Golden and Glenogle, B.C. Some of the cars were in a tunnel, some on a bridge, and a few in the Kicking Horse River. Ties on the bridge had to be replaced. Until December 21, some trains were detoured on CN through Edmonton, and others were rerouted from Calgary to Crowsnest, Fort Steele, and Golden. • On January 6, a westbound coal train with CP 9567-9552-9527 had 28 cars derail, with 21 of those cars on their side. The accident occurred at Mile 50 of the Thompson Sub., west of Ashcroft. A long length of track was damaged. Many trains were held, but some two dozen trains diverted onto CN between January 6 and January 9. CPR considered sending a few westbound double-stack trains from Toronto via the CN-GTW to Chicago, and sending them west on the Union Pacific, but this was not done. • There was also a derailment at Mara, B.C., Mile 12.4 on the Okanagan Sub., on January 13 just after midnight. Two units (3074 and 3094) and one car (an empty CN grain car) came off the track at a crossing.

CALGARY COMMUTER TRAINS

Supporters of commuter trans have suggested that a commuter train from High River and Okotoks to Calgary could be in service within a year on the CPR south of Calgary. The towns to be serviced are being surveyed for potential use of a commuter train. The survey will ask residents how often they would use such a service, where stops should be located, and if it should run into Calgary's core or just to the southern end of the LRT line.

FOOD BANK EXPRESS

A 40-foot intermodal container laden with about 6,800 kg of donated food products from Eastern Canadian producers left Toronto on February 13, launching CPR's new, no-charge, food-bank express to Western Canada. CPR is providing free, cross-country transportation of donated food products from Toronto and Montréal to food-bank distribution points in Calgary and Vancouver.

VIA RAIL CANADA

SIX-DAY SERVICE NIXED

Transport Minister David Anderson has announced that VIA Rail will not be allowed to operate more often (i.e., six days a week in summer) between Vancouver and Jasper. Anderson claimed that it would be inappropriate for VIA to significantly increase

its capacity in competition with Great Canadian Railtour Company (which is increasing its own capacity between Vancouver and the Rockies). Strong lobbying by Peter Armstrong, president of the company operating the Rocky Mountaineer service, was supported by a wide spectrum of politicians.

The announcement is a blow to VIA, who were looking to meet the demand for tourist travel with increased capacity. It was expected by VIA that the additional capacity would allow it to increase revenue by an amount close to the extra operating costs of the additional trains. The minister of transportation, in preventing VIA's plans, was in the odd position of stopping the passenger railway operator from implementing new services that could contribute to reducing its subsidy requirements.

—Victoria Times-Colonist, Vancouver Sun

EXTRA SKEENA AT CHRISTMAS

VIA had planned that the Skeena, between Jasper and Prince Rupert, would not operate on December 25-26 or on January 1-2 (January Rail and Transit). Because of requests for reservations and selling out of the December 22-23 train, VIA decided shortly before Christmas that the two trips would not be cancelled.

WEST COAST EXPRESS

NOTES

VIA F40PH 6446 has been equipped for push-pull operation and will be used if needed in Vancouver as WCE backup power.

• A 17-year-old young man from Maple Ridge was killed at 17:15 on November 21 when he and his girlfriend were walking along the tracks west of Port Coquitlam station and were overtaken.

—Dean Ogle

BRITISH COLUMBIA RAILWAY

DAWSON CREEK DERAILMENT

A crewman in the caboose was slightly hurt when a BCR train derailed west of Dawson Creek on January 27. Six cars and the van left the tracks on the East Pine Hill.

—Victoria Times-Colonist

AMTRAK

CANCELLED TRAIN

The Mount Baker International did not operate from January 15 for several weeks. Then, after running only from Everett, Washington to Vancouver, B.C. with connecting bus service to Seattle, it began originating in Seattle on Thursday, February 13. The BNSF line between Seattle and Everett has been plagued with many landslides this winter. For example, a massive landslide on January 15 knocked several cars right out of a freight train and into Puget

Sound. The slide, located just south of Edmonds, covered about 200 feet of track and debris extended 900 feet into the water.

—Jeff Schultz, Dean Ogle

TOURIST RAILWAYS AND MUSEUMS

ROCKY MOUNTAINEER DATES

The 1997 schedule for the *Rocky Mountaineer* shows the first eastbound trip is to be May 1, with the first westbound trains on May 4. Last service eastbound for the 1997 summer is October 14, and westbound October 16. For June through September, there will be three trains per week. "Gold Leaf" service is advertised for all runs, which indicates that the second dome car should be available this year.

COASTAL SHIPPING

PRINCESS MARGUERITE III

Clipper Navigation has almost completed arrangements to buy and operate the *Royal Victorian* (ex-*Queen of Burnaby*) between Seattle and Victoria. The catamaran-ferry operator was the only qualified bidder when the B.C. government put the ship up for sale last fall. The 42-year-old car ferry will be renamed *Princess Marguerite III*, and be repainted with a blue hull and a union Jack design around the stern.

—Norm Gidney, *Victoria Times-Colonist*

THE GRAIN TRADE

ROBERTS BANK ENLARGEMENT

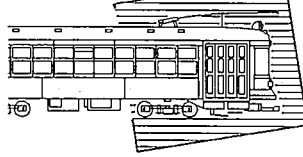
The new Deltaport container terminal at Roberts Bank will officially open on June 25. Although the \$224-million facility will be in operation from mid-April, the June date was chosen to coincide with a Victoria meeting of transportation ministers from the Asia Pacific Economic Cooperation forum. More than four years in the planning and developing, the new facility will double Vancouver's container-handling capacity and save travel time for ships.

GRAIN DELAYS

Delays in getting Prairie grain to West Coast export terminals has produced a lengthening queue of empty grain ships in Vancouver. At one point in early February, up to 40 ships awaited loading in Vancouver; some of the ships had been waiting for weeks. Record snow and cold in Western Canada, especially British Columbia, is being blamed for the shortage of grain cars and locomotives.

Both railways announced additional trains to help clear the backlog, and grain elevators and west coast ports were working seven days a week to keep the crop moving. The federal government's greatest concern was the potential damage to Canada's reputation as an efficient wheat exporter.

IN TRANSIT



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TORONTO

TRIP VALVE PROBLEM

A problem with the trip valve assembly on the TTC's H-5 class subway trains led to a sudden ban on operating the class in the lead position, followed by quickly by modifications to half the class to allow them to resume leading duties. Tests of trip valves on Friday, January 17, revealed at least two lead cars with trip valves that did not actuate the brakes, as designed, when the trip valve was pushed back. The trip valve is mounted at the right front corner of the car, just below the frame, and is designed to apply the brakes if it contacts a raised trip arm, mounted on the ground beside each signal. Trip arms are raised when the associated signal is showing a restrictive aspect, and as a result the car-mounted trip valve is an integral part of the TTC's subway safety system. The failure of a trip valve and trip arm assembly was a major cause of the fatal August 11, 1995 subway collision near Dupont Station.

Because of the potentially serious nature of the fault, H-5s were immediately banned from lead service, and all married pairs of H-5s in use were remarshalled into the middle position of the TTC's six-car trains. Large red dots were painted on the windshields of the cars, to indicate that they are not permitted to lead; this was followed by yellow signs and other lettering inside the cab to reinforce that the cars are not to lead. By the following Monday, January 20, a major shuffling of the subway car fleet had been made, in order to have enough cars suitable for leading on both lines. The H-5s have for years operated on the Yonge-University-Spadina subway only, and several sets were transferred to the Bloor-Danforth, with H-6 cars usually noted on the Y-U-S in the place of the H-5s.

Within a few weeks, even-numbered H-5s were fitted with reliable trip valves from odd-numbered H-1s, many of which are now working out their last few months in service, given the delivery of new T-1 cars. As a result of this swapping of trip valves, all odd-numbered H-5s (because they retain their unreliable trip valves) and odd-numbered H-1s (because they have no trip valve, it being removed for fitting to even-numbered

H-5s) are not to lead, and have the red windshield dots, signs, and other markings to reinforce this. Even-numbered cars in each class can lead, as even-numbered H-5s and H-1s have H-1 trip valves. Extensive procedures were put in place to ensure that odd-numbered H-5s or H-1s are not despatched as lead cars.

H-5s, numbered 5670 to 5807, were delivered between 1976 and 1979. The cars are fitted with a different design of trip valve compared to earlier H-1, H-2, and H-4 cars from the same manufacturer, Hawker-Siddeley.

1997 SURFACE TRACK WORK

As in past years, rebuilding of the TTC's street railway network will include tangent and special track projects, with alternative bus service scheduled, so that work can proceed uninterrupted on the track, and the finished product lasts longer, without the vibration of passing streetcars as the concrete sets. The tangent projects, with length of double-track feet and approximate project duration, are:

- Bathurst Street, College to Harbord; May 4 to June 8; 2000 feet; this will require bus substitution of both the 511—Bathurst and 512—St. Clair routes; Harvey Shops will be isolated from the rest of the street railway network.
- Bathurst Street, Wolsley Loop to Dundas; June 1 to June 24; 1380 feet. 511—Bathurst will run with buses, but 512—St. Clair cars will divert around the construction from June 15.
- College Street, Sheridan to Lansdowne; June 15 to July 26; 1365 feet. 506—Carlton cars will be replaced by buses.
- Bay Street, Elm to College; June 29 to July 26; 1235 feet. This is non-revenue trackage, and presently in very poor condition.
- Queen Street, Empire to Carlaw; July 27 to August 30; 1560 feet. The eastern half of the 501—Queen route, and the 502—Downtown and 503—Kingston Rd. routes, will run with buses.

Special track work to be rebuilt is:

- College and Bathurst, and Dundas and Bathurst, in conjunction with the nearby tangent projects.
- Roncesvalles Carhouse, Track 26, early August.
- Queen and Broadview, in conjunction with the nearby tangent project, Labour Day weekend.
- Russell Carhouse, Tracks 14, 15, and 18 to 21, August 31 to October 11.
- Long Branch loop, part of the loop track, late September.
- Ballast tamping on the private right-of-way on the Queensway will be carried out from August 31 to the October 22. This will include realignment of the track to accommodate centre overhead poles, and the overhead wire work will be coordinated with the track work. 501—Queen cars will be replaced by buses west of Sunnyside Loop, and 508—Lake Shore cars will all be replaced by buses. The final works on the 510—Spadina streetcar line are the rebuilding of the Queens Quay-Spadina loop to include new

westbound track on Queens Quay and northbound track on Spadina, and the new Charlotte Loop, including rebuilding of some track on Adelaide, new track on Charlotte Street, and a connection to King Street. The Queens Quay-Spadina work is scheduled for March 30 to May 3, and during this period 510-Harbourfront streetcars will not run, and instead the 77-Spadina bus route will be extended on Queens Quay and up Bay Street to temporarily replace the streetcar service. The Charlotte work is likely to take place later in the year, as not all approvals to construct the new track have yet been obtained. Also later in the year, remedial work will be undertaken to reduce water leaks in the 510-Harbourfront tunnel under Bay Street, which is below lake level.

DELIVERY OF T-1 CARS

The first of the TTC's 216 new T-1 subway cars, have been delivered from the Bombardier plant in Thunder Bay as follows.

Car	Delivered	In service
5000	Oct. 11, 1995	Mar. 11, 1996
5001	Oct. 10, 1995	Mar. 11, 1996
5002	Oct. 12, 1995	Mar. 11, 1996
5003	Oct. 12, 1995	Mar. 11, 1996
5004	Nov. 9, 1995	Mar. 11, 1996
5005	Nov. 9, 1995	Mar. 11, 1996
5006	Sept. 9, 1996	Oct. 23, 1996
5007	Sept. 9, 1996	Oct. 23, 1996
5008	Sept. 11, 1996	Oct. 23, 1996
5009	Sept. 11, 1996	Oct. 23, 1996
5010	Oct. 17, 1996	Nov. 29, 1996
5011	Oct. 17, 1996	Nov. 29, 1996
5012	Oct. 18, 1996	Nov. 29, 1996
5013	Oct. 18, 1996	Nov. 29, 1996
5014	Oct. 30, 1996	Nov. 29, 1996
5015	Oct. 30, 1996	Nov. 29, 1996
5016	Nov. 11, 1996	Dec. 17, 1996
5017	Nov. 11, 1996	Dec. 17, 1996
5018	Dec. 16, 1996	
5019	Dec. 16, 1996	
5020	Dec. 27, 1996	
5021	Dec. 27, 1996	
5022	Jan. 3, 1997	
5023	Jan. 3, 1997	

NOTES

Two retired H-1 subway cars were in Greenwood shops in mid-February for conversion to refuse collection cars. The pair will replace former Gloucester cars 5100 and 5101, converted to RT-38 and RT-39 for identical duties in 1987. • Two new pieces of work equipment that will comprise the rail delivery system were expected on TTC property in February. The set will consist of a new locomotive (reusing the RT-7 number) and a long articulated flat car (to be RT-8), for use in delivering long strings of welded rail to work sites. • The Orion VI low-floor CNG-powered buses, scheduled for delivery in June and July, will be numbered 2000 to 2049.

—Ray Corley

INDUSTRY NEWS

LOW-FLOOR 60-FOOT BUS

New Flyer have a D60LF articulated low-floor bus on tour. The bus was at the TTC in the first week of February, and was examined at Hillcrest and at Wilson Garage. The bus was taken on several test drives, but was not used in service. The vehicle then went to Ottawa, where OC Transpo had a close look, with special attention paid to how well it would function in winter weather. OC Transpo personnel also participated in on-ice skid testing of the 60-foot bus at the former Transport Canada automotive test area in Blainville, Québec.

While similar to New Flyer D60 high-floor articulated buses, as used in Mississauga and Vancouver, with three sets of doors and a 60-foot length, the bus features a low floor that extends from the front doors through the articulation joint to just behind the third set of doors. The rear half of the bus is similar to a D40LF 40-foot low floor bus; the Detroit Diesel Series 50 engine (uprated to 315 horsepower from the usual 275) and transmission are at the rear of the bus, under a conventional-height floor that is raised two steps from the low-floor section. The demonstrator is equipped with both roof-mounted and rear-window-mounted air conditioners, and has 58 seats, slightly reduced from high-floor seating because of the space taken up by the wheel wells. Several inward-facing seats were mounted on pedestals over the second-axle wheel wells. The bus is painted in a bold orange and blue New Flyer scheme.

Mississauga Transit have 35 D60LFs on order, for delivery later in 1997. Both the TTC and OC Transpo are considering further articulated bus purchases, to replace Orion-Ikarus articulated buses from the mid 1980s which have failed prematurely. The TTC has budgeted for the purchase of up to 155 artics, in 1999-2001. In the meantime, about 40 of the TTC's Ikarus artics are receiving a minor rebuilding, to keep them in service for at least two more years.

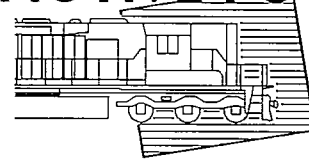
EDMONTON

ROUTE CHANGES

Edmonton Transit is planning a major system revamp for June, to provide more service per dollar spent. A base network will connect the different areas of the city with a minimum 30-minute headway, early morning to late night, 365 days per year. These services will not be subject to annual budget or seasonal changes. The community network will be of 14 neighborhood services, designed to meet the needs of each area. These services will be affected by funding levels in the municipal budget process.

—Clayton Jones, Dean Ogle

MOTIVE POWER



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NEW POWER FOR CP AND CN

Both CN and the CPR have announced orders for new locomotives, each from both General Motors and General Electric. CP is buying 101 units with AC traction motors for \$260-million, and CN is buying 75 units with the lower-cost and more-standard DC transmission for \$150-million.

CP is placing orders for 91 4400-horsepower GE AC4400CW units, similar to the present Nos. 9500 to 9582, and for 10 5000-horsepower GM SD80MAC units. All will be used primarily on the CPR core, on bulk-commodity and intermodal trains. CP explains the small GM order by stating that the SD80MACs have so far only been used by Conrail and that the design is thus unproven on heavy western bulk trains. The new locomotives are expected to be delivered during the last quarter of 1997 and into early 1998.

CN has ordered 40 4400-horsepower GE Dash 9-44CW units and 35 4300-horsepower GM SD751 units. They will be numbered after the current series of each, and so the GEs will be Nos. 2523 to 2562, and the GMs will be 5731 to 5765. The new units are expected before the end of 1997. CN has less need for the higher adhesion of AC traction motors than does the CPR, because CN has flatter grades on its main line through the mountains.

CP'S LEASED FLEET

The CPR is leasing the following units, as of the end of February. Most of the units are assigned to the CPR core (those assigned to the StL&H are marked in the list), and so mostly see service west of Thunder Bay. The lease fleet is in a continuous state of flux, with new units arriving, units being returned, and financial deals being made continuously. Those marked with an asterisk were expected in the first few days of March.

CLP GP38-2 204 (in service on StL&H)

EMDX SD40 6400-6402, 6408, 6409, 6411-6418, 6421, 6422, 6424, 6425, 6428-6432 (some on StL&H)

EMDX SD60 8300-8302

GATX SD40-2 900-904 (StL&H)

GSCX SD40-2 7359-7369, 7371-7373 (StL&H)

HATX GP38 106, 108, 109, 111, 112

HATX GP38-2 210-215

HATX GP40 400-406, 408, 410, 415, 418, 420, 422
 HATX GP40-2 500-517
 HATX GP40 518-521
 HATX SD40-2 750-752
 HATX GP40-3 800-805
 HATX SD45-2 902, 904-907, 909-914
 HATX SD45 915-924
 HATX SD45T-2 945
 HLCX GP40 663
 HLCX SD40 3015, 3023
 HLCX GP40 3060
 HLCX SD40 3065, 3066, 3093
 HLCX GP40-3 3110, 3111
 HLCX GP40 4000-4003
 HLCX SD40 4057, 4060-4062, 4066
 HLCX GP40 4200, 4201
 HLCX GP40X 4300
 HLCX GP40-3 4301
 HLCX GP40 4402, 4404, 4405
 HLCX GP40-3 4408, 4411
 HLCX GP40 4413-4415
 HLCX SD40 5000, 5009, 5011, 5015-5027
 HLCX SD40-2 5028
 HLCX SD40 5029-5031
 HLCX SD40-2 5035
 HLCX SD40 5036
 HLCX SD45 5054
 HLCX SD40 6056
 HLCX SD40-3 6057
 HLCX SD40-2 6090, 6091
 HLCX SD40-2 6200-6213
 HLCX SD40 6214
 HLCX SD40-2 6215-6221
 HLCX SD40M-2 6300-6304
 HLCX SD40-2 6400
 HLCX SD40-2 6500, 6501
 ILS SD9 1374
 ILS GP10 1379
 ILS GP9 1382
 LLPX GP60 6001-6003
 MKCX SD45 9508, 9511, 9520, 9523, 9526, 9528, 9534, 9536, 9538, 9539
 MRL SD9 600-602
 MRL SD7E 605
 MRL SD35 701
 MRL SD45 8941
 NS SD40 1584, 1586, 1588, 1591*, 1592-1594, 1597, 1598*, 1602*, 1603*, 1604, 1605, 1608*, 1610, 1611, 1612*, 1613, 1614*, 1615, 1618-1621
 NS SD40-2 1632
 NS SD40 3171, 3172*, 3174*, 3175*, 3177*, 3178*, 3179*, 3180, 3188*, 3189*, 3192*, 3195, 3196, 3197*, 3199*, 3200*
 NS C30-7 8008, 8011, 8021, 8028, 8031, 8051, 8055, 8068, 8070, 8071
 PNCX SD40 3011, 3013, 3021, 3026, 3064
 VIA F40PH-2 6450, 6451*, 6452, 6453*
 The CPR and StL&H also had these units leased out at the end of February.
 To Iron Road (QSR, NVR, CDAC):
 RS18s 1806, 1812, 1819, 1820, 1824, 1845, 1850, 1859; C424 4227
 To Ottawa Valley RailLink:
 RS18s 1842, 1860
 To Inco:
 SW1200RS 8132

CN ROSTER CHANGES

New arrivals

Three more SD40-2s owned by Ontario Hydro were transferred from service on CP to CN.

SD40-2 5393 (CP 5785) December 27
 SD40-2 5394 (CP 5861) December 27
 SD40-2 5395 (CP 5862) December 27
 SD751 5684 November 1
 SD751 5685 November 7
 SD751 5686 November 13
 SD751 5690 November 9
 SD751 5691 November 5
 SD751 5692 November 6
 SD751 5693 November 14
 SD751 5694 November 17
 SD751 5695 November 22
 SD751 5696 November 24
 SD751 5697 November 27
 SD751 5698 November 6
 SD751 5699 December 3
 SD751 5700 November 8
 SD751 5701 November 13
 SD751 5702 November 14
 SD751 5703 November 14
 SD751 5704 December 5
 SD751 5705 November 18
 SD751 5706 November 20
 SD751 5707 November 20
 SD751 5708 December 8
 SD751 5709 November 22
 SD751 5710 December 15
 SD751 5711 November 22
 SD751 5712 December 17
 SD751 5713 November 26
 SD751 5714 November 29
 SD751 5715 November 25
 SD751 5716 November 29
 SD751 5717 December 3
 SD751 5718 December 20
 SD751 5719 December 2
 SD751 5720 December 20
 SD751 5721 December 5
 SD751 5722 December 6
 SD751 5723 December 6
 SD751 5724 December 10
 SD751 5725 December 13
 SD751 5726 December 13
 SD751 5727 December 15
 SD751 5728 December 20
 SD751 5729 December 20
 SD751 5730 December 20

The order of SD751s is complete.

Returned to service

SD40 5058 November 15
 GP40-2 9508 November 15

Retirements

S13 106 January 24
 S13 108 November 19
 S13 110 December 4
 Slug (from S3) 164 November 19
 Slug (from S3) 168 January 24
 HR616 2104 December 4
 HR616 2109 January 10
 HR616 2110 November 20
 HR616 2111 November 4
 HR616 2119 January 24
 M636 2323 January 24

M420 3520 December 13
 M420 3521 November 20
 M420 3523 November 28
 M420 3524 November 4
 M420 3536 January 10
 M420 3564 November 12
 GTW GP9 4134 November 5
 GTW GP9 4135 November 5
 GTW GP9 4139 November 5
 GP40 9305 (to AMF) December 13
 GP40 9313 (to AMF) November 26
 GP40 9316 (to AMF for RS) November 15
 GP40 9317 (to AMF) December 4
 GP40-2 9500 (to AMF for MBTA) November 4
 GP40-2 9506 (to AMF for MBTA) January 10
 GP40-2 9511 (to AMF for MBTA) December 4
 GP40-2 9512 (to AMF for MBTA) January 22
 GP40-2 9533 (to AMF for MBTA) November 26
 GP40-2 9553 (to AMF for MBTA) December 10
 GP40-2 9572 (to AMF for MBTA) December 10
 GP40-2 9598 (to AMF for MBTA) November 4
 GP40-2 9599 (to AMF for MBTA) November 26

Renumberings

GTW 5700-5734 are becoming 4900-4934 to avoid conflict with CN's SD751s; six GP9s are being renumbered to make room.

GTW GP9 4909 to 4509 January 13
 GTW GP9 4918 to 4518 January 13
 GTW GP9 4920 to 4520 January 13
 GTW GP9 4930 to 4530 January 13
 GTW GP38-2 5702 to 4902 January 29
 GTW GP38-2 5703 to 4903 January 29
 GTW GP38-2 5706 to 4906 January 21
 GTW GP38-2 5708 to 4908 January 21
 GTW GP38-2 5712 to 4912 January 21
 GTW GP38-2 5715 to 4915 January 21
 GTW GP38-2 5720 to 4920 January 13
 GTW GP38-2 5722 to 4922 January 29

IRELAND

MORE GM CANADA LOCO TROUBLES

Disruption on the Irish railway network was caused in December when all 32 locomotives of the Class 201 fleet built by GM at London, Ontario, were withdrawn from service following a crankshaft failure on IE 219. A subsequent check on IE 218 revealed the same problem and IE decided to call in advisors to inspect the remainder of the fleet. Following the inspections IE started a crankshaft replacement programme. IE hopes the cost of this programme will be met by GM under warranty. It was not reported whether the two Class 201 locomotives owned by Northern Ireland Railways were withdrawn, but as they are identical to the IE units it would seem probable. The withdrawal of the Class 201s saw some of IE's older U.S.-built GMs in front-line service. By the end of December some members of Class 201 were back in service.

Motive Power sources: Jim Brock, Ray Corley, John Legg, Bill Miller, Jim Sandilands, Gordon Webster, CN, CPR.

