

Canada's Railway Magazine since 1945

Rail & Transit

AUGUST 1997



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Your views on Rail and Transit

You may recall that on the back of the membership renewal form for 1997, we asked some questions about the form and content of *Rail and Transit*. The questions were intentionally difficult, because we wanted to know what aspects of the magazine are most important to you. We appreciate all of your responses. Some of you made additional comments beyond the narrow limits of the trade-off questions, and we thank you for those, too. A number of people wrote that they like *Rail and Transit* as it is, and we thank you for your vote of confidence.

Here is a brief summary of the proportion of responses on each side of each question.

Would you prefer ...

- ... to pay more for more photos (87 percent of the responses took this view) ... or have fewer photos and pay less? (13 percent took this view) Response rate: in all, 41 percent of the members who renewed had a view on this issue.
- ... to pay more for more pages (88%) ... or have fewer pages or pay less? (12%) Response: 39%.
- ... to pay more for a higher printing quality (66%) ... or have a lower quality and pay less? (34%) Response: 29%.
- ... fewer pages but a higher printing quality (46%) ... or have a lower quality and more pages? (54%) Response: 22%.
- ... fewer pages but improved timeliness (58%) ... or have worse timeliness and more pages? (42%) Response: 26%.
- ... fewer issues each year but a higher printing quality (51%) ... or have more issues and a lower quality? (49%) Response: 23%.
- ... fewer issues each year but improved timeliness (69%) ... or have more issues but worse timeliness? (31%) Response: 27%.
- ... more railway content and less transit content

(73%) ... or more transit content and less railway content? (27%) Response: 40%.

- ... more modern content and less historical content (58%) ... or more historical content and less modern content? (42%) Response: 32%.
- ... more Ontario coverage and less national coverage (57%) ... or more national coverage and less Ontario coverage? (43%) Response: 32%.
- ... more news and fewer articles (74%) ... or more articles and less news? (26%) Response: 29%.

Some of these proportions are about as we expected. For example, the railway-transit split is about the same as it has always been, and so there will be no drastic change on that front in the contents of *Rail and Transit*. Your views on all of these matters will help us to make decisions in future.

UCRS excursions and meetings

Friday, October 17 – Regular monthly meeting in Toronto, at 7:30 p.m. Meetings are held 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.

Friday, October 24 – Regular monthly meeting in Hamilton, at 8:00 p.m. Meetings are held at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. Each meeting features recent news and members' current and historical slides.

Saturday, October 25 – Forest City Railway Society's second annual fall slide and trade day, 11:00 a.m. to 5:00 p.m., at Room B1071 of Fanshawe College, at 1460 Oxford Street East in London.

Saturday, November 15 – San Diego Trolley charter, to rider the new Mission Valley line. Tickets are \$40 (U.S.). To order tickets or for more information, write to San Diego Elec-

tric Railway Association/UC, P. O. Box 89068, San Diego, California, U.S.A. 92138-9068, and enclose a large self-addressed stamped envelope.

Friday, November 21 – Toronto meeting at Metro Hall, 7:30 p.m.

Friday, November 28 – Hamilton meeting at the Spectator auditorium, 8:00 p.m.

Cover photos

On the front cover, a southbound streetcar on the new Spadina line in Toronto rounds the west side of Spadina Circle. Operation on the new line began early in the morning of July 27, and several UCRS members were there to ride the first trip. Our feature article on the TTC's 510–Spadina streetcar line begins on Page 4 of this issue.

The upper photo on the back cover shows Canadian Pacific's new crest and lettering scheme on AC4400CW 9581. Bob Sandusky was there at the ceremonial unveiling at Odgen Shops in Calgary to take this photo on September 14. More of his photos are on Page 12 of this issue.

The lower photo on the back cover shows the Central Western Railway in more prosperous days. On Page 18, you'll read about the gradual closure of the CWRL that is underway, even as RaiLink Investments, the acquisition arm of the CWRL, is expanding into Ontario and other parts of Alberta. This photo, by John Carter, is of Central Western Rail Services (later Alberta Prairie Steam Tours) No. 9 at Camrose, Alberta, on September 30, 1989. The passenger train was in the siding awaiting loading, and while cooling its heels was scooped by a southbound CN freight led by GP9 4003.

This issue completed on September 29, 1997

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News Photos

AUG 97

➡ On Saturday, August 2, filming for a new commercial for Home Hardware took place on the Dundas Subdivision in the vicinity of the old Dundas station, occupying the north track for a good chunk of the day. Johan Wigt came across this quite by accident while walking the Bruce Train, which goes right through the old station area. Dozens and dozens of people were involved: CN people to control the traffic, film crews, lots of "passengers," and caterers. Tents and tables provided the feast of food they were into, so Johan only got "who-the-heck-is-that" glances as he passed by. In mid-afternoon they ran the train to Bayview to turn it, shot some film in that area, then ran back up to Dundas, facing west.

The short train for the commercial was made up of especially-painted VIA F40PH-2 6429, *Butler Manor*, *Alexandra*, and *Strathcona Park*.

The upper photo was taken at the Sydenham bridge, and the lower photo was taken at the old Dundas station. Both photos are by Johan Wigt.

"Home Hardware" 6429 has continued in service on regular VIA trains, still in its bright yellow paint, through August and September.

⬇ The leased locomotive scene on the CPR this year has included a wide variety of second-hand GM locomotives from leasing companies, and both GMs and GEs from Norfolk Southern.

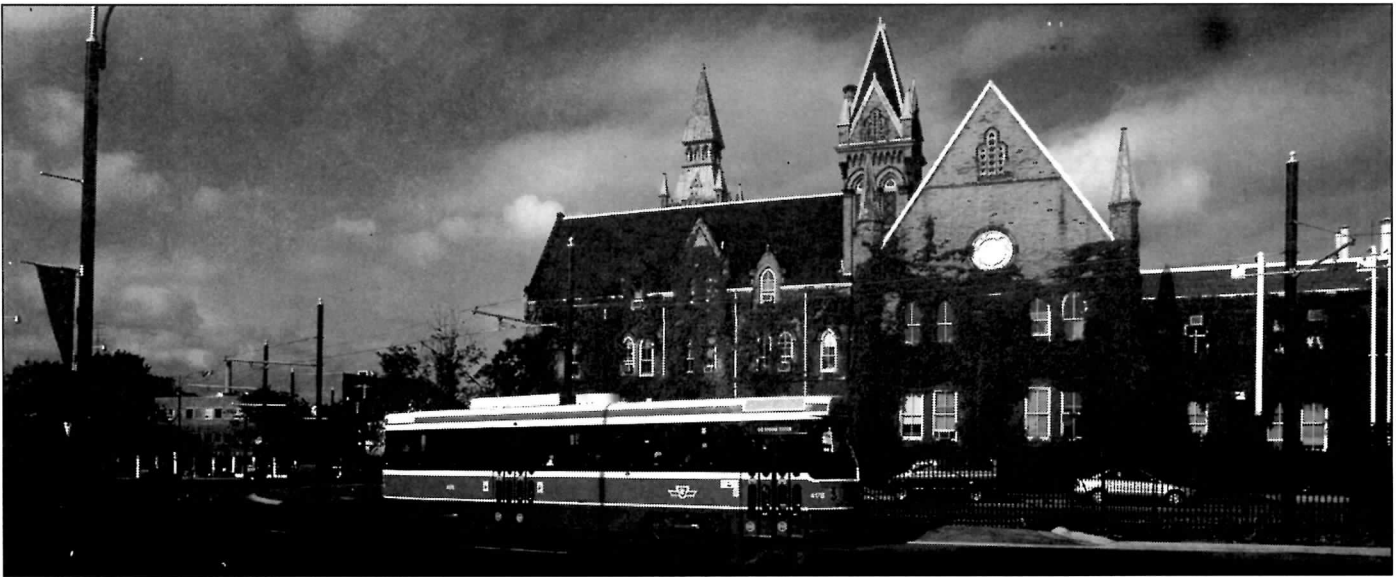
To the right, NS C30-7 8031 and SD40 1584 are coupled into the string of five units pulling a transfer run at Keith Yard, just west of Calgary, on March 16.

Frequently, leasers have rather scrappy paint schemes, but Helm's maroon and blue scheme shows well. Below, GP40 HLCX 4301 was at Sunalta on March 9.

Both photos are by Bob Sandusky.



SPADINA STREETCAR RETURNS AFTER 49 YEARS



By **SCOTT HASKILL**

Streetcar service returned to the length of Toronto's Spadina Avenue on Sunday, July 27, 1997, when the new 510–Spadina streetcar line began operating, replacing the 77–Spadina bus route and incorporating the 510–Harbourfront streetcar line. The new route was inaugurated with considerable civic fanfare, as befits the replacement of one of the TTC's busiest and most frequent bus routes with a \$105-million streetcar route. The new line, from its inception, became the most-frequent in the TTC's system of 10 streetcar routes.

The opening of the new route completes a process that took a more than a dozen years, of which only the last three involved the actual construction. There were proposals to replace buses with streetcars on Spadina from the early 1970s, but the present route had its beginnings in 1985, when a TTC report proposed streetcars between Spadina Station (on the Bloor subway line) and Union Station (on the Yonge–University subway), operating via Spadina Avenue, Queens Quay, and Bay Street. Approval was soon received for the Harbourfront portion of the route, on Queens Quay and in a tunnel under Bay Street; this section was constructed in the late 1980s and opened on June 24, 1990.

ENVIRONMENTAL ASSESSMENT

The proposal for streetcars on Spadina met with considerable community opposition, and became subject to a long process of environmental assessment hearings, public meetings, and consultants' reports. Much of the community disapproval of the route was directed at associated proposals to widen the roadway on Spadina, and not specifically at the TTC's proposal for streetcar operation.

The TTC did not help its cause by referring to the project as the Spadina "LRT," giving the project a more formidable, high-tech image that clashed with local wishes for people-oriented transit. The name also conjured up in opponents' minds inaccurate visions of the recently-opened Scarborough RT, with its elevated con-

crete right-of-way. The Light Rail Transit designation has since been formally dropped, and the service is known simply as a streetcar route.

Provincial and municipal approval was finally gained in 1992, but at the cost to the TTC of its desired exclusive right-of-way; the line on Spadina was not to be separated from other traffic by six-inch curbs (as at Harbourfront) or by medians, but was to be a maximum of two inches above the rest of the road surface, and was to be shared with automobiles turning left at unsignalised intersections at off-peak times.

TRACK AND OVERHEAD CONSTRUCTION

Delays in securing funding meant that construction did not begin until 1994, on the section between College Street and Bloor Street, including the extensive underground loop and loading area at Spadina Station. The track on this section, north of Spadina Circle, is separated from other road traffic by a treed median, the only section on the line where this was permitted. In 1995, track construction saw the old track between Queen Street and King Street – still used for diversions and short-turns – replaced by new track. During this year, new grand union intersections, allowing streetcars to turn in all possible directions, were built at King and Queen. Work in 1996 replaced the track between Queen and College, and rebuilt the Dundas and College intersections.

Each successive years' track work made use of a more-random and more-heavily-moulded concrete surface, to discourage other road traffic as much as possible by replicating as closely as possible the random texture of the traditional granite setts. (The stone blocks could not be used because of the new track construction method in which track anchors are cast directly into the concrete base, and the rails are surrounded by rubber seals to reduce vibration.)

A final track project in April and May 1997 was at Queens Quay and Spadina, which saw the addition of new westbound track on Queens Quay and new northbound track on Spadina; these track sections had not

been installed in 1989 as part of the Harbourfront work. The rest of the loop tracks from 1989 at this location were replaced at the same time. Overhead wires for the new westbound and northbound track will be installed later in 1997.

It had initially been planned to add a clockwise loop to the existing counter-clockwise loop at this location, and the necessary special work castings had already been delivered. The TTC decided instead to build a new, additional, short-turn location at King Street, by adding new track on Charlotte Street, one block east of Spadina, between Adelaide and King. This track will make use of many of the track components purchased for the second loop at Queens Quay and Spadina. Construction of the Charlotte Street loop is now scheduled for mid-1998, as a result of delays in securing the necessary approvals. Until the construction of the track on Charlotte Street, every second car through most of the day turns back at the loop at Queens Quay and Spadina, so that service on Spadina Avenue is twice as frequent as that offered on Queens Quay to Union Station.

Overhead installation generally lagged behind the track work, and the earlier-completed track sections – King to Queen, for example – were not used from 1995 to just before the opening, because the overhead was not complete. A different design of support for the overhead wires is being used on Spadina than elsewhere on the TTC system, making use of European-designed and -sourced components, many of them originally designed for trolley coach use. The line also has many overhead electrical section breaks, so that the overhead between the major east-west streets can be isolated, if required for work or emergencies. The delays in the overhead pushed the opening date to July 1997, from its earlier planned May or June dates.

CAR STOPS

There are 16 stops for southbound-eastbound cars on the line, and 17 westbound-northbound stops, not including the two subway stations. On Spadina Avenue itself, only 11 of the 25 stops are on the near side of the intersections, where they are most convenient for passengers. The remainder are on the far side, because of the provision of left-turn lanes (taking up the potential near-side platform location) at many intersections. Separate traffic signals are provided for streetcars, and a special new white vertical bar signal, displayed concurrently with the red aspect on the transit signals, is used to signal that streetcars can turn left or right into the intersecting street. This signal aspect is called by the NA switch transponder connected to the powered track switches.

The stops on Spadina are more substantial than other TTC streetcar stops, to give transit a higher profile, and to provide a better waiting area for passengers. All stops are at raised platforms, wider and longer than TTC standard. Large ornamental shelters are installed, with an especially-large shelter installed at the northbound stop at Bremner Boulevard, to cater to large crowds leaving the nearby SkyDome. To each side of the shelters, decorative metal railings separate the platforms from street traffic and guide passengers to cross the road only at the signalised intersection that is provided at

◀◀ A northbound car rounds the east side of Spadina Circle.

▼ Opening ceremonies, July 27, at Sussex Avenue.

Both photos by Ted Wickson



each stop. (Many of the railings were not installed at the beginning of service, and concrete highway barriers were substituted until the railings were available.)

SPADINA STATION

The underground loop at Spadina Station gives the TTC its third underground streetcar loading area, after St. Clair West Station (1978) and Union Station (1990). Streetcars load at the mezzanine level of the station, one level above the Bloor-Danforth subway platforms, and one level below the street and bus loop. The result is an easy and effortless streetcar-subway transfer, with the streetcar loading platform located immediately at the top of the stairs from the eastbound Bloor-Danforth platform. As part of the same project, three elevators were installed at Spadina Station to make the station fully accessible to people who are not able to climb stairs.

The single-track streetcar loading platform can accommodate two cars and the front doors of a third; early experience has shown that this is sometimes inadequate, especially when there are delays on the line. The underground streetcar lines include a run-around track, to

Spadina streetcar line – Statistics

Length	3.7 km (5.6 km including Harbourfront section)
Cost of construction	\$105-million
Ridership	32 000/day, 10 million/year (approximate)
Hours of service	05:00 to 02:30, 7 days a week
Frequency of service (max)	2 min 20 s (07:30–09:00 and 14:45–19:30)
Frequency of service (min)	15 minutes (05:00–06:15 and 01:10–02:30)
Cars in service (max)	21 (14:45–19:30, Monday-Friday)
Cars in service (min)	2 (05:00–06:15 and 01:10–02:30)
Type of cars	CLRV (15.4 m long, 4-axle, non-articulated)
Maintenance base for cars	Roncesvalles Carhouse

- ▼ Peter Witt car 2766, the first car to use the Spadina Station loop, on a test run on July 8.

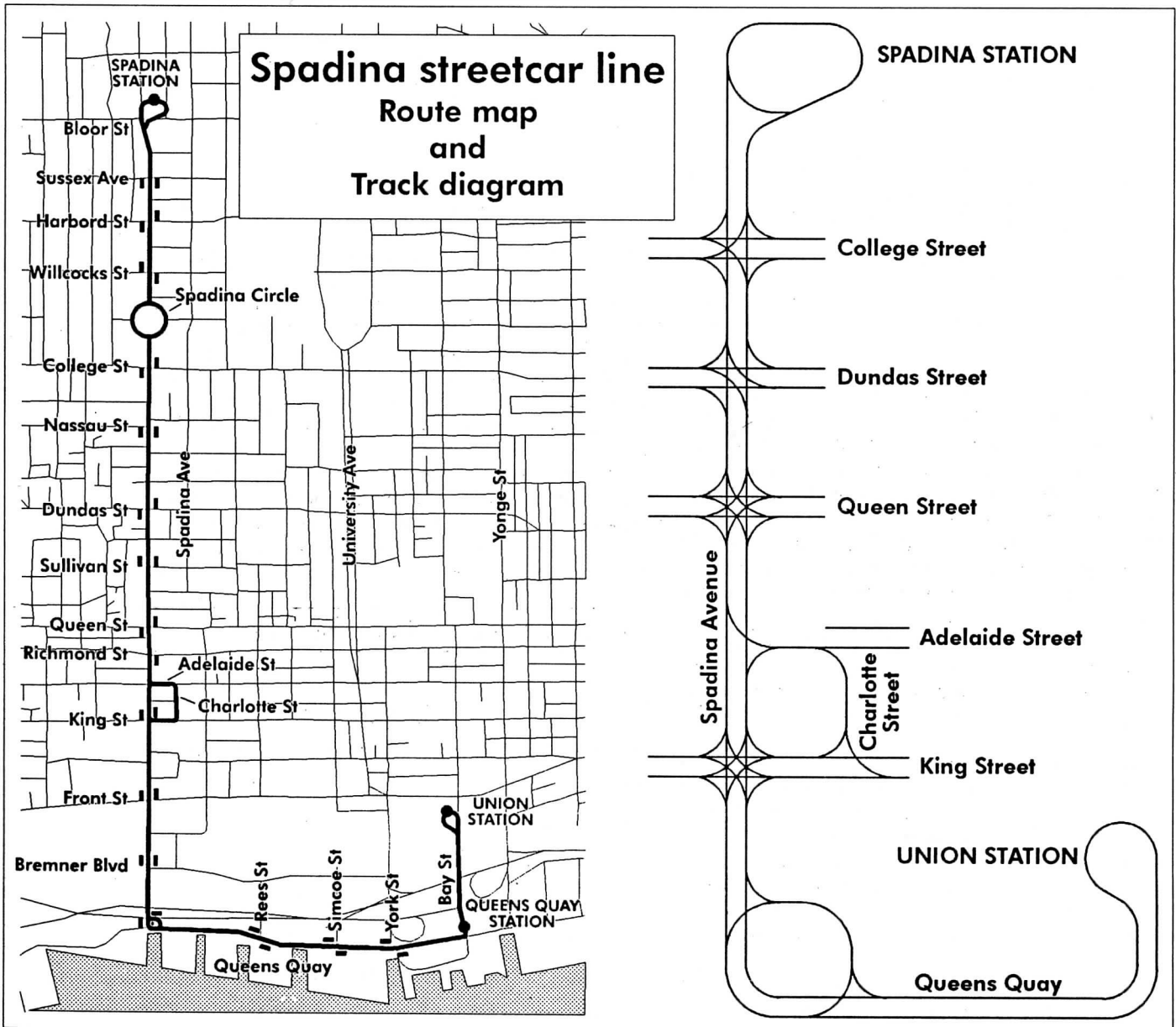
Photo by Scott Haskill



allow cars to leave the loading area, loop around, and return to the platform. The run-around track is just long enough to hold two cars; Witt car 2766 and PCC car 4500 were parked in this track before the opening ceremony, while the frequent scheduled service worked past on both main lines using CLRVs.

The exit ramp, used by southbound cars leaving the station and climbing to street level, is longer and has an easier grade than the downhill entrance ramp or than the ramps at Harbourfront at the mouth of the Bay Street tunnel. The steep grade of the ramp at Harbourfront has prohibited the use of ALRVs there during busy events, because a second car is not powerful enough to push a disabled car up the slope when the rails are slippery.

The longer grade at Spadina Station does allow for ALRVs to be used, but in any event the TTC's fleet of 52 articulated cars is not enough to equip both the 501-Queen and 510-Spadina routes. At present, ALRVs continue to be assigned to 501-Queen and 511-Bathurst, and CLRVs are used on 510-Spadina.



EARLY OPERATING PROBLEMS

There have been some problems with the new line, as could be expected of any new hundred-million-dollar piece of infrastructure. The many section breaks in the overhead are annoying for customers and operators, as the trolley poles transmit vibration into the car at every break, and as the breaks are placed such that they cause a jarring lull in acceleration if an operator does not choose a stopping location carefully. The section breaks are also a potential cause of delays if a car stops in a dead spot.

In the underground loop at Spadina Station, there are isolated overhead sections at each of the half-dozen rolling retractable doors. These doors are necessary to meet the fire code, and are located one at each of the tracks at the portal, one at each end of the platform, and one at each end of the run-around track. The isolated sections at these doors have caused at least two minor fires in the first few weeks of service, as overhead poles stuck on the section break, and shorted out. The runaround track has been out of service for more than a month, as replacement overhead parts are awaited for the originals, which were scorched in the first few days of service.

On the surface, there have been many more accidents than expected, almost every one of them the fault of motorists. The most common problem is automobile drivers making a left turn or U-turn from the left-most traffic lane directly into the path of a streetcar moving in the same direction. The rate of these accidents, especially in the first few weeks, is many times that on other streetcar routes. In hindsight, the decision to not have full physical separation may prove to be unworkable, especially given the undisciplined car driving habits now prevalent in Toronto. One particularly-unsafe intersection has been closed with temporary barriers, and the TTC has begun a process to change the traffic by-laws to prohibit cars from turning left or making U-turns from the streetcar tracks except at signalised intersections.

Partly because of these problems, the line has not operated as reliably as it should. The delay in the installation of the overhead on the new tracks at Queens Quay and Spadina limits flexibility at this location, as all northbound cars – both those running from Union Station and those turning back at Queens Quay – must operate through the loop. These problems will be resolved, in time, and many of the teething troubles should be worked out this fall.

Despite the early problems, the new route offers an improved transit trip, compared to the previous bus service; the CLRVs ride exceptionally smoothly on the new, well-built track; at times the ride seems faster, especially when other road traffic sits delayed in the adjacent lanes. The line carries very high numbers of customers – more than 30 000 each day – and highlights the ability of the TTC's streetcars to move many customers, all day long. The centre of a major avenue has been dedicated to transit passengers, and to streetcars, and the pleasant surroundings – large shelters and platforms, and many public art installations along the route – make the Spadina streetcar a significant im-

▼ Looking south at College Street.

Photo by Ted Wickson



AL MAITLAND: ON THE LAST CAR, AND ON THE FIRST

UCRS member Allen Maitland has a significant claim to fame regarding the Spadina streetcar: he rode the last car on the route on October 10, 1948, after which the line was converted to bus operation for the next 49 years; and he rode the first trip on the new route, on July 27, 1997, when transit service on Spadina returned to streetcar operation.

More than just riding the last car in 1948, Al was the last passenger on the first incarnation of the Spadina streetcar. "It was Car 2168, if I recall correctly," says Al, "and I boarded it southbound at Bloor Street. I rode it all the way to Fleet Street, where it changed ends, and then stayed on it as it came north for its last trip. There were three passengers on the car, but the other two left by Bloor Street. I stayed on the car all the way to Lansdowne Carhouse, and was the only, and last, customer to ride." There was no organised last trip for the route, but this was partly due to the late hour – around 05:00. There was also another significant last run at the same time, as the North Yonge route was ending its streetcar operation to Richmond Hill at the same time. "I had to decide between riding the last North Yonge car or the last Spadina car, as I couldn't do both," said Al.

Many years later, Al is as active as ever in the UCRS and in local heritage organisations. The TTC were tipped off to Al's significance, and made him an invited guest at the 13:00 official opening. Just being there for the opening wouldn't have been enough for Al, however, and he made plans to ride the first trip, just as he'd been on the last. "I've been on many last runs of streetcars in Toronto, too many as a matter of fact. It will be great to be on a first run," Al was quoted as saying. He was at Spadina Station at 02:30 to see the last bus leave. Less than three hours later he was back, and it was no surprise that, as Car 4178 made the first northbound trip, just before 05:00 on July 27, 1997, Al was ready and waiting at Sussex Street. He rode this first trip to Spadina Station, south to Queens Quay, north to the station, and then back to Sussex Street, where he left the car. This time, however, he can come back and do it again, any time. –SH

Rusty railfanning lines to the Bruce

By Ralph Beaumont

Spring had finally come, and I'd worked hard all winter, so I decided that May 27 would be the day that I'd venture north of Kitchener for some "Rusty Railfanning."

In the early 1970s, I had ridden in engine cabs and vans over all of the CPR lines radiating from Orangeville, and had chased trains on most of the CNR lines from Palmerston. Now that the majority of these have been abandoned, I wanted to see what traces were left before even these remembrances were obliterated.

My first stop was for some live action, however, and at 09:15 I was waiting at the small siding at Mosborough (between Guelph and Breslau) for the daily meet between eastbound VIA Train 84 and the westbound VIA/Amtrak *International*. The meet took place as planned, but my hopes of videotaping were dashed by dead batteries. (Darn those kids who use the camera and don't tell me!)

As a result, not only did the meet go unrecorded, but my plans for a video diary of the day were dashed. Therefore, everything that follows is from memory, and I apologise in advance for any inaccuracies that may have crept in.

Venturing north, I took Highway 86 west of Elmira and encountered my first abandoned railway, noting that the CPR Goderich line bridge over the Conestogo River at Wallenstein has been removed. The province has bought this line for future use as a water pipeline from Lake Huron to Kitchener and Guelph. Plans for a rail-trail seem stalled for the present.

The CNR Listowel station was still intact, continuing in its use as a Kinsmen Club seniors' facility. This station never was an architectural gem, and the board and batten siding doesn't help. The setting is even more desolate without the tracks, but at least it's preserved and unaltered by additions or deletions to the original design.

Of more surprise was the town's new gigantic water tower, built right on the railway grade as it approaches the station area from the south. The railway won't be reinstated here in a hurry, but there would be plenty of water for steam engines if a tourist railway ever were planned to the north (no intent to start such a rumour).

On next to Wingham, which proved to be a major encouragement. I first encountered the old CPR grade in town, long abandoned but now part of a riverbank trail system. Next came the CNR bridge over the Maitland River. This is a beauty, and I had hoped it was still intact. Better still, it has been preserved as a walking trail and is fully redecked, complete with railings. At first glance, the new top looked like gray-stained wood, which, since I work for an outfit that has built three rail-trails, I know won't last. Closer inspection revealed that the "wood" is actually fibreglass moulded into 2 by 4 style forms, which will last just about forever. A plaque states that the rails were torn up in 1983 – it doesn't seem that long ago and I bet they're out by about a decade.

At the Grand River Conservation Authority where I work, we are about to redeck the major CNR bridge over

the Grand River between Fergus and Elora. I made a mental note for our construction guys to check out the Wingham bridge – it's really well done. They have since done the checking, and Wescast Industries (with a Wingham plant and another local plant near our rail-trail in Brantford), did the work in part as a way for employees to cross the river on their way to work. Maybe they'll help us with our project too.

A special treat was the Wingham station. It sports a new metal roof (made to look like red clay tile), and green turrets. This may or may not have been GTR standard, but it looks sharp. Better still was the sight of workmen busily turning it into a seniors' centre. They're apparently doing it right, and have completely gutted the inside right down to the exterior walls, with entirely new rafters, joists, plumbing, and wiring. A workman stated, however, that they are saving significant architectural details such as windows, doors, and wainscoting, so the building should be a credit to the town for a long time.

On leaving Wingham, I noted the CPR wye grade and ventured onto the back road to Glenannan, the former junction with the Teeswater "main line." For those who rode the old Ontario Rail excursions to Owen Sound, the layout and setting at Glenannan was similar to that at Fraxa Junction, just north of Orangeville.

The surprise at Glenannan was that every trace of the wye is gone, since it's now a ploughed field. I had neither the time nor inclination to venture out into the field, but I guessed that the mini-mountain of debris at the field edge was the remains of the fencing that used to encompass the railway property.

Except for the removal of tracks, Teeswater yard and station site remained unchanged from when I had last seen trains there. A big sign proclaimed that the land is for sale, but apparently there are no takers yet. The ancient evergreens that shaded the station in many steam-era photos are still there, as are the foundation remains of the water tower. Best of all was the drop pit of the old engine house, now filled in for safety reasons, but complete with spikes still encased by the concrete.

I then passed through Mildmay, and noted that the CNR grade through the station site (seen on page 48 of Peter Bowers's *Two Divisions to Bluewater* book on the line) remains unchanged. A local pub has adopted a railway theme, including a freshly painted passenger car as an adjunct to the building. Considering the location, it would have been interesting to see them jockey it into place.

Continuing northward led me to Walkerton, where the CNR station site remains as barren as ever, with the roadbed still visible. The CPR station site has long since been obscured, but the pier of the bridge over the Saugeen River has been converted to a scenic overlook by the local Rotary Club (an original view of the scene is on page 110 of my *Steam Trains to the Bruce* book).

On the other side of the river, there used to be a spindle and woodworking factory, whose employees would let me walk back to the old CPR terminal facili-

ties. The factory has now closed and the gates are locked, and much of the site appears to have been filled in with factory debris. Perhaps it is not, and I'll have to make another trip when I have more time, because you used to be able to see the complete foundation remains of the water tower, turntable, coaling dock, and engine-house facilities.

Next stop was Hanover, where to my surprise the ties were still in place on the CNR roadbed running under the Highway 4 overpass. The CNR yard is now completely swallowed inside an industrial compound. The cement block station itself has been removed, and the original wooden station, located as a shed on private property, is also gone.

A steel bridge still spans the river on the CNR line, but no trace seems to remain of the CPR bridge. A trip up to the CP/CN interchange area revealed that the tracks had been lifted only within the past few days, with many rails and much hardware still lying around. This included the diamond, and for a small and rather rural town, Hanover always surprised me in sporting such a maze of tracks which allowed both railways to reach the local furniture factories.

Just as I feared, however, the first total annihilation of my trip showed itself at the former CPR station site. I couldn't even find it, but had to kind of guess where it used to be. Kevin Paul and the folks at the CPR property section have done well in Hanover, because a megafactory now occupies the right-of-way, with all railway traces gone.

I always thought that the railway between Hanover and Durham was one of the prettiest in rural Ontario. On this line, I always liked an old wooden trestle that spanned both a side road and a tributary of the Saugeen River. I had visited it on the day when they were taking up the rails, and it is now entirely gone with only the occasional "stump" remaining.

Durham itself was another surprise, and an area where the CPR has apparently done well in land sales. The station site and yards are now a subdivision street with brand new single-family homes. As in Wingham, the wooden trestle has become a focal point for the town, and from a distance, the wooden pedestrian superstructure appears to be identical to that in Wingham.

I didn't scout for the CNR station site, but crossed the line again at Varney on my way down to Palmerston. Nothing is left of either CN or CP at Mount Forest, and the road was closed to the old CPR bridge site, which I gather is long gone anyway.

Harriston yielded its preserved CNR station (yet another seniors' centre), which still looks very presentable and very well maintained. Just north is the CPR Teeswater Branch crossing and CN's junction with its own Southampton and Owen Sound lines. All railway grades are intact, and a real find were the remnants of the old semaphore interlocking system – complete with many of the old rods and roller pedestals still in place (photos in *Steam Trains to the Bruce*, page 92).

Then, it was on to Palmerston. As most readers will be aware, the Palmerston yard trackage has been preserved within the town limits, and the station and pedestrian overpass remain intact.

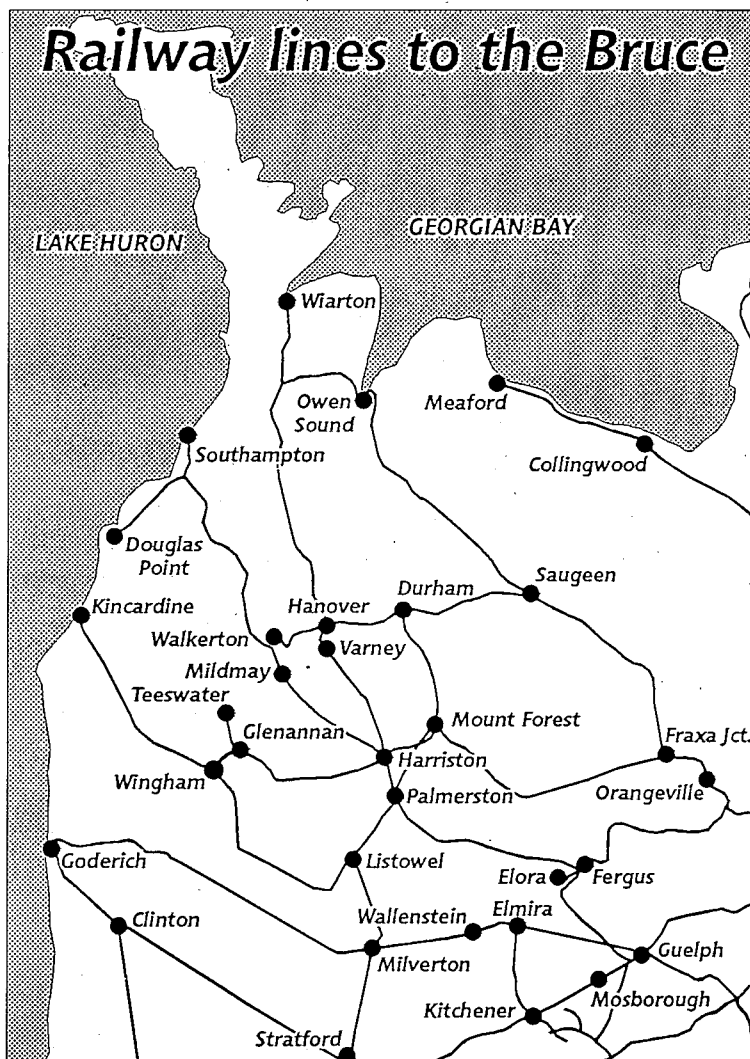
The displayed CNR Mogul has been receiving some

long overdue cosmetic attention, although its gray primer smokebox looks a little odd. Despite the chaos soon to come from municipal amalgamations in Ontario, the present town's plans for some sort of railway-themed use of the property will hopefully come to fruition. If not, there's going to be a big chunk of the town centre lying dormant and weed-grown.

As a general observation, it is curious to note that the old CN railway grades are easier to locate than those of the CP. I gather that CN used more gravel for ballast, which creates a more identifiable white scar on the landscape. In most areas the CP just used cinders and dirt, and their roadbeds have mostly reverted to grassy paths. The fact that the CN lines have been removed more recently also means less tree cover obscuring the right-of-way.

As I think back on the trip, it is amazing how many traces of the railways have vanished so soon (CN/CP Hanover, and the CP Durham yards), and yet how many traces will obviously remain for many years to come (CN Wingham bridge, the Harriston, Wingham, and Listowel stations, actively preserved in situ).

It will be great if Palmerston can undertake the preservation it hopes, for railways were indeed the making of the town. Only time will tell if such a "non-tourist" town can make a go of preserving its railway heritage. ■



TRAINS BETWEEN HUSBAND AND WIFE

By Michael Leduc

How many couples share the experience of trains on a regular basis? As far as I am aware, there are very few. I know that my wife enjoys taking a train trip, but does not share the joy of railways to the same extent that I do.

In the last century, there was one couple who shared trains on a daily basis and they were on the island of Montréal: their names were Henri and Cunégonde. They lived along the old Grand Trunk Railway line between a mile and a mile and a half west of the old Bonaventure station. On their trips to Montréal, the trains stopped for Henri first, but in the evening, the roles were reversed, with Cunégonde being first. Located in what became the working district of Montréal, this occurred daily except Sunday. As time passed, Cunégonde gave up the trains but Henri continued for many years thereafter.

Looking back on the history of the province of Québec, when villages were being established, occasionally neighbouring ones were named after married couples, and so it was with two villages on the island of Montréal. In what later became districts in the city of Montréal were the villages of St. Henri and Ste. Cunégonde, who were husband and wife in the 11th century.

In 1810, a parish was consecrated in honour of St. Henri de le Boiteux (973–1024), emperor of Germany and Rome in the 11th century. The parish was named Saint-Henri-des-Tanneries. The village of St. Henri, created in 1875, had a number of tanneries and administrative buildings, most of which have now disappeared.

As St. Henri grew, the parish of Sainte-Cunégonde was formed on December 11, 1875, from part of its territory. Shortly after, on December 28, 1876, Ste. Cunégonde became a village which lasted until 1905 when it was annexed to the city of Montréal.

From the book *Les rues de Montréal* (1995), we learn that the parish was named in honour of Ste. Cunégonde of Luxembourg, the wife of St. Henri.

The first railway on the island was the Montreal and Lachine Rail Road, built to operate between the namesake towns. The trains, first operating in 1847, were much faster than other modes of transportation, be they horse-drawn coaches or canal boats. Shortly after, the Grand Trunk Railway began operating trains between Pointe St. Charles, where the Victoria Bridge was being constructed, and Ste. Anne de Bellevue, at the west end of the island. The route taken meant crossing the Montreal and Lachine at Tanneries Junction. Later, this junction was given the name St. Henri.

Eventually, because of various financial difficulties, the lines of the Montreal and Lachine became part of the

The St. Henri station in November 1949

Photo from the Paterson-George Collection



Montreal and Champlain Railroad which, in 1863, was leased to the Grand Trunk Railway. The GTR lost no time in routing their trains to Bonaventure Station and this location became their main terminal on the island. Ten years later, the GTR purchased the M&C outright.

Many small villages sprang up around their local parish churches. In addition to St. Henri, another village to the east sprang up around the parish church of Ste. Cunégonde, and by 1880, there was train service to both Ste. Cunégonde and St. Henri. In the accompanying 1897 timetable extract, one can see that the trains which stopped were mainly commuter trains destined for St. Laurent, Côte St. Paul and the Lakeshore, from Bonaventure Station. As such, few trains would stop there on Sundays, particularly at Ste. Cunégonde.

From what we understand, Ste. Cunégonde lost train service just after the turn of the century. Trains contin-

ued to serve St. Henri until the Lakeshore service was discontinued in June 1960, long after the GTR became part of the Canadian National.

Today, there is no sign of Ste. Cunégonde station, although the parish church still looms over the area. Near the place of where we believe the station might have been is the Lionel-Groulx Métro (subway) station. At St. Henri, the station is long gone and it is now a railway operating point called Saint-Henri. For that matter, the whole line from St. Henri into Bonaventure is now covered over by residential and commercial establishments.

Today, the parish churches of Ste. Cunégonde and St. Henri can be seen from the commuter trains operated by the regional transit authority, along the StL&H line, and their sight inspired this article by one such commuter. ■

GRAND TRUNK RAILWAY SYSTEM

APRIL 19, 1897

GRAND TRUNK RAILWAY SYSTEM

MONTREAL TO LACHINE, ST. ANNES AND VAUDREUIL

Miles	STATIONS	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	65	67	69	71	73	75	77	79	81	83	85	87	89	91	93	95	97	99	101	103	105	107	109	111	113	115	117	119	121	123	125	127	129	131	133	135	137	139	141	143	145	147	149	151	153	155	157	159	161	163	165	167	169	171	173	175	177	179	181	183	185	187	189	191	193	195	197	199	201	203	205	207	209	211	213	215	217	219	221	223	225	227	229	231	233	235	237	239	241	243	245	247	249	251	253	255	257	259	261	263	265	267	269	271	273	275	277	279	281	283	285	287	289	291	293	295	297	299	301	303	305	307	309	311	313	315	317	319	321	323	325	327	329	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	363	365	367	369	371	373	375	377	379	381	383	385	387	389	391	393	395	397	399	401	403	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433	435	437	439	441	443	445	447	449	451	453	455	457	459	461	463	465	467	469	471	473	475	477	479	481	483	485	487	489	491	493	495	497	499	501	503	505	507	509	511	513	515	517	519	521	523	525	527	529	531	533	535	537	539	541	543	545	547	549	551	553	555	557	559	561	563	565	567	569	571	573	575	577	579	581	583	585	587	589	591	593	595	597	599	601	603	605	607	609	611	613	615	617	619	621	623	625	627	629	631	633	635	637	639	641	643	645	647	649	651	653	655	657	659	661	663	665	667	669	671	673	675	677	679	681	683	685	687	689	691	693	695	697	699	701	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737	739	741	743	745	747	749	751	753	755	757	759	761	763	765	767	769	771	773	775	777	779	781	783	785	787	789	791	793	795	797	799	801	803	805	807	809	811	813	815	817	819	821	823	825	827	829	831	833	835	837	839	841	843	845	847	849	851	853	855	857	859	861	863	865	867	869	871	873	875	877	879	881	883	885	887	889	891	893	895	897	899	901	903	905	907	909	911	913	915	917	919	921	923	925	927	929	931	933	935	937	939	941	943	945	947	949	951	953	955	957	959	961	963	965	967	969	971	973	975	977	979	981	983	985	987	989	991	993	995	997	999	1001	1003	1005	1007	1009	1011	1013	1015	1017	1019	1021	1023	1025	1027	1029	1031	1033	1035	1037	1039	1041	1043	1045	1047	1049	1051	1053	1055	1057	1059	1061	1063	1065	1067	1069	1071	1073	1075	1077	1079	1081	1083	1085	1087	1089	1091	1093	1095	1097	1099	1101	1103	1105	1107	1109	1111	1113	1115	1117	1119	1121	1123	1125	1127	1129	1131	1133	1135	1137	1139	1141	1143	1145	1147	1149	1151	1153	1155	1157	1159	1161	1163	1165	1167	1169	1171	1173	1175	1177	1179	1181	1183	1185	1187	1189	1191	1193	1195	1197	1199	1201	1203	1205	1207	1209	1211	1213	1215	1217	1219	1221	1223	1225	1227	1229	1231	1233	1235	1237	1239	1241	1243	1245	1247	1249	1251	1253	1255	1257	1259	1261	1263	1265	1267	1269	1271	1273	1275	1277	1279	1281	1283	1285	1287	1289	1291	1293	1295	1297	1299	1301	1303	1305	1307	1309	1311	1313	1315	1317	1319	1321	1323	1325	1327	1329	1331	1333	1335	1337	1339	1341	1343	1345	1347	1349	1351	1353	1355	1357	1359	1361	1363	1365	1367	1369	1371	1373	1375	1377	1379	1381	1383	1385	1387	1389	1391	1393	1395	1397	1399	1401	1403	1405	1407	1409	1411	1413	1415	1417	1419	1421	1423	1425	1427	1429	1431	1433	1435	1437	1439	1441	1443	1445	1447	1449	1451	1453	1455	1457	1459	1461	1463	1465	1467	1469	1471	1473	1475	1477	1479	1481	1483	1485	1487	1489	1491	1493	1495	1497	1499	1501	1503	1505	1507	1509	1511	1513	1515	1517	1519	1521	1523	1525	1527	1529	1531	1533	1535	1537	1539	1541	1543	1545	1547	1549	1551	1553	1555	1557	1559	1561	1563	1565	1567	1569	1571	1573	1575	1577	1579	1581	1583	1585	1587	1589	1591	1593	1595	1597	1599	1601	1603	1605	1607	1609	1611	1613	1615	1617	1619	1621	1623	1625	1627	1629	1631	1633	1635	1637	1639	1641	1643	1645	1647	1649	1651	1653	1655	1657	1659	1661	1663	1665	1667	1669	1671	1673	1675	1677	1679	1681	1683	1685	1687	1689	1691	1693	1695	1697	1699	1701	1703	1705	1707	1709	1711	1713	1715	1717	1719	1721	1723	1725	1727	1729	1731	1733	1735	1737	1739	1741	1743	1745	1747	1749	1751	1753	1755	1757	1759	1761	1763	1765	1767	1769	1771	1773	1775	1777	1779	1781	1783	1785	1787	1789	1791	1793	1795	1797	1799	1801	1803	1805	1807	1809	1811	1813	1815	1817	1819	1821	1823	1825	1827	1829	1831	1833	1835	1837	1839	1841	1843	1845	1847	1849	1851	1853	1855	1857	1859	1861	1863	1865	1867	1869	1871	1873	1875	1877	1879	1881	1883	1885	1887	1889	1891	1893	1895	1897	1899	1901	1903	1905	1907	1909	1911	1913	1915	1917	1919	1921	1923	1925	1927	1929	1931	1933	1935	1937	1939	1941	1943	1945	1947	1949	1951	1953	1955	1957	1959	1961	1963	1965	1967	1969	1971	1973	1975	1977	1979	1981	1983	1985	1987	1989	1991	1993	1995	1997	1999	2001	2003	2005	2007	2009	2011	2013	2015	2017	2019	2021	2023	2025	2027	2029	2031	2033	2035	2037	2039	2041	2043	2045	2047	2049	2051	2053	2055	2057	2059	2061	2063	2065	2067	2069	2071	2073	2075	2077	2079	2081	2083	2085	2087	2089	2091	2093	2095	2097	2099	2101	2103	2105	2107	2109	2111	2113	2115	2117	2119	2121	2123	2125	2127	2129	2131	2133	2135	2137	2139	2141	2143	2145	2147	2149	2151	2153	2155	2157	2159	2161	2163	2165	2167	2169	2171	2173	2175	2177	2179	2181	2183	2185	2187	2189	2191	2193	2195	2197	2199	2201	2203	2205	2207	2209	2211	2213	2215	2217	2219	2221	2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CANADIAN PACIFIC RAILWAY



PHOTOS BY BOB SANDUSKY

The CPR unveiled its new emblem and locomotive paint scheme at Ogden Shops in Calgary on September 14.

Locomotives will be painted solid red, with a new gold, circular herald on the side, and lettered "Canadian Pacific" in squared block letters. The full name "Canadian Pacific Railway" will be used in printed material. The herald is an adaptation of the traditional CPR beaver and shield, but with the railway name in a circle around the shield.

The new scheme has been applied first to AC4400CW 9581 and GP38-2 3069, and will also be on the second order of ACs, to start delivery from GE in October. Two days after the ceremony, 9581 was back in regu-

lar service, and 3069 started a tour of the CPR system with a "Logotrain" made up of display cars 80 and 81 and business car Killarney.

The CPR describes each element of their new crest in this way:

Circular band – In its most literal sense, the circle represents the wheel of the locomotive and also symbolizes CPR's historical role in uniting Canada from coast to coast.



**CANADIAN
PACIFIC
RAILWAY**

Beaver – The beaver symbolises teamwork within the railway, and the qualities of industriousness, energy, and single-minded determination that are required to achieve a common goal. Though the beaver has been part of CPR's identity on and off since 1886, the 1997 version has a markedly more aggressive stance than ever before, signalling the railway's growing competitiveness.

Shield – The shield symbolises a sense of strength, reliability, and competitiveness.

Maple leaf – The internationally-recognised symbol of Canada, the maple leaf was incorporated to demonstrate the railway's pride in its Canadian heritage.

1881 – The banner carrying the date 1881 speaks to the railway's birth and its longevity.

Research and Reviews



Just A. Ferronut's

Railway Archaeology

Art Clowes

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Riverview, New Brunswick E1B 2R7

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Yes, the above address is correct; I am moving again! This has been part of my long-term plan for several years now. I am afraid that my year here in Toronto with no direct access to many of my files has shown in some sparse columns. So I am now looking forward to being able to cover in proper detail numerous topics that I have not been able to cover over the past year or so. Anyway, we will open the mail bag one more time here in Toronto.

A few corrections

Last month, I made reference to the former CP station at Keswick, New Brunswick, as having been restored. A site inspection has confirmed that this station is actually the large two-storey wood one at Butt's Corner. This depot, constructed in 1926, is presently in the process of being restored. A new concrete slab floor has been placed, and on my visit the first floor was being used as a local market. The interior of the first floor had been gutted so that the exterior walls can be insulated. The exterior canopy for passenger protection has been maintained, the second-storey walls have had their wooden shingles replaced, as well as the asphalt ones of the roof, and the upper windows have been replaced. This portion of the former CP Gibson Subdivision is part of the New Brunswick Trail system. While the second floor is still vacant, I expect my information about it being turned into offices will take place. Similarly, I expect a cafe will eventually be added on the first floor.

Back in our March 1996 column – yes that's 1996 – we covered the history of the short-lived Preston and Berlin Railway and the associated lines along this portion of the Grand River. I had used a reference from an older *Newsletter* for the abandonment date of CN's Waterloo Subdivision. Our sharp-eyed Ray Corley noted this and questioned the date. Well, now I have finally tracked down the abandonment of this CN line on the west side of the Grand River from Galt, north across the-then-under construction Highway 401, towards Doon. We knew that Highway 401 was opened on November 9, 1961, and that the track was gone shortly before that. What made this particular abandonment dif-

ficult to track down was that it didn't follow the normal time frame used during the 1960s. After several visits to Galt and their archives, we finally put most of the story together.

On February 25, 1960, the Board of Transport Commissioners issued an order for the CNR to install highway warning devices at the proposed crossing of Highway 401 at CN Mile 8.4 Waterloo Subdivision.

Unlike most communities, the local papers carried practically nothing on the pending abandonment. The *Evening Reporter* of Saturday, October 28, 1961, had a photo of CN crane 50147 with the caption that "the CN tracks were finally being lifted"

It wasn't until I got into the minutes of the city's council meetings that I was able to determine more about the abandonment. Apparently the provincial government had not bothered to ask CN about the status of this line. A local MP had apparently been attempting for a number of years to get rid of the line to permit the expansion of Dickson Park (a local park) as well as permitting the improvements of Blair Road. These points were brought up at a city council meeting on June 5, 1961. It was then determined that the W. I. Reid Company Limited was the only user of the line and that CN was prepared to apply for permission to abandon the operations over this line south of Doon.

On September 5, 1961, the city council received and filed a certified copy of the Regulatory Order permitting the abandonment of operations over the southern end of the CN Waterloo Subdivision. While we still haven't got the exact date, we now know that it should be recorded as about the end of August 1961, not the earlier date that I had used.

More on the GTR double-tracking

I found a little bit more information in the Bowmanville Museum about the GTR track relocation that we discussed in the April column and then again in the June-July column. A local news report of November 5, 1903, stated that "One hundred men were employed on Sunday last, laying rails on the new track west of Bowmanville."

High ratio of recycled station houses

The Napanee, Tamworth and Quebec Railway Company started to build the line authorised by their 1879 charter from Napanee, Ontario, towards the Ottawa River near Point Alexander. In 1890, it changed its name to the Kingston, Napanee and Western Railway Company. Under these two names,

these companies succeeded in opening 57.28 miles of line, although it was somewhat disjointed. Meanwhile, in 1881, the Bay of Quinte Railway and Navigation Company was incorporated, and this company had by 1893 built 4.17 miles of railway that provided a large "Y" north of Napanee, with a line to Harrowsmith, as well as a line from Yarker to Tweed. It also had 3.76 miles from Deseronto Junction to Deseronto.

All of these lines were amalgamated into the Bay of Quinte Railway, effective January 1, 1897, and in 1910 they became part of the Canadian Northern Railway.

The interesting thing in looking at this area is that on the 47.9 miles of track from Napanee via Yarker to Tweed there were 13 stations. The line from Yarker to Tweed was abandoned in the 1930s. There was also a track diversion at Newburgh (Newburg in the Canadian Northern timetable) to move the line to higher ground away from the river's flood plain. But of these 13 stations, at least five of them are still in existence! They are all based on the same plan and four of the five are now used as residences.

A couple of years ago, Dan McConnachie had mentioned that the station at Newburgh still existed in its original location. A recent trip confirmed this as well as that it was similar to the other larger stations on this line. It also brought home the use made of concrete on the Rathbun lines.

Back in my June 1990 column, I had mentioned that Marlbank was named for it being a source of marl, used in making cement. The station at Marlbank, as at Newburgh, is still in its original location, and both still have their exposed concrete walks and platforms.

So in addition to Newburgh, now converted into apartments, this line still sports stations at Tamworth, Marlbank, and Stocco, all being used as residences. In addition, the station at Erwinville was converted into a legion hall.

If this story has a morale, it would probably be that lines that were abandoned quite early often seen more of their structures recycled.

Brighton

Back in our May 1997 column, I mentioned that restoration efforts were underway at the Grand Trunk station in Brighton, Ontario, on CN's Kingston Subdivision. Well, things are moving on this project, called "Memory Junction." Since our May report, Ralph Bangay, the project's chief promoter, has spearheaded, besides general site clean-up, inte-

rior station work of cleaning and painting the ladies' waiting room (the west end of the station on the track side), as well as the express agent's office (centre rear). Work on doing the same to the larger general waiting room across the east end of the station is progressing more slowly.

The most visible change to the train rider has been the arrival of CN caboose 78188 from Trenton in the second half of July. While the cupola had to be removed (for clearance reasons) for its move by highway, it has now been placed back on the caboose, and the caboose on its trucks on a former team track in behind the station. The cupola has been wrapped in heavy plastic pending more permanent restoration. The plans are to make double use of the caboose. One will be as a local information centre, so the side facing the parking lot will carry the name "Memory Junction" and the track side is to be painted authentic CN colour from the 1950s complete with a maple leaf for the photo fans.

Ralph's other pending project is the moving of CN Consolidation 2534, from Zwick's Park in Belleville. The City of Belleville has agreed to grant extra time for the move, if needed. The plan still is to move this engine by road transport. The present route when considering the weight and clearance problems works out to be about 40 miles.

Before I leave Brighton, Denis Taylor, of Cobourg, who is presently at home and making a good progress from his stroke, sent me along a copy of a booklet entitled "Brighton: 100 Years of Railroad History," by Bonnie Browne. This 72-page booklet, while leaning heavily towards the GTR/CNR side of railway activities, does have three chapters (22 pages) on other railways and their stations in the area. While I don't have a price on this booklet, anyone interested can contact Bonnie Browne, P. O. Box 1027, Brighton, Ontario K0K 1H0, or telephone 613 475-0915.

Caledonia

As in Brighton, a group of local people are busy with the restoration of the station in Caledonia, Ontario. The station building had been purchased by local businessman Ron Clark a couple of years ago. Again, we first mentioned this station project back in our February 1997 column.

The Grand Trunk Railway called their old Buffalo, Brantford and Goderich line, the 20th District. The original station at Caledonia was a single-storey frame structure, on a timber foundation and with a shingled roof. This station was 20 by 64 feet in size and was replaced by the present station in 1913.

While the station and most of the other structures at Caledonia were considered third class in 1907, the coal house, a 12 by 18 by 6 foot building, constructed in 1880, was listed as second class and the stock pens

and water tank were listed as first class. The two stock pens had been constructed in 1906 and were 66 by 41, with a double-deck chute. The timber water tank, with its sheet iron roof, was 18 by 24, and could hold 50 748 gallons. This tank, built in 1896, had a Poage stand pipe for filling the locomotives. Caledonia had a sizeable railway presence early in the century, also supporting two freight sheds, two hand car houses, a section house, a kitchen, and of course a couple of closets in addition to the previously listed structures.

It appears that Caledonia last saw passenger service in the fall of 1957. Luckily, the railway had a need for the structure, mainly for storage and use by a CN section gang.

A special projects committee of the Caledonia Regional Chamber of Commerce became the spearhead for the restoration work.

On a recent visit, while the station was closed, a look around revealed that the structure has had some foundation work done to help level it. Exterior work has seen the replacement of windows, including one in the opening that had been cut for an express and freight door in the south wall. Other exterior work includes replacing the wooden wainscoting or dado, belt rails, and clapboard siding. The first portion of a replacement platform in front of the station has been completed.

On the interior, while I could only view it from the windows, it appears that both the east end and main waiting rooms have had their false ceilings removed and have been painted, including a stencilled paint design bordering the original plaster walls just above the vertical tongue-and-groove wainscoting.

Indications are that the group is still looking for additional information about this station and the two lines that crossed in Caledonia, or memorabilia relating to their operation.

Blewett

Greg Salmers, a librarian in Estevan, Saskatchewan, has sent out an inquiry concerning some information on the Canadian Northern Station at Blewett, Saskatchewan. Blewett was at Mile 89.2 of the Canadian Northern Radville Subdivision, later to become CN's Lampman Subdivision. This subdivision extended from Carlyle westward in a southerly arc to Radville, approximately 102 miles to the west. Greg advised that the station has been moved from Blewett to a point on Highway No. 47, 14 kilometres north of Estevan. Two local residents have been restoring the old station, which is now virtually complete, and customers are coming to their tea house and gift shop. In addition, the couple have historical rooms in the station covering some of the area's local history.

Lunenburg

Perhaps some of our readers can help on this one. While I have not been able to locate any data in the press, the radio announced over the weekend of August 16 that the Lunenburg station had been converted into a "Country Music Hall of Fame," and in particular was honouring Hank Snow.

The Eastern press did, however, mention that the Windsor and Hantsport Railway were operating a new Tourist Train called the "Evangeline Express" for excursions over some of its line in the historic area around Minas Basin. Reports indicate that ridership has been good on the Windsor and Hantsport, and that ridership is up during 1997 on the East's other tourist railway, the Salem and Hillsborough.

A member's question

Our member Dave Hanson wrote in a couple of months ago about a collision on July 19, 1963, between CN's *Scotian* and some loose cars that tried to occupy the same track at the same time at Derby Junction, N.B., on the outskirts of Newcastle (now the City of Miramichi).

While I have been able to track down one article on this collision, I am not sure that I can add too much information on this incident.

Derby Junction is near the junction of the Southwest and Northwest Miramichi rivers. The original Intercolonial Railway main line between Moncton and Campbellton crossed both of these rivers with a short section of track between them. After the Intercolonial Railway in October 1904 acquired the Canada Eastern Railway, a line from Loggieville (about 13.5 miles east of the ICR on the south shore of the Miramichi River) to Gibson (opposite the City of Fredericton), they relocated the approximately 24 miles of railway west of the crossing with the ICR main line to Blackville. This relocation permitted the removal of the CER's crossing of the Southwest Miramichi River, as the new line followed the north shore of the river to Derby Junction.

On Friday, July 19, 1963, at about 3:35 a.m., the *Scotian*, northbound on the Newcastle Subdivision (ICR main line) had slowed for the crossing of the two large through-truss bridges over the Miramichi rivers. This was probably one of the saving features in this accident. As the *Scotian* crossed the Southwest Miramichi bridge, eyewitnesses said only the engine and two of the cars of the passenger train were clear of the bridge when the engine collided with a flat car, one of three unattended cars that had rolled out on the main line. The grades in the area are such that any cars wanting to wander would tend to head southward, opposite to the direction of the *Scotian's* movement.

The diesel engine climbed the rear of a flat car, which in turn ploughed into the first of the two attached box cars. The force of the collision tore open doors on several baggage and express cars and ripped one door completely off. While some passengers were shaken up, and a few bruises reported, no passengers were seriously injured.

The fireman, sustained a broken leg and the engineer received a badly cut knee. It took the auxiliary crews from Moncton and Campbellton, about 12 hours to clear the line. From the fuzzy newspaper photo it would appear that the lead unit was FPA4 6784.

Remember when?

Every town had one or several hotels near or associated with its railway station. These were the privately owned ones that relied heavily on railway passengers for their business. Many of them started at a location near the depot where they could also serve meals to the early travellers, especially on lines where the trains didn't have dining car service. These hotels played a major role in the development of railways and the communities along them.

But one group of these hotels had an extra distinction. Every town of reasonable size had a railway hotel that was the destination of the commercial travellers who travelled the countryside by train with their big trunks of samples. These hotels had what they called sample rooms, and it always seemed that there was one or two commercial travellers staying at these hotels showing their wares to the merchants of the area. Delivery wagons or trucks would meet the trains to transfer the sample trunks to the hotel. The travellers would collect some of the local merchants, show them what the various manufacturers were promoting that season, then take them to the hotel's dining room to wine them and dine them. Since each traveller had a specialty, such as clothing, toys, hardware, jewellery, or trinkets, it meant that there was a steady flow of these travelling salesmen.

After promoting their wares for a few days, they would pack up, have their trunks taken back to the train, and then move on to the next town on the line. Today, these are but a memory.

Train nomenclature

We all have noted at various times the term "accommodation train" either in an old time card or an article. One definition of an "accommodation train" is: a train on which there is no sleeper, no diner, no smoker, no waiter, no ventilation, no porter, and no news butcher. Sounds like we are getting close to all our Canadian trains being "accommodation trains!"

Moscow streetcars in 1922

An announcement in a 1922 issue of *Canadian Railway and Marine World* noted that the City of Moscow, Russia, had only 142 electric street railway trains fit for service. These trains, consisting of two cars each, could only serve 22 percent of the city's population and had been reserved for government employees. The highlight of this announcement was that they were going to permit the general public to ride the cars, if they could afford to, between 10:00 a.m. and 4:00 p.m. The public ridership, at about 2000 rubles per mile, was approximately 750 000 passenger-miles per month. Even these high fares only covered about 75 percent of the operating cost.

A tip of the hat

Some comments made last spring at a Forest City Railway Society meeting in London and a follow-up discussion started me thinking about the roles we play in railway history. As one digs more and more into railway history, one realises that we follow several generations who were mixed up in the subject. I'll avoid discussing our present railway and transit historians, for I know I would miss many if I started, and so I will focus on the earlier generations.

Recorded railway history started with those who were there during the actual construction, and who took time to record their work. Sanford Fleming and David Hanna come to mind.

The generation of doers was supported or followed by newspaper reporters, who filled columns in their publications with railway facts and their interpretations of transportation events.

Today, present railfans and transit fans, often tend to forget the work done by the generations of fans and others that separate us from those early recorders of history. Railway and transit history, like all history, is an evolution and we are part of that process.

Following the builders and the newspaper people, and while time becomes blurred, we were soon to see people interested primarily in railway and transit subjects starting to write about them. Most of this group were retired railroaders telling stories about their early days with a railway. Yes, they may have shown a wrong date, or may have mixed up a location, but the general setting of their stories and the details of the local conditions of the time make these stories come alive in a way that makes us stop just to visualise them from their earlier perspective.

It was probably the gap between the first and second world wars that saw the first major group of people not directly involved in either railroading or the news business that began to seriously study guided ground transportation and write about it. It is this

group to which I would like to tip my hat and say thanks! Probably the two most prolific writers of Canadian railway historical subjects were Robert R. Brown and Omer S. A. Lavalée. A skim through my collection of Canadian railway articles from publications like the *Railway and Locomotive Historical Society* also shows names like Charles E. Fisher, John Loye, Mary G. S. Cummings, Lawrence Doherty, and W. M. Spriggs, along with others in their bylines. Locally in Toronto, we had Andrew Merrilees and Douglas W. Knowles, who spent many hours digging and recording the events related to rail and transit subjects. The east had Major C. Warren Anderson, busily collecting railway information. And while I don't have that much on western Canada, I expect they have a few names that helped lay the base for the present generations to work from.

As I mentioned, it is not my intent to slight any of the people who are today engaged in building the data banks of railway data for the next generations. Also, I am certain I have missed many of our predecessors, but I do consider that we should remember that the walls of railway and transit knowledge were started many moons ago, and let's not forget those people who took the time to record the events of our hobby.

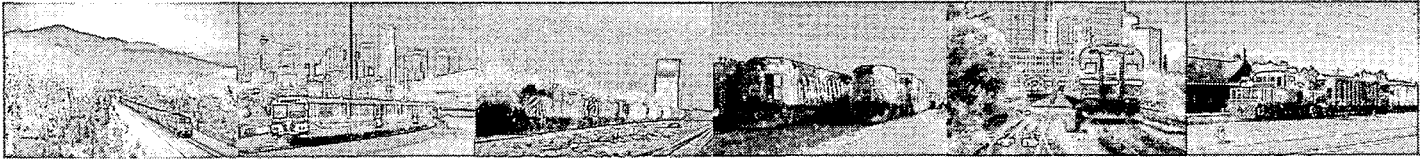
This may well be a good place to raise a related topic – electronic data banks. Don't let the words scare you! Most of you probably guessed long ago the important role the electronic media have in the production of *Rail and Transit*, and that I have been working for some time at putting more and more railway and transit history data on computer.

While I had concerns about prematurely publicising some of our goals, a recent telephone conversation brought into focus the fact that perhaps the earlier we raise the subject the better, if only to avoid duplication of effort.

One of my concerns has been in what form to put our computer data, in order that it will be the most useful to the most people. I believe we have a fair part of this learning curve behind us! So where do we go? While I will be contacting a number of people directly, I would also like to throw this out to our readers in general. Let us hear your views on the subject. What should be the scope and form of any electronic data bank?

To pull the covers back just a little, to date we have the Society's first 25 *Bulletins* with graphics as well as about 20 years of *Newsletters* with graphics on CD-ROM. We also have numerous news items from newspapers, early CN magazines and *Canadian Railway and Marine World*.

This should become one way to pass on the hours of research of that various researchers and fans have several over the past generation of so! What are your comments?



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN PACIFIC ST. LAWRENCE & HUDSON

QUÉBEC LINE SALES

On August 25, St. Lawrence and Hudson announced that Genesee Rail-One (GRO) was the preferred candidate to buy the Trois-Rivières and Lachute Subdivisions, between Québec City, Montréal, and Hull. Details of the agreement are confidential, but the sale is expected to close in mid-November. The CPR put the lines up for sale in January 1997, and received 13 expressions of interest.

If the deal is finalised, the lines will be operated by a new GRO subsidiary, Les Chemins de fer Québec-Gatineau. The sale involves about 590 km of track, including the Lachute Sub. segment between Saint-Augustin and Thurso that was closed in October 1995, but has not been dismantled. The new railway will have its operating base in the StL&H Outremont yard in Montréal.

The lines to be sold serve approximately 70 customers, and have a traffic base of more than 35 000 originating and terminating carloads of freight annually. Traffic consists of paper and forest products, chemicals, and bulk commodities, especially grain to transshipment points on the St. Lawrence River. StL&H will continue to serve its customers located in Québec City, through an agreement with the new operator. —CPR

KLR ASSIGNMENTS

Current operations on StL&H's Kawartha Lakes Railway internal short line are based around three work assignments. Assignment 1, as it is known, is an 8 to 10 hour assignment with a home terminal at Havelock. Hours of work are 12:00 to 20:00 or 22:00, Monday to Friday, with a three-person crew of a locomotive engineer, conductor and one brakeman. This assignment often works to Nepton and Blue Mountain.

Assignment 2 is an 8 to 10 hour assignment, home terminal Peterborough, hours of work 07:00 to 15:00/17:00,

Monday to Friday, with a two-person crew. This job switches around Peterborough.

Assignment 3 is a 10 to 12 hour assignment, at Havelock, from 20:00 to 06:00/08:00, Monday to Friday, with a two-person crew.

IRON HIGHWAY MISHAP

Early in the afternoon on August 13, the front of the last trailer on StL&H Train 121, the Iron Highway, shifted to the right and struck the supports for the overpass of County Road 44, just east of Bedell, Ontario, near Mile 103.4 of the Winchester Subdivision. The trailer was heavily damaged, but remained upright on the car.

The train was stopped around Mile 104.5 after being notified by track workers who observed the damaged trailer as it passing on the train. Track workers then inspected the switch stands on the north side of the main line, which appeared to have been hit by the trailer. The road was also closed for a time, to inspect the overpass for damage.

—Rich Stewart via CPRSOO

MANITOUWADGE SUB. CLOSED

Service was discontinued on July 4 on CPR's 64 km Manitowadge Subdivision, which connects with the main line Heron Bay Sub. at Struthers, about 50 km east of Marathon. This is one of the first lines to have service discontinued under the provisions of the Canada Transportation Act, which require the railway to solicit private-sector or government buyers for lines proposed for elimination. No satisfactory offers were received by the CPR for this line. —CPR

NOTES

On Labour Day the Galt Subdivision through Mississauga was closed for a day to allow new pedestrian underpasses to be installed at the Highway 10 crossing, just east of Cooksville GO Station. The work is part of widening the road underpass, by using the existing sidewalk space for two extra traffic lanes.

—Mississauga News via Hester Smith

CANADIAN NATIONAL

ICR TO BE SOLD

CN announced at the end of July that it will seek buyers for 484.6 km of its former Intercolonial Railway line between Moncton, N.B., and Mont-Joli, Québec. The entire Newcastle Subdivision, from Pacific Junction in Moncton to Campbellton, and the portion of the Mont-Joli Sub. from Mont-Joli to Campbellton, will be included in the sale. Initial bids were to be submitted by the end

of August, with the sale expected to close this year.

The sale would remove from CN's network the less-busy of its two Montréal-Moncton lines. The former National Transcontinental Railway from Moncton to Saint-André Jct., via Edmundston, would become CN's only route to the Maritimes, and would be maintained as part of the core network.

The new operator on the ICR would serve customers located along the northeast New Brunswick coast, would host the Montréal-Halifax/Gaspé passenger service operated by VIA, and would interchange with the Société de Chemin de Fer Baie des Chaleurs at Matapédia. The sale will affect 107 CN employees.

Unlike some recent line sales by CN, of minimally-maintained branch lines, the ICR sale will transfer a secondary main line in good condition and with significant traffic. The Newcastle Sub. still has some Class 4 track, with a speed limit of 75 and 70 m.p.h. track, and some stretches of welded rail. The section of the Mt. Joli Sub. to be sold has 55 to 65 m.p.h. passenger train speed limits.

CN is retaining the remainder of the Mont-Joli Sub., from Mont-Joli to Saint-André Jct., because this line segment is busier, due to the traffic carried westward from the Matane Sub./Canada and Gulf Terminal Railway, which joins the ICR at Mont-Joli.

HAGERSVILLE SUB. LEASED

RaiLink has an agreement in principle with CN to lease for 21 years the Hagersville Subdivision in Ontario, from Nanticoke to Brantford, along with CN's H&NW spur serving Hamilton's north-end industrial area. Together, the lines handle over 35 000 carloads a year. RaiLink's two new acquisitions will increase their total track mileage operated to almost 1800 km.

RaiLink operations on the Hagersville Subdivision began on September 20. The Hamilton deal is expected to close in December.

—Canada News Wire

TRACKS IN ORILLIA

In late August, Orillia city council overturned an earlier decision and voted to not purchase abandoned CN tracks in Orillia for a potential short line, freight, or tourist operation. The trackage is part of the fragmented Newmarket Subdivision, closed as a through route in September 1996, and now lifted between Allandale, in the south part of Barrie, and Rama, east of Orillia. The city

council decision was made because of the high purchase price for the railway line.

Disused trackage left in Orillia consists of the line from Rama to the former CN Orillia station, and a piece of the Midland Subdivision, about two kilometres long, heading as far north as the facilities of a former shipper. The city council is now considering merely buying the right-of-way from CN, without the tracks.

—Ian Wilson via CNET

VIA RAIL CANADA

GASPÉ AGREEMENT

VIA has negotiated five-year agreements with the two private railways in the Gaspé area for the continued operation of VIA's *Chaleur* on the former CN Matapédia-Gaspé line. The agreement with Baie-des-Chaleurs Railway, a subsidiary of the Québec Railway Corporation, took effect in early June, and covers the portion of the line between Matapédia and Chandler. The other agreement between VIA and the Gaspé Railway Corporation was to take effect as soon as the locally-owned operator finalises its purchase, from CN, of the railway between Chandler and Gaspé.

VIA notes that since 1993, when the train was equipped with rebuilt HEP1 cars, including a Skyline dome car, ridership has steadily increased in the Gaspé. VIA has recently negotiated an agreement with a U.S.-based tour operator to sell tours on the *Chaleur*, and the agreement was expected to generate at least 2000 bookings in 1997.

—VIA Rail Canada

NOTES

Amtrak GE P32 515 headed the eastbound VIA/Amtrak *International* into Toronto from Chicago on September 1, and ran back to Chicago on September 2 on the westbound counterpart. Normal power is a VIA F40PH.

- The recent conversion of several 3300-series LRC coaches to club cars was temporary, while 3400-series VIA 1 LRC cars were being shopped. The 3300s have reverted to their former coach configuration.
- CN has deferred again the abandonment of the section of the Montmagny Subdivision through Lévis.

—Brian Ellis and

Gerry Burrige via CNET, Dave Stremes

OTHER PASSENGER RAILWAYS

CAPE BRETON STUDY

BCA Holdings of Sydney, with the participation of the Cape Breton County Economic Development Authority, has issued a request for proposals to conduct an assessment of the feasibility of passenger railway service between Sydney and Halifax. The assessment would be of the overall feasibility of the service, including marketing,

operations, regulatory requirements, and preparation of a business plan. The request notes that the assessment is contingent upon confirmation of appropriate funding. Proposals were to be received by September 15. The operation would be known as the Silver Dart Railway, commemorating the name of the first powered aircraft in the British Empire, which made its first flight near Baddeck, Cape Breton, in 1909.

VIA passenger service between Halifax and Sydney ended in January 1990, as one of the many service cuts made that month. Since then, the line between Truro and Cape Breton has passed from CN to Cape Breton and Central Nova Scotia Railway operation. The CB&CNS are on record as being willing to work with anyone wanting to restart passenger service, although the freight railway is not interested in operating the service themselves.

—Glen Smith via CNET

AMT BLAINVILLE SERVICE

Service was increased on the commuter train service between Blainville and Park Avenue station in Montréal on August 18. There are now four inbound trains and two outbound trains in the morning rush hour, and four outbound trains and two inbound trains in the afternoon rush hour. A second train-set has been assigned to the service to allow for the service increase. Both train-sets are now made up of an AMT GP9 and four gallery cars, with the locomotive at the north (Blainville) end of the train.

Times of trains leaving from Blainville are at 06:05, 06:45, 07:40, and 08:35 in the morning, and at 16:45 and 17:40 in the afternoon. The trains leave Park Avenue at 06:55 and 07:50 in the morning, and 16:00, 16:55, 17:50, and 18:30 in the afternoon.

—Vernon Ikeda, Tom Box, Jim Hay

RIGAUD CLOSURE THREAT

The AMT is considering the elimination of passenger service between Dorion and Rigaud, as early as this fall. The commuter train operator runs trains 111 and 112, a morning eastbound and afternoon westbound train, between Rigaud and Terminus Windsor. The only two stations on the line beyond Dorion are Hudson and Rigaud. Under the terms of the contract between the AMT and the railway, the two trains could be taken off on thirty days notice. The much busier part of the former CP commuter line, between Dorion and Montréal, is not under threat of closure.

The two trains are the only trains on the SL&H's M&O Subdivision, which has no freight service, but retains automatic block signals and 70 m.p.h. speed limits from its days as a main line between Montréal and Ottawa. Between 80 and 100 passengers each day use the train west of Dorion, and if the trains are eliminated, service to Hudson and

Rigaud may be maintained by bus connections with trains at Dorion.

—Jim Sandilands via CP/SOO

SOUTH SIMCOE NOTES

The South Simcoe is planning to operate steam trains every Saturday and Sunday until the end of November, with possible operation as late as Christmas or New Year's. During the fall colour season, trains will also run on Wednesdays, Thursdays, and Fridays, in the first three weeks in October.

- On June 28, the handover of equipment from the ownership of the Ontario Rail Foundation to the South Simcoe Railway took place. This includes ex-CPR 2-6-0 locomotive 1057 and the operable coach fleet. Locomotive 136 was not involved in the handover, as it is owned privately.
- Work on 1057 is proceeding, and the locomotive received its boiler certification following hydrotesting, and is being readied for further testing and possible operation this year, after a long period of inactivity.
- Coach 74 was painted and lettered, completing its overhaul, which includes new upholstery and a full interior painting. Combination car 321 has also received an exterior repainting in tuscan red.

—SSR

PRIVATE CAR TRIP

For the 20th annual convention of the American Association of Private Railroad Car Owners, Inc., the group chose North Conway, New Hampshire, as its destination. Most of the train of private cars was put together in Chicago for the trip to New Hampshire, and a few others were added in Montréal. The route of the train included Conrail's Chicago Line from Chicago to Syracuse, Conrail's Montréal Secondary and Montréal Branch from Syracuse to Cécile, then CN's Valleyfield, Kingston, and Montréal subdivisions to reach Montréal.

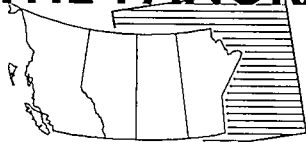
The run from Syracuse to Montréal took place on August 31. The train consisted of Amtrak P40 units 823 and 814 plus 23 various private cars. Customs inspection took place at Huntingdon, Québec, between 16:15 and 18:00. The train then proceeded to Montréal, stopping at Dorval briefly at 21:25 to allow some passengers to alight.

On September 2, the train departed Montréal and travelled via CN, St. Lawrence and Atlantic, New Hampshire and Vermont, and Conway Scenic railways to reach Crawford Notch, then North Conway.

The train left North Conway on September 5 to begin retracing the route to Montréal. The train returned to Montréal on September 6, and was held overnight at VIA's Montréal Maintenance Centre. On September 7, the train left Montréal and headed to Rouses Point via CN's Rouses Point Subdivision, then returned to Chicago via the D&H to Albany, thence west on the Conrail main line.

—Sean Robitaille

THE PANORAMA



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VIA RAIL CANADA

CANADIAN DERAILMENT

Eastbound Train 2, the *Canadian*, derailed early in the morning of Wednesday, September 3 at Oban, Saskatchewan (65 miles west of Saskatoon, Mile 8.6 on the Wainwright Subdivision). One woman died in the accident, and 17 other people were hospitalised with non-life-threatening injuries. The train had VIA F40PH-2s 6437 and 6447 and 19 cars. The two locomotives and the first 13 cars derailed, with the last six cars staying on the tracks.

The cause of the derailment appears to have been a break in the lead axle of the second VIA locomotive. The alarm systems on 6447 had activated two days before the accident. After an inspection, the unit was permitted to leave Vancouver, but the crew were again getting these alarms near Chilliwack. The VIA shop foreman instructed the engine crew to reset the alarms and then disconnect the system (a practice that is not unknown). At Jasper, the CN shop personnel apparently saw nothing wrong.

While cleaning up the derailment, CN detoured trains by the prairie north line, north from Saskatoon to Warman, then west to North Battleford and Edmonton. The main line was reopened at 16:00 on Friday, September 5.

When Train 2 derailed, it had this consist: F40PH-2s 6437 and 6447; baggage car 8607; coaches 8111, 8121, and 8115; dining room car 8406—*Champlain*; Skyline 8502; sleeping cars 8305—*Bayfield Manor*, 8323—*Dufferin Manor*, and 8340—*Stuart Manor*; Skyline 8501; sleeping cars 8338—*Rogers Manor*, 8322—*Drummond Manor*, 8329—*Hearne Manor*, and 8303—*Amherst Manor*; Skyline 8516; sleeping cars 8328—*Grant Manor*, 8221—*Château Radisson*, and 8336—*Monck Manor*; and dome-observation-sleeping car 8710—*Prince Albert Park*.

The two locomotives and the first 13 cars, to *Hearne Manor*, derailed. The last six cars, from *Amherst Manor* to the tail end, remained on the track. Aerial photos published in newspapers show that *Hearne Manor* remained upright and coupled to *Amherst Manor*, so the derailment of that car

may have been very minor. *Drummond Manor* remained upright on the right-of-way, but can be seen in the photos to have been derailed. The cars ahead of *Drummond Manor* were derailed more seriously.

The nine cars from *Rogers Manor* to *Prince Albert Park* were moved east from the derailment site on CN Train 402-04. *Rogers Manor* and *Drummond Manor* were left in Saskatoon on September 5. The other seven undamaged cars were taken to Winnipeg, and arrived there on September 6, to be added to a westbound Train 1.

—Jim Brock, Dean Ogle, *Victoria Times-Colonist*,
Mike Swick via CNET, VIA, Tom Box

HOW VIA RESUMED OPERATIONS

The train-set from the train which derailed would normally have arrived in Toronto on September 4, and would normally have turned and left again as Train 1 on September 6. But because of the derailment, there was no train-set ready in Toronto for the westbound departure on September 6. A short replacement train-set was assembled from spare cars in Toronto and Montréal and cars which had been running in eastern service on the *Ocean* and *Chaleur*.

Train 1 left Toronto on September 6 with this eight-car consist: F40PH-2s 6415 and 6400; baggage car 8610; coaches 8124, 8135, and 8130; dining room car 8402—*Alexandra*; Skyline 8503; sleeping car 8327—*Fraser Manor*; and dome-observation-sleeping car 8714—*Strathcona Park*.

In Winnipeg, enough additional cars were assembled to form a train-set of the normal length. Three cars from Vancouver had been added to Train 2 on September 4, to be taken to Winnipeg. Two cars were drawn from the equipment pool for the *Hudson Bay* at Winnipeg. These, and all of the undamaged cars from the train which derailed, except for *Prince Albert Park*, were added to Train 1 in Winnipeg. The result was a train identical to the usual summertime consist of the *Canadian*, except for the substitution of a second dining room car for one Skyline, two *Château* sleeping cars to replace two *Manor* cars, and the use of two former U.S. coaches instead of the usual ex-CPR coaches.

When it left Winnipeg, the consist of Train 1 was: F40s 6415 and 6400; baggage car 8610; coaches 8124, 8135, and 8130; dining room car 8402—*Alexandra*; Skyline 8503; sleeping cars 8327—*Fraser Manor*, 8227—*Château Varennes*, and 8329—*Hearne Manor*; Skyline 8516; sleeping cars 8303—*Amherst Manor*, 8328—*Grant Manor*, 8221—*Château Radisson*, and 8336—*Monck Manor*; dining room car 8411—*Imperial*; sleeping cars 8310—*Brock Manor*, 8319—*Dawson Manor*, and 8226—*Château Salaberry*; and, bringing up the rear, 8714—*Strathcona Park*.

—Tom Box

NEW VIA STATION IN EDMONTON

By about the end of this year, VIA should finally be out of the basement of the CN Tower office building in Edmonton, where the station has been located since the 1960s. The VIA station will move to a new 5000-square-foot facility near the city's municipal airport. The project has already passed through the planning stages. Construction was expected to begin in September.

SHORT LINES

HUDSON BAY RAILWAY

OmniTRAX of Denver, Colorado, purchased the Port of Churchill facilities from Canada Ports Corporation on September 3. This makes Churchill the first privatised Canadian port. In August, OmniTRAX had purchased the railway line to Churchill from CN, but that deal was not made final until the port purchase was complete.

The Hudson Bay Railway subsidiary of OmniTRAX now operates lines north of The Pas; the first HBR train ran on August 20.

The HBR and the Hudson Bay Port Company jointly should provide 175 jobs. The short-line company is banking on aluminum hopper cars to carry grain to the terminal, to make a profit from a traditional money-losing line. CN tested aluminum hoppers in the fall of 1996 and found them suitable for carrying grain. OmniTRAX plans to diversify exports through Churchill to include barley, durum, peas, lentils, and canola.

The company has also signed a letter of intent to buy two CN lines in northwestern Saskatchewan, totalling 279 miles. One line runs north from Warman Junction to a point just north of Prince Albert; the second runs north from Speers Junction, to the end of the track at Meadow Lake. These lines should feed grain to the Churchill terminal.

CENTRAL WESTERN RAILWAY

The Central Western Railway probably will be dismantled in sections because of the closure of many grain elevators. The line north of Donalda was being taken out this summer. Sections south of Big Valley will be dismantled after October, and between Meeting Creek and Big Valley by the end of March 1998. The steam-locomotive trips operated by Alberta Prairie Steam Tours are threatened, as are the tourist businesses of a number of towns on the railway. A heritage society in Stettler received a \$125 000 grant from the province of Alberta to cover a down payment to buy a 32 km piece of track between Stettler and Big Valley from CWR. The society is trying to raise funds to save the rest of the lines.

—Western Producer

RAILINK BUYS FORMER NAR LINE
 RailLink Investments has acquired the 200-mile section of CN, former Northern Alberta Railways, track between Boyle and Lynton, Alberta. The line is operating as the Lakeland Waterways Division of RailLink. As of September 3, the new operator was running trains several times a week; four RailLink GP9s are based in Lac La Biche. —CNET

CANADIAN NATIONAL

GRAIN DELAYS

In early September, CN was hampered in delivering grain to Prince Rupert because ships were not removing the grain as fast as the railway was delivering it. CN had 2100 loaded grain cars destined for Prince Rupert waiting for space at the terminal. During August, grain deliveries by CN to Prince Rupert were running ahead of schedule.

A CN grain train derailed on August 6 east of Kane, Manitoba. Eight hopper cars of the 23-car train were derailed. Kane is on the secondary line between Elgin and Morris.

CONRAD ACCIDENT INQUEST

A coroner's inquest at Kamloops in August was told that the mud slide that led to the deaths of two CN workers last March happened 90 minutes before the victims' train derailed. A massive mud slide came down the mountain and washed out the ground underneath the tracks. The slide wasn't detected at the rail traffic control centre in Edmonton because there was no break in the rails. The inquest was told by a geotechnical engineer hired by CN that improvements made to the Trans-Canada Highway in 1960 just above the crash site caused the earth to wash out. Since the accident, there has been an increase in the number of patrols of the line, and washout detectors have been installed at the accident scene.

CANADIAN PACIFIC RAILWAY

SPECIAL TRAINS

The CPR has operated several special passenger trains in B.C. and Alberta recently.

On August 14 and 23, CP leased two 3200-series passenger coaches from Rocky Mountaineer Railtours for day trips for investors and customers from Calgary to Banff (on August 14), and Calgary to Field (on August 23).

On August 27, CP AC4400CW 9528 (cleaned up for the occasion), and business cars *Assiniboine* and *Mount Stephen* left Kamloops. On board were GE management guests en route to Lake Louise.

On August 31, CP ran a passenger extra east from Vancouver to Banff. Equipment used was CP SD40-2s 5930 and 5981 with CPR business car *Assiniboine*, RMR big dome 9502, and CP's business car *Mount Stephen*.

The train was chartered by Microsoft's Bill Gates. —Rob Scrimgeour, Dean Ogle

CO-PRODUCTION TESTS

CPR crews will be operating on CN tracks in the Fraser and Thompson canyons in November. CP and CN engineers from Kamloops and Vancouver will be taking a two-week training session learning each others' routes through the canyons. The plan is to initially run several loaded trains west over the CN and empties east over CP.

—Phil Mason via Dean Ogle

OTHER RAILWAYS

BC RAIL NOTES

Some of the trackage between Fort St. John and Fort Nelson on the Fort Nelson Subdivision is in bad shape, especially near the muskeg at Mile 810. Trains are operating, but are limited to 40 cars, and traffic is backlogged. With shorter trains, there has been a shortage of crews. Businesses served by BCR on this line are suffering from the slower service.

A consortium of three companies is planning to open an open-pit coal mine in early 1998 at Willow Creek, near Chetwynd.

On Thursday August 21, BCR operated a steam-powered passenger extra to Squamish for a convention. The eight-car train was powered by 3716. —Jim Johnston via Dean Ogle

AMERICAN ORIENT EXPRESS

The U.S. luxury cruise train American Orient Express made two round trips across the country in August and September. The train left from Vancouver on August 12 and 26, and from Montréal on August 19 and September 2. Three VIA F40s (on the first trip, 6415, 6401, and 6446) powered the train, which had the following consist:

Baggage-crew car 800643—San Antonio
 2235—Grand Canyon

Crew sleeping car 2233—Pacific Star

Dining car 800308—Chicago

Dining car 800301—Zurich

Sleeping car/dining car 800050—Montecito

Club car 800311—Rocky Mountain

Sleeping car 800255—Berlin

Sleeping car 800231—Monte Carlo

Sleeping car 800297—Istanbul

Club car 800310—Seattle

Sleeping car 800109—Vienna

Sleeping car 800258—Washington

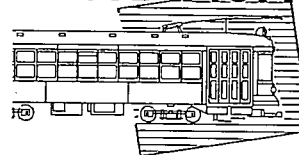
Sleeping car 800298—Paris

Parlour car/observation car 800321—New York

The AOE arrived back in Vancouver on September 8. After wheel inspection, four cars—*Vienna*, *Berlin*, *Montecito*, and *Paris*—were held in Vancouver for a day or two for repair, while the remainder of the train was taken south to Portland, Oregon, by BNSF.

—Paul Bloxham, Pierre Bédard,
 Dave Stremes, Dean Ogle

IN TRANSIT



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TORONTO

SUBWAY FIRE

A dramatic subway fire occurred in the evening of August 6, causing the shut-down for the rest of the evening of the Danforth subway, east of Broadview Station. The fire was caused when 400 rubber rail pads were ignited by an unknown cause. The pads were surplus from the construction of the subway in 1966, and had been stored since that time in an area on the west side of the wye that connects Greenwood subway yard with the main line, between Donlands and Greenwood stations.

The fire required the emergency evacuation of two trains with approximately 2000 passengers on board. Donlands, Pape, Greenwood and Woodbine stations were also evacuated. The ventilation fans activated to clear the tunnels sent large, visible plumes of smoke skyward from the fan shafts in nearby streets and sidewalks.

About \$500 000 of damage was done, included the destruction of newly-installed fibre-optic lines, and the severing of communications cabling to the Scarborough RT, shutting that automated line for a brief period until local control could be established at Kennedy Station. There was no significant structural damage or damage to rolling stock. Some customers and fire fighters were admitted to hospital due to the effects of smoke, but there were no serious injuries.

The subway reopened almost on schedule the next morning, although Donlands Station had to be cleaned twice before customers could use it. About 75 buses were on hand the next morning to run a shuttle service, in case the subway could not be operated, but the buses were not needed.

In the aftermath of the fire, detailed inspections of the entire subway system were carried out, and flammable materials were identified and removed. Upgrades to the ventilation system will likely be carried out, including the installation of additional fans and fan shafts. In the weeks after the incident the TTC instituted a more-cautious approach to reports of smoke or burning smells in stations, frequently halting subway operations until the source of the smoke could be identified and corrected.

RTS BUS IN TORONTO

An RTS bus arrived at the TTC's Hillcrest complex on September 3, newly-painted in TTC colours. By the next day, the bus had been lettered, numbered (1000, outside the historical number range for TTC city buses), and set up for TTC operation, out of Eglinton Division.

The TTC has purchased two new RTS buses for evaluation. This bus is not one of them, but is a demonstrator provided to the TTC for early evaluation of the bus type. The bus was built in December 1995, and has about 23 000 miles on the odometer. The interior is to MTA-New York City Transit standard, complete with hard plastic blue seats, and New York-style lettering. The bus has a wheelchair lift at the rear (which effectively reduces the rear door to single-stream), and a kneeling, narrow, front door. It has front, side, and rear electronic destination signs. The bus carries a New Mexico license plate at the rear.

While the bus was being outfitted for TTC operation, it was taken to a meeting of the Commission on September 8, where it was shown off commissioners and the media. At that same meeting, the TTC approved the purchase of 100 RTS buses from NovaBus, in addition to the two demonstrator buses ordered in June (June-July 1997 *Rail and Transit*). The order will be delivered from mid-1998, and the buses will include a new wider front door.

QUEENSWAY WORK

Work that will significantly change the appearance of the TTC's Queensway private right-of-way streetcar track section began on September 2. On the section between Parkside Drive and South Kingsway, the open track will have ballast removed, replaced, and tamped. More significantly, new overhead on centre poles will be installed, replacing the long spans suspended from curbside poles. The centre pole installation requires that the devil strip between the track be widened, to make room for the deep concrete caissons used to support the bolted poles, which will be similar to those installed in 1996 at the new Exhibition Loop.

At the three intersections on the affected section, the track will be completely replaced, and new passenger platforms built. Elsewhere, the reballasting is being carried out with the existing track in place, and rails, ties, and tie-plates will not be changed. A small ballast undercutter and tie tamper have been rented from a Pennsylvania firm, and both have been regauged to TTC gauge. The overhead and track work is scheduled to be finished by November 22, and in the meantime the eastern half of the 501-Queen route, and all of 508-Lake Shore, are being operated with buses.

STREETCAR HORNS

CLRV 4167 was fitted with an air horn from a retired H-1 subway car in late August. All other TTC streetcars are equipped with a bell only, and the horn was installed to test it as a way of giving more warning to errant automobiles and trespassers, especially on the 510-Spadina line. The test was a success, and fleet-wide installation will proceed. The horn will supplement the bell, which will be retained. Car 4123 was heard in early September with both horn and bell operating.

OTHER ONTARIO CITIES

OTTAWA FLEET PLANS

In 1997, OC Transpo is planning to buy 20 Nova Bus LFS low-floor buses, and 20 Orion V standard-floor buses. For 1998, delivery of 85 further Orion Vs is planned. In both 1999 and 2000, 70 Orion VI low-floor buses each year are on order.

In addition to new buses, five ex-TTC Ikarus articulated buses have been bought for spare parts, and 25 ex-TTC Ikarus artics have been refurbished by a dealer, and will be leased to OC Transpo for three years. OC Transpo will then retire some of their older (1985) Ikarus and replacing them with the leased former TTC buses, built in 1988, in order to maintain their artic fleet at about 110 buses. The Ikarus buses were discarded by the TTC because of structural problems.

—Richard Ryzanowski via Internet

30-FOOT BUS ORDERS

The increasing cost of traditional heavy-duty buses, and the long lead times from the major manufacturers, has led some transit agencies to purchase smaller and less-expensive buses.

Champion Motor Coach Inc., though its Canadian representative Capital Bus Sales, has recently delivered Champion Solo low-floor 30-foot buses to Orillia and St. Thomas, with orders under construction for Markham, Vaughan, and Richmond Hill, Ontario, and Medicine Hat, Alberta. Overland Customer Coach has delivered the first E-Z Rider 30-foot low-floor buses to Stratford Transit, and has orders for its smaller van-chassis ELF 125 from Woodstock and Orangeville.

The Solo and E-Z Rider models are rear-engined buses, available with or without centre exit doors, and typical of the type of bus used in the past in airport and corporate shuttle operations. In the case of the joint Vaughan/Markham/Richmond Hill order, early availability of the buses, manufactured in Champion's Michigan plant, was a key factor in the sale.

—CUTA Forum

VANCOUVER

RIDERSHIP AND SERVICE LEVELS

Ridership on the Vancouver Regional Transit System increased by 2.8 percent in the year

ending March 31. The number of passenger trips on Buses, SeaBus, SkyTrain and West Coast Express was estimated at 222.7 million, up from 216.6 million in 1995-96. This is the sixth consecutive year of increases.

SeaBus led the way in 1996/97 with an increase of 12.1 percent, to 5.4 million passenger trips. SkyTrain also had a strong showing with the number of passenger trips increasing by 7.3 percent to 42 million. West Coast Express recorded 1.44 million passenger-trips in its first full operating year, an average of about 600 passengers per train.

Transit ridership in other parts of the province has also increased. The number of trips in the Victoria region increased by 2 percent to 20.1 million. The other transit systems in B.C. showed an increase of 7.2 percent, to 12.4 million trips.

NOTES

On September 1, BC Transit added over 85 000 annual service hours to greater Vancouver transit service, the biggest one-time increase since 1991. There are many service increases, and several new routes. • A New Flyer low-floor bus caught fire while traversing Sixth Street in New Westminster during the afternoon of August 11. Police closed the street for an hour while the blaze, confined to the engine compartment, was extinguished and the area cleaned up. Newspaper photos showed a fireman with a hose stuck in the side of the bus and water pouring out a hole chopped through the engine compartment door.

—Dean Ogle

WILDCAT STRIKE

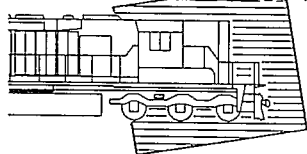
BC Transit bus drivers staged a wildcat walkout on August 27, lasting from the start of service until noon. Other than a few buses that made it out before 05:30, there was no BC Transit bus service on this day. The issue stemmed from the one-day suspension of an operator who somehow got trapped between lowered crossing gates at the CPR Westwood Street crossing in Port Coquitlam, and the much longer suspensions given to several union officials for counselling other drivers to deviate from their assigned route and go around the crossing, which the union contends is unsafe.

SkyTrain, SeaBus, and West Coast Express all ran normally, because striking drivers chose not to picket those facilities.

To win back customer support after the disruption, all travel on BC Transit service in the Vancouver area was complimentary on August 29, from start of service until noon. Monthly FareCards holders were also invited to mail in their expired passes to receive five dollars toward the purchase of a future monthly pass.

—Ian Fisher via Usenet, Dean Ogle

MOTIVE POWER



John Carter

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Scarborough, Ontario M1N 1A2
E-Mail: 72.123.563@compuserve.com

CURRENT WORK AT DIESEL DIVISION

These units were seen in various states of completion outside GM Diesel Division in London in June, July, and August:

- For Argentina, **Metropolitano** G22CW-2s A908, A909, A910, A911, A912, A913, A914, A915, A916, A917, and A918.
- For Argentina, **Metropolitano** G22CU-2s MF701, MF702, MF703, MF704, and MF705.
- **Burlington Northern and Santa Fe** SD70MACs 9803, 9804, 9805, 9806, 9807, 9808, 9809, 9810, 9811, 9812, 9813, 9814, 9815, 9816, 9817, 9818, 9819, 9820, 9821, 9822, 9823, 9824, 9825, 9826, 9827, 9828, 9829, 9830, 9831, 9832, 9833, 9834, 9835, 9836, and 9837.
- **Canadian National** SD75ls 5731, 5732, 5733, 5734, 5735, 5736, 5737, 5738, and 5739.
- **CSX Transportation** SD70MACs 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 716, 717, 718, 719, 721, 723, and 724.
- **General Motors** demonstrator GT46MAC 4000.
- **Union Pacific** 4300-horsepower SD90MACs (UP class SD90/43M) 8164, 8165, 8167, 8168, 8169, 8170, 8171, 8172, 8173, 8174, 8175, 8176, 8177, 8178, 8180, 8181, 8182, 8183, 8184, and 8185.
- **Union Pacific** 6000-horsepower SD90MACs (UP class SD90MAC) 8206 and 8207.

The engine listed as Metropolitano B851 in the May 1997 column was actually A913. The order of units B851-B855 have yet to be built.

The General Motors demonstrator is for India Railways, painted in the same blue, black, turquoise, and white scheme as was EMD demonstrator 8204 (a 6000-horsepower UP SD90MAC). GM 4000 is lettered "GT46MAC" on the cab, and "GM" on the hood. It is a prototype for a future order.

GE TO MAINTAIN CN UNITS

CN has signed a deal that will see General Electric Transportation Systems manage, repair, and maintain 118 GE Dash 8 and Dash 9 locomotives at Symington Yard in Winnipeg. The contract began on June 1, and no jobs were expected to be lost. The value

of the contract will be based on the locomotives' monthly mileage. The change in assignment means that the 2400s and 2500s will be used primarily in transcontinental freight trains, and not in Alberta-B.C. coal trains as they have been for several years, while based at Walker Yard in Edmonton.

CN ROSTER CHANGES

New arrivals

SD75I 5731	August 26
SD75I 5732	August 28

Retirements

S13 117	August 27
GMD-I 1101	August 8
GMD-I 1105	August 8
GMD-I 1141	August 8
HR616 2114	August 13
M420 3571	August 8
M420 3576	August 28
SD40 5115	August 28
SD40 5122	August 28
SD40 5153	August 6
SD40 5156	August 6
SD40 5202	August 6
GP9 7021	August 28
S13 8700	August 6
S13 8701	August 28
S13 8703	August 6
S13 8704	August 6
S13 8705	August 6
S13 8706	August 6
S13 8707	August 6
S13 8708	August 6
S13 8709	August 6
S13 8711	August 6

CPR ROSTER CHANGES

Retirements

SW1200RS 1211	July 4
RS18 1823	July 4
RS18 1829	July 4
C424 4245	July 4
C424 4248	July 4
SW1200RS 8120	June 15
Soo GP9 404	August 11
Soo GP9 412	August 11
Soo SW1200 1213	August 11
Soo SW1200 1220	August 11
Soo SW1200 2122	August 11
Soo GP9 2551	August 11
Soo GP9 4229	August 11
Soo GP9 4230	August 11

CPR FAMILY PAINT NOTES

GP38 3004 has been painted into the green and yellow E&N Railfreight scheme, and at the end of June was at Coquitlam waiting for striping.

These units are currently lettered for St. Lawrence and Hudson: GP9 1625; SD40s 5524, 5532, and 5542; SD40-2s 5593, 5614, 5615, 5619, 5627, 5636, 5649, 5651, 5654, and 5690; GP38 7306; GP9s 8205, 8206, 8212, and 8225.

It has been reported that CP will continue to letter units for the StL&H in the same way as at present, with the possible addition of a small version of the new CPR crest.

CAPE BRETON & CENTRAL NOVA SCOTIA CB&CNS GP18 4700 (the former GTW 4700), the railway's first GM unit, made its maiden voyage in CB&CNS paint on June 10. It bears the name *Gerard MacNeil*.

CB&CNS has received two GP50s for trial. The former Burlington Northern 3108 and 3109 (ordered by Frisco but delivered after the merger into BN) came to Cape Breton from RailTex's Indiana and Ohio Railway (IORY). Whether the pair of 3500-horsepower four-axle units can replace three, or even two, of CB&CNS's ex-CN C630Ms remains to be seen, but even if not, the trial indicates that the end may be approaching for the old MLW units.

The two GP50s were seen passing through Dorval on September 18 on CN Train 308; the engine consist was CN GP40-2 9469, GP40 9303, IORY GP50s 3108 and 3109, and CN SW1200RSs 7107, 1360, and 1357, and all the five first units were working. The IORY units are still in full BN dress except that the BN logo and lettering on the cab side have been painted-out and a simple IORY and unit number restencilled there. The BN number is still on the end of the long hood.

BCR LEASES MK5000

BC Rail has one MK5000 diesel locomotive on lease from MotivePower Industries, the successor to Morrison-Knudsen. MPEX 9903 has been used in helper service out of Pemberton. A second MK, MPEX 9902, is expected in early October, to be used in general road service. • BCR has returned a number of GM units that had been on lease from Helm.

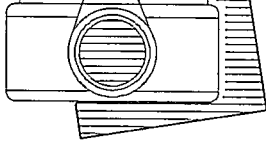
F-UNIT PASSENGER NOTES

VIA FP9 6311 was sent to Winnipeg on the *Canadian* in late July. The unit, newly equipped with a HEP generator, joins similarly-equipped locomotives 6302 and 6308 in Winnipeg for *Hudson Bay* service. HEP-equipped FP9s 6300 and 6307 are based in Montréal, for use on the *Saguenay* and *Abitibi*.

Ontario Northland has outshopped FP7 2002, the third Caterpillar-engined rebuilt passenger unit from the ONR's North Bay shops. The unit sees regular use on the *Northlander*.

Motive Power sources: Paul Bloxham, Ray Corley, Glenn Courtney, Paul Crozier-Smith, Dan Hadley, Don McQueen, Dean Ogle, Earl Roberts, Sean Robitaille, Glen Smith via CNET, FCRS *Tempo Jr.*

THE TRAIN SPOTTERS



Sean Robitaille
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Dorval (Québec) H9S 3H9

A WEEKEND TURN TO LONGLEY

August 1-4

Sean Robitaille and Pat Scrimgeour

For the August 4 long weekend, Sean Robitaille and Pat Scrimgeour decided to make a trip eastward, primarily to examine abandoned and operating portions of the old National Transcontinental Railway east of Joffre.

On Friday, August 1, after Pat arrived by VIA Train 64 at Dorval, the two travellers headed east for Joffre.

The first sighting of the trip was encountered on Autoroute 20, which parallels the CN Drummondville Subdivision west of Joffre. An eastward intermediate block signal was lit green, indicating that an eastbound was approaching from behind. A look in the rear-view mirror revealed the headlights of the eastbound. As it was after 22:00, at first it was assumed that the train was a freight, as the last Québec City passenger train and No. 14 should have been long gone. Another glance in the mirror showed the headlight was gaining. Within a few minutes, the train overtook the travellers; it was a late-running VIA Train 14, the combined *Ocean* and *Chaleur*. And this No. 14 was a serious passenger train - 22 stainless-steel cars trailed units 6405 and 6402, making track speed. A very impressive sight even at night. However, No. 14 would not beat Pat and Sean to Lévis. They arrived at the old station with plenty of time to set up for night shots. On this night, No. 14 was at the station from 23:15 until 23:34, making three stops to board passengers. Upon No. 14's departure, the travellers decided to quit for the night.

August 2 dawned grey and somewhat uninspiring. The first stop was the yard at Joffre, where no overly interesting units or activity was noted. A trip was made over the Québec Bridge to the north shore to see if anything was happening there. A stop at StL&H's yard on the northwest corner of the city revealed a mainly empty yard and no power at all. No activity was seen at CN's Limoilou yard, either. After that, a stop was made for breakfast, then back to the south shore via the Québec Bridge once again.

This was the start of the examination of the NTR, starting with what is now called the Monk Spur, a portion of the former Monk Subdivision which is still operated between Diamond and Saint-Isidore. At Saint-Isidore there is a large feed mill at which were noted many covered hoppers. Several hundred feet east of the mill, the track ends and the former preferred freight route to the east is just a roadbed. Just west of Saint-Anselme, even the roadbed has been totally wiped out by a farmer for more field space. At Saint-Anselme, a resident has moved the NTR-design station away from the former right-of-way and turned it into a respectable-looking home.

East from Saint-Anselme, the roadbed is generally easy to locate except at the location of one of the former Monk Sub.'s horseshoe curves in Saint-Malachie. Most of the fill and the bridge over the Rivière Etchemin has been removed, making it difficult to picture the former track layout at this location. However, east of here through the hills to the former division point of Monk, the roadbed is easily visible as it remains as a trail for snowmobilers.

At Monk (Tourville), the remains of the coaling tower are the only real remnants of the division point. An runway for ultralight aircraft was noted as occupying some of the former division point's yard.

After this, it was north to La Pocatière then east to the Pelletier Subdivision. By this time, the clouds had cleared away, leaving bright sunshine, but no trains were seen during the wait until sundown at the "deep cut" near Saint-Joseph-de-Kamouraska.

Next, the travellers went to Rivière-du-Loup to see what rail action was happening there - none - and to check into their overnight accommodation. Around midnight, a phone call to the VIA toll-free line revealed that No. 14 was on time leaving Lévis, so a trip was made up to the station for a second round of night shots featuring Train 14. The train was a little late, arriving at 01:00, and the consist was also shorter than the previous day (since it was not carrying the Gaspé section this night) at 14 cars. Regardless, it was still a very impressive sight at it pulled out of town at 01:07.

Sunday morning dawned bright and sunny. After some breakfast, the first stop was once again the deep cut. By this time, 10:00, the cut was fully-illuminated, and by 10:20 a horn was heard down on the Montmagny Subdivision. At 10:30, CN Train 138 blasted through the cut with GP40-2s 9604, 9566, 9457, and 9641, and 56 intermodal cars. With the passing of this train, the chase was on. At Pelletier, Train 107 was found slowly advancing up the main to the home signal to wait for No. 138 to take the siding. No. 107 was running with

SD70I 5608, GP40-2s 9421 and 9427, and 82 cars. The travellers then headed to a point just south of Pelletier siding for another shot of No. 138. Next, they moved south to the hill at Village-Blier on the east side of Estcourt in time to photograph the train as it crossed the fill across the end of Lac Pohénégamook, just barely inside the Canada-U.S. border.

At Estcourt siding, Train 105 was waiting for the southbound to pass; No. 105 had SD75I 5714 and Dash 8-40CM 2404 leading 85 cars of intermodal traffic. Upon seeing the GE on this train, the travellers decided to backtrack to the Rivière Boucanée bridge north of Saint-Éleuthère to get some reasonably well-lit shots of this train. At 11:55, Train 105 crossed the impressive trestle over this small river. Next, the venturing duo headed further south to see what other trains could be intercepted.

A stop was made at Rivière-Bleue to take a look at the former NTR station there. A check of the southward advance signal to Tarte (located just north of the station) showed a "clear" indication. To get a good shot of this train, the photographers positioned themselves at a sharp curve to the south of Tarte siding - a location known to them as "Art's curve." At 13:09, Train 110 rounded the curve with SD75I 5698, SD40 5133, and 50 intermodal cars. The chase was on again after this train departed, and photos were obtained at Lac-Baker, New Brunswick. The train won the race to the station at Edmundston - not unexpected, as trains move quickly as they enter the St. John River valley closer to Edmundston - and the crew-change was nearly complete upon the travellers' arrival. With this train ready to roll down the Napadogan Subdivision and over the Salmon River trestle, an easy decision was made to continue the chase. After major traffic problems in downtown Edmundston (around and through a summer fair parade), it was back to the highway and a fast-paced trip was made directly to Salmon River. At 16:25 Atlantic Time, No. 110 crossed the famous bridge in bright sunshine. The train was followed several miles further east and one last shot was made at Plaster Rock of this eastbound. After this chase, it was time for some refreshments at the nearby corner store.

After a stop at the local tourist bureau to get a map (where the provincial representative wanted to know if the travellers were on their way to P.E.I.), some scouting of territory was done for possible future photographs. One back road was found which led to the middle of the siding of Longley, which was as far east as these two gents would be going in their trip. Backtracking toward Grand Falls, some further examination of the Napadogan Sub.

was made, including a ground-level look at a relatively-unknown, yet remarkably tall, steel trestle, just east of the former station of New Denmark. After a few more looks at the Salmon River bridge from different angles, it was time for supper in Grand Falls.

After supper, it was dark, but a stop was made in Saint-Léonard just to see if anything was approaching the siding. Train 310, with GP40-2 9527, M420s 3557 and 3519, and 65 cars, was already in the siding. At 22:00, northbound Train 301 blew through Saint-Léonard with GP40-2s 9486 and 9669 and 76 cars. With the meet over, the travellers headed north to their accommodation in Edmundston. A quick check of the yard around 23:00 revealed no railway activity, and so the day was concluded.

Monday was another sunny day and would prove to be a very light day for railway traffic. At the Edmundston yard, the local switcher was busy sorting cars; the power assigned that day was a pair of M420s. On the "shop track" was another MLW pair: 3547 and 3505. Meantime, across the river in Madawaska, Maine, the Bangor and Aroostook was switching the paper mill with two GM units, one a B&A unit and the other a CDAC unit. A B&A GP9 was also spotted parked near the paper mill. By 11:30, the CN switcher had finished its chores and there were no moves pending on the main line.

The travellers decided to head west on the Pelletier Sub. in hopes of intercepting an eastbound. Along the way some further photography scouting was done to locate different shots for the next trip east, and all the CTC signals indicated that no trains were coming soon. A spot high above the Rivière Boucanée trestle was chosen to wait for some activity, but none was forthcoming.

Eventually, the travellers made it all the way down to the Montmagny Subdivision to just west of Saint-André when eastbound Train 310 was spotted. A fast-paced backtracking trip up the Pelletier Sub. to a spot north (railway west) of Fourchue West was made to get properly-lit photos of this train. At 16:50, No. 310 passed the approach signal to Fourchue West with SD751 5650, GP40-2 9646, and 84 cars. The power was in Notch 8 as the train dug into the hill leading to the summit at Pelletier. After the passage of No. 310, no trains would be seen until Joffre yard.

At Joffre at 18:50, Train 306 was seen pulling into the yard with SD40-2 5283, SD40s 5179 and 5196, and 60 cars. Just west of the yard at West Jct., the "Ultratrains," Train 781, was waiting for VIA No. 26 to arrive. At 19:20, Train 26 passed West Jct. with 6905 and three LRC cars, and then No. 781 pulled out with SD751s 5637 and 5666, and 68 TankTrain cars of oil. The next stop for the travellers was for supper.

After supper, the return trip to Montréal was made in darkness via the Autoroute on the north shore of the St. Lawrence River. A brief stop was made in Trois-Rivières to check for activity at the StL&H yard. Among many units seen were RS18s 1851, 1813, 1825, 1856, and 1807; also, some GMs were present, including CP 5568 and HLCX 4407. Having completed the head count, the travellers finished the last miles of their trip into Montréal.

It was not exactly a trip of continuous action, but there were some impressive moments – two nights of seeing long stainless-steel, dome-equipped passenger trains; the sight of a double-stack train on the Salmon River trestle – and there is no question that scenery along the old NTR is highly impressive. Both of the travellers agreed that the "Turn to Longley" was a worthwhile trip.

VIA IN MONTRÉAL

August 1–2

Pierre Bédard

VIA Train 622, a special 20-car train from Montréal to Charny on August 2, in connection with a bicycle tour, had as its consist: F40s 6400 and 6432, baggage car 8620, HEP1 coaches 8102, 8103, 8116, 8135, 8117, 8137, 8146, and 8147, baggage cars 8615 and 8607, HEP2 coaches 4118, 4102, 4113, 4108, 4105, 4117, and 4120, baggage car 8606, and HEP2 club car 4003.

VIA Train 601, the train from Montréal to Jonquière and Senneterre, had an unusual car on the tail end on August 1. The train was made up of: FP9s 6300 and 6307, HEP1 coach 8100, HEP2 coach 4110, baggage cars 8608 and 8612, HEP2 coach 4115, and dome-observation 8709–Laurentide Park.

VANCOUVER

September 19–20

Dwayne Reinhart

Friday, September 19, CPR Williston Yard

At 18:15, CP 5022, 5025, 5015, and 5006 were idling on the shop track; 1209 was idling in front of the yard office; 3079-3044-3070 were sitting on Track 2 with 38 cars of eastbound containers; and 8115-1210 were switching grain hoppers in the yard.

At 18:22, WCE 904 was on the point of a four car eastbound commuter train on Track 1.

At 18:34, United Grain Growers No. 1 was switching hoppers at the UGG elevator.

Saturday, September 20, CN Vancouver Jct.

At 18:00, BN GP40M 3520, GP39E 2763, and GP38-2 2309, with caboose 10017, sat idle at the BNSF engine terminal, along with SW1200s 192 and 194.

At 18:05, Amtrak 367 led Train 761, the southbound *Mount Baker International* Talgo Train.

Following CN's last M636

Where's 2338?



August 23 – Gordon Yard

..... Train 308-22, 2100-2338-9304-7303

August 24 – Gordon Yard

..... Train 311-24, 9534-2106-5058-2338

August 25 – Rivière-du-Loup

..... Train 311-24, 2106-9534-5058-2338

August 26 – Joffre

..... Train 312-25, 9593-5393-2338

August 27 – Mont-Joli

..... Train 311-26, 9470-9492-9580-2338

August 28 – Joffre

..... Train 148-26, 5605-9669-2338

August 29 – Halifax

..... Train 131-29, 5605-5272-2338-9669

August 30 – Train 131 (5605-5272-2338-9669)

seen by Sean Robitaille at Sainte-Rosalie at 17:40, Saint-Lambert at 18:30, and Turcot at 19:15.

August 31 – MacMillan Yard

..... Train 368-31, 5295-9457-2338

September 1 – Taschereau Yard

..... Train 312-01, 2433-5433-2338

September 2 – Rivière du Loup

..... Train 312-01, 2433-5433-2338

September 3 – Gordon Yard

..... Train 305-03, 9560-9623-2338

September 4 – Joffre

..... Train 391-04, 9560-9623-2338

September 5 – MacMillan Yard

..... Train 369-03, 9560-9623-2338

September 8 – MacMillan Yard

..... Train 366-07, 9560-2338

September 8 – Taschereau Yard

..... Train 448-08, 9560-2338

September 9 – Train 363-08 (9560-2338) was

seen by Sean Robitaille at Mile 10 of the Montréal Subdivision, heard by Roman Hawryluk, and seen by Paul Bloxham at Doncaster; by then, 3588 had been added at Belleville.

September 10 – Sarnia

..... Train 362-10, 9560-2338-3588

September 11 – Taschereau Yard

..... Train 310-11, 9605-2338-1422

September 12 – Gordon Yard

..... Train 305-12, 9605-2338-1422

September 13 – Joffre

..... Train 391-13, 9605-2338-1422-5131-5252

September 14 – Taschereau Yard

..... Train 402-14, 5131-2338

September 15 – MacMillan Yard

..... Train 303-14, 9424-9452-5094-2338

