Canada's Railway Magazine since 1945

Rail & Transit

MAY 1997

Rail & Transit

MAY 1997
NUMBER 564

PUBLISHED BY
Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

ISSN 1193-7971

Features this month

Research and Reviews

Transcontinental

Our trip to Brampton

On Friday, June 6, we saw these trains from the platform at the Brampton station.

15:00 – CN W/B: 5315-9670 with 61 cars
15:05 – CN E/B : 9466-5638 with 52 cars
16:08 – CN W/B: CN 5359-CR 6751-CN 6005 with 91 cars
16:55 – GO #841: GO 239-546, a 7-car train
17:05 – CN W/B: 9550-9467 with 48 auto racks
17:25 – GO #843: GO 229-548, an 8-car train
17:36 – CN W/B: CN 9637-NS 8024-CN 5904 with 93 cars
17:50 – CN E/B: 9448-5631 with 95 cars
18:02 – GO #845: GO 217-544, a 9-car train
18:27 – GO #847: GO 221-556, a 6-car train
19:40 – VIA #89: VIA 6434 with 4 LRC cars
19:48 – CN #448: CN 4132-CR 6752-CN 3538-1349 with 98 cars
20:03 – CN W/B: 9621-4120-4111 with 75 cars
20:32 – CN W/B: 5626-9424-CR 6662 with 121 cars
20:43 – StL&H S/B: CP 8224-1103 with 3 cars
20:47 – CN W/B: 5246-5272 with 95 cars
20:56 – CN E/B: 9405 with a work train of 23 cars; train tied-up at Peel and engine added to #363
22:00 – CN light engines, ran west to bring work train's crew to Brampton, then rejoined #363 at Peel: 9633-9407-9405
22:30 – CN #363: 9633-9407-9405 with 89 cars
22:51 – VIA #88: VIA 6420 with 5 Amtrak Superliner cars

Our next day trips will be to London on Saturday, July 5; Bayview Jct. on Saturday, July 12; and Cobourg on Sunday, August 10.

–Sighting notes by Jim Frost

UCRS excursions and meetings

Friday, June 20 – 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. Please bring your selection of slides or videotapes, whether a mixed bag of a few slides or a longer presentation of 30 minutes or so.

Friday, June 27 – 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, July 5 – A UCRS train-riding and train-watching field trip to London. We'll take VIA Train 85, the *International*, from Toronto at 7:50 a.m. This train is worth riding, as it runs with Amtrak double-deck Superliner cars, and runs via the "back route" through Guelph and Stratford. After a few hours beside the CN and CP tracks in downtown London, we'll return to Toronto on Train 76, leaving at 4:28 p.m., running via the main line through Brantford, and arriving in Toronto at 7:14 p.m. Those who would like to stay in London longer can return on Train 78 at 7:47 p.m. The current VIA fare from Toronto to London and back is $76.00, or $46.00 if purchased five or more days in advance.

Saturday, July 12 – Train-watching day at Bayview Jct. Last year's was so successful that we're doing the same again this year. Bayview is located in Burlington, off Plains Road West (Highway 2), a little ways south of the junction of Highways 403 and 6. The all-day meet will be held on the pedestrian bridge crossing the CN Oakville Subdivision, and leading to the Laking Gardens section of the Royal Botanical Gardens. A small parking lot is located there. Taking the train? Get off at the Aldershot VIA/GO station, located a couple of miles east of Bayview Junction; from there you can take Burlington Transit to the main entrance to the RBG and walk west. From the bridge we'll see various CN freights and VIA intercity passenger trains. The St. Lawrence and Hudson railway is nearby, too.

Friday, July 18 – Toronto meeting at Metro Hall, 7:30 p.m.

Friday, July 25 – Hamilton meeting at the Spectator auditorium, 8:00 p.m.

Saturday, August 2, to Monday, August 4 – Mark this weekend for a possible weekend trip to Montréal. We'll have details in the next issue of *Rail and Transit*.

Sunday, August 10 – UCRS day trip to Cobourg. We'll take VIA Train 42, leaving Toronto at 11:00 a.m., but there's also the alternative of Train 60 at 12:00 noon. After a day between the CN and CP main lines, we'll return on Train 47, leaving Cobourg at 6:49 p.m. Again, there are alternatives: Train 45 at 4:58 p.m. and Train 69 at 10:37 p.m.

Cover photos

Front cover – Brent, Ontario, on November 23, 1995, at 10:14. Sean Robitaille took this photo on the second-last day of operations on the CN Beachburg Subdivision through Algonquin Park.

Back cover, upper – The Adtranz IC3 demonstrators were a common sight in southern Ontario for several months, but their stint on VIA ended in May. Here, IC3 set 7003-7403-7203 is seen at Ottawa, on February 28, 1997, in a photo by Roman Hawryluk.

Back cover, lower – Québec Railway, Light and Power Co. equipment at the gare Saint-Paul, the Québec City terminal, in 1952. Motors 30, 31, and 34 are seen to the left, and Car 451 is to the right in this photo from the Paterson-George collection.

This issue completed on June 11, 1997

Editor
Pat Scrimgeour
250 Queens Quay West #1607
Toronto, Ontario M5J 2N2
E-Mail: pscrimge@fox.nstn.ca

Please send news items to the address shown with each news section. Articles and photos should be sent to the editor.

Contributing Editors
John Carter, Art Clowes, Scott Haskill, Sean Robitaille, Gray Scrimgeour, Chris Spinney, Gordon Webster.

Correspondents
Paul Bloxham, Tom Box, Alex Campbell, Richard Carroll, Calvin Henry-Cotnam, Bill McGuire, Don McQueen, John Reay, Denis Taylor.

Subscriptions
Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are $29.00 per year for addresses in Canada; $35.00 (or $27.00 in U.S. funds) for addresses in the U.S. and overseas. Please send inquiries and changes of address to the address at the top of this page.

A link removed in CN's trancontinental main line:

BEACHBURG SUB. ADIEU

By Sean Robitaille

At midnight on Sunday, November 26, 1995, an event which had anticipated for some time finally came to pass. CN's transcontinental main line, the Beachburg Subdivision, between Ottawa and Capreol was closed to through traffic. The line, which was one of the last main line routes built in Canada prior to the creation of Canadian National, has never been a heavily trafficked line despite the fact that it was engineered to high standards.

History of the route

What became the Beachburg Subdivision was constructed by the Canadian Northern Railway, and was essentially completed in October 1915. At that point, all trackage had been constructed between Ottawa and Capreol, except for two bridges spanning the Ottawa River between Pembroke and Ottawa. The engineers for Canadian Northern chose to route the track through Québec for about 30 miles between those two cities, and the two spans were required since the Ottawa River forms the Ontario-Québec border in this area. In October 1916, the bridges were completed and the line was opened to through traffic. The route chosen avoided most of the towns located between Ottawa and Capreol. The only towns of any size on the route were Pembroke and North Bay, both served by CP's parallel Chalk River and North Bay subdivisions.

Canadian Northern developed a division point at a location called Brent, deep in Algonquin Provincial Park. This site, 163.9 miles west of Ottawa, was chosen as it featured a fairly large flat bank on the north side of Cedar Lake, suitable for construction of a small yard. Although the village contained a lumber mill from 1921 to 1931, its main function was to serve the railway. In 1941, the population of Brent peaked at 150. Throughout its existence, Brent remained one of the smallest division points on the railway, featuring four long sidings and an oil spur – the railway brought in all the fuel oil required to heat the facilities in town.

As a result of the line's late construction, good engineering was employed along the route. Despite the rough terrain encountered by the line between Pem-

↑ *CN Ford Bronco hi-railer 71686 is about to leave Brent station for the final time at 10:25 on November 23, 1995. The station formerly housed an operator when the line was dispatched by timetable and train order authority. The operator's position was abolished at the end of November 1987, when the line was converted to MBS control.*

broke and North Bay, grades were kept very light. The toughest grades were in the order of 0.5 percent. However, the line featured plenty of curves. In the first 35 miles west out of Brent there were 104 curves, of which 21 were five degrees or greater. It was this curvature which would later cause the downfall of the route.

The downhill slide

After the formation of Canadian National, the line from Ottawa to Capreol was divided into two subdivisions. The Beachburg Subdivision extended 163.9 miles from Ottawa to Brent, and the Alderdale Subdivision ran 144.3 miles from Brent to Capreol. The Alderdale Subdivision had a junction with the Newmarket Subdivision from Toronto, at Nipissing, and a crossing and junction with the Ontario Northland Railway in North Bay.

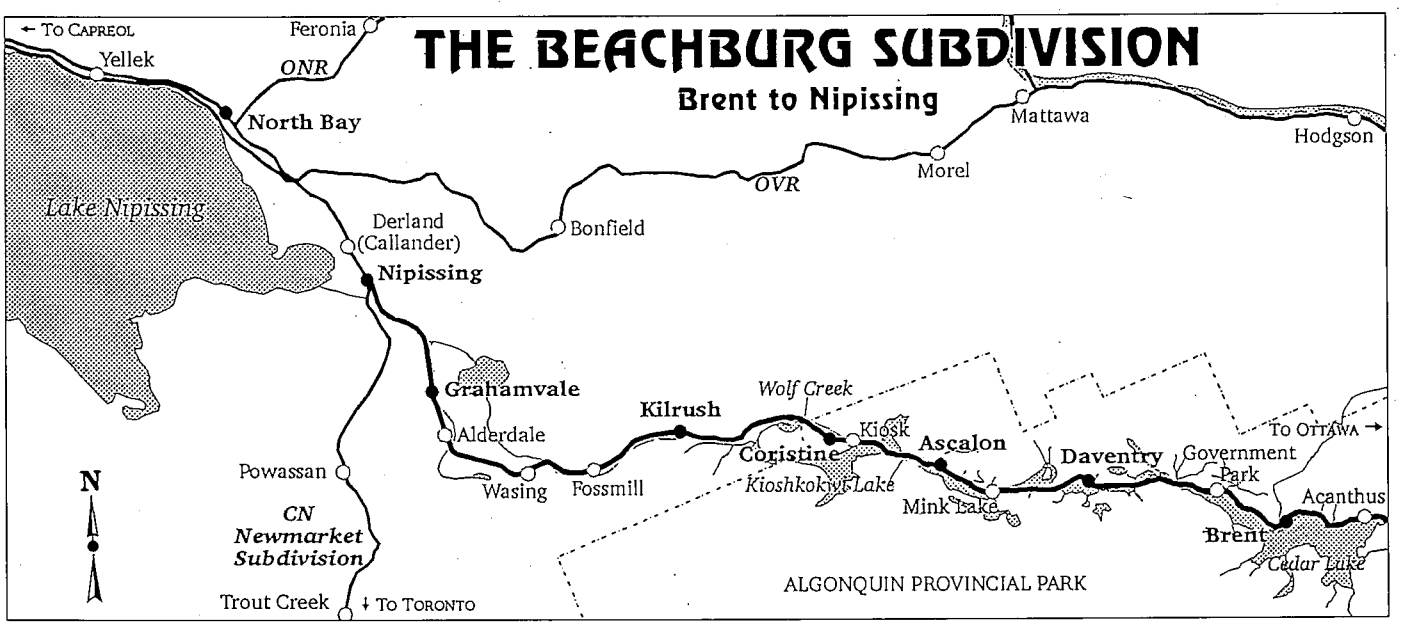
Traffic from Toronto to North Bay mixed with transcontinental traffic between Nipissing and North Bay, making this stretch the busiest part of the whole route. Little local traffic ever developed on the route, because of its remote nature. However, the two subdivisions formed a very fast route for through traffic. The fastest passenger schedule over the line was Train 1, the *Super Continental*, from October 27, 1963, until October 24, 1964. The train was allowed 8 hours 15 minutes to run the 427.7 miles from Montreal to Capreol, an average speed of 51.8 m.p.h. The line typically featured eight through freights a day during the 1960s and '70s, mostly schedules from Montréal to Winnipeg, Edmonton, or Vancouver. A mixed train also operated between Capreol and Ottawa on an irregular schedule.

During the 1970s, rumours began to circulate that CN wanted to close the Beachburg and Alderdale subdivisions. The line had little on-line traffic and served primarily as a bridge route. The traffic could be handled by diverting it from Montréal to Capreol via Toronto. By 1975, the *Super Continental* had been slowed to cover the Montréal–Capreol stretch in 10 hours 45 minutes, an average of 39.7 m.p.h. This lasted until June 16, 1979, when VIA ran the last *Super Continental* through Algonquin Park. Since that time, the only regular passenger service on the old Alderdale Sub. has been the ONR and VIA services in the stretch between Nipissing and North Bay.

At about the same time as VIA cut the *Super Continental*, the way-freight – the one-time mixed, by then operating without passenger accommodation – was cut by CN. This local had provided supplies to the small villages along the route from North Bay to Pembroke. Almost overnight, Brent's residents vanished. The logging road which reached north from Brent to the Trans-Canada Highway could not be considered dependable even in the best of seasons, and thus the villagers decided to leave. The remaining homes were taken over as summer lodges. One new building was constructed – CN built a new pre-fabricated aluminum-finished bunkhouse to house crews during their layover at the division point. Another small bright spot was the total replacement of the jointed rail on the line. By the end of the 1970s, the entire line had been re-laid with 115-pound welded rail and resurfaced with Sudbury slag.

Freight traffic was relatively stable through the 1980s and into the early 1990s, despite persistent rumours of abandonment. The busiest time of year was the winter months of January to March. When the St. Lawrence Seaway was closed each winter, grain moved entirely by railway from the prairies to Montréal or Québec City. During the winter, at least two or three daily grain extras, loads or empties, would run over the line.

Until October 1987, both the Beachburg and Alderdale subdivisions were dispatched by timetable and train order authority. With the development of computerised Manual Block System control, these subdivisions were set up to be dispatched under MBS rules. At the same time, a reorganisation of subdivision designations took place. The Alderdale Subdivision was carved into two pieces. The stretch from Brent to Nipissing was re-designated as the west end of the Beachburg Sub., Mile 163.9 to Mile 215.4. The remaining section was



transferred to the Newmarket Sub, Mile 217.9 at Nipissing to Mile 311.1 at Capreol.

In the early 1990s, both CN and CP looked at their Ottawa Valley routes as an area of possible amalgamation. The preferred main-line route was to be over CN's Beachburg Subdivision from Ottawa to North Bay. The framework for amalgamation was essentially in place when major stumbling-blocks were encountered. CN and CP could not agree on financial aspects of the plan. Environmental groups opposed the retention of the CN route, as a long stretch of it passed through the wilderness area of Algonquin Provincial Park. Other factors were debated back and forth for approximately four years.

In the meantime, less and less maintenance was performed on the route. Track speeds were reduced, especially on the highly-curved sections, and slow orders started appearing on sections where the track surface was becoming a problem. Approvals had been obtained from the NTA to abandon track which would not be required after the amalgamation, specifically the Newmarket Sub. within the city of North Bay, and the CP North Bay and Chalk River subdivisions, except for the North Bay–Mattawa and Pembroke–Camspur (near Canadian Forces Base Petawawa) portions of those subdivisions.

The negotiations which CN and CP endured finally broke down in 1994. Due to the opposition to the retention of the Beachburg Sub. as the joint line, the entire project was shelved. This was the point at which the Beachburg was launched into serious jeopardy. CN was now faced with fixing the line after several years of slow decay. To reduce some of the wear and tear on the line, some through freights were re-routed to Toronto to connect with Montréal trains at MacMillan Yard. By this time, only five daily freights were running over the Capreol–Ottawa stretch: intermodal hot-shots 101, 102, and 204, plus long-distance locals 437 and 438. Further hurting traffic levels was the diversion of all grain extras to run via Toronto during the winter of 1994-95. Clearly the stage was being set for a total shutdown.

On October 31, 1995, years of speculation were confirmed. Many slow orders of 10 and 25 m.p.h. were imposed because of excessive rail wear and rough surface conditions. It was also decided at that time to ban all six-axle units between Brent and Nipissing and between North Bay and Capreol. A tentative shutdown date of November 26 was set as the last day of through freight operation between Ottawa and Capreol. By this time, only three trains were running over the route – intermodal trains 101 and 114, plus manifest freight 204.

The final days

One of the best ways to become familiar with a remote piece of trackage is to take a hi-rail inspection trip over the line. I was fortunate to be able to accompany the Brent–Nipissing track foreman, Ron Forget, on the final hi-rail inspection of the Beachburg Sub., from Mile 169.2 to Mile 215.4, on November 23. What follows are the notes from that trip.

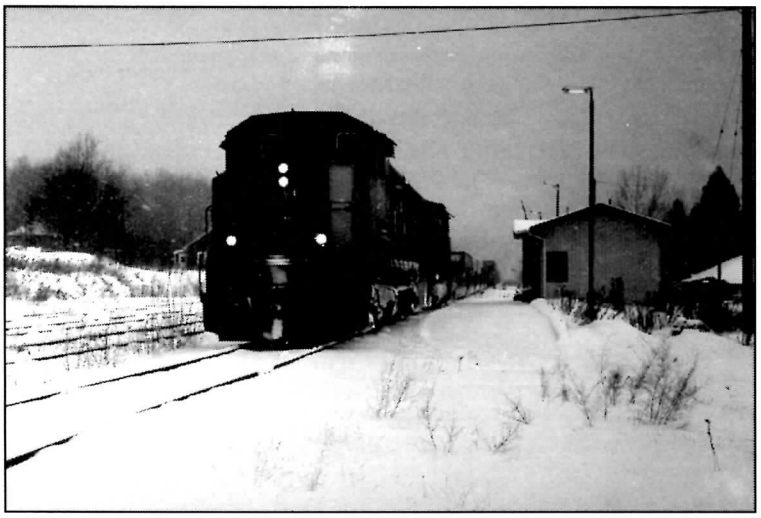
Ron has been maintaining the Alderdale and Beachburg subdivisions for most of his working years. Early on in his career, Ron was a trackman at Kiosk, a former village 22 miles west of Brent. At that time, there were six men assigned for the 22 miles east of Kiosk and six men for the 29 miles west of Kiosk to Nipissing. Today, we would meet his force for the entire stretch from Brent to Nipissing at a crossing east of Nipissing – two men. "It's real tough to maintain 50 miles with only two men, but I guess it really doesn't matter now," says Ron.

We put the hi-rail Ford Bronco on the Beachburg Sub. at Nipissing at 07:40 on a very snowy and bleak-looking morning. The weather seems quite appropriate for the events which are about to unfold. At Nipissing, the junction switch between the Newmarket and Beachburg subdivisions still sports its steam-era lantern on top. This location is the last junction between main tracks in Occupancy Control System (OCS, the successor to MBS) territory without ABS protection on CN's Great Lakes Region, and for that reason has the last illuminated switch-stand.

We head east, first paralleling the Wasi River for a couple of miles, then move into fairly open but rolling farmland. Along the way, Ron points to various locations where he has done trackwork in the past. Despite the lack of money being put into maintaining the track here, there have been relatively few derailments or broken rails. We meet Ron's two men at the second-last crossing before entering Algonquin Park. They are out to clean out the switches at Kilrush siding, for a meet that is not likely to happen now. "Drop two guys off at Kilrush and take the other two over to Daventry siding, and make sure those switches are clean," quips Ron on the radio. Kilrush was formerly a popular meet location since it is the location of a 6580-foot siding. Today, it is difficult to tell a siding even exists here, as it is totally covered in newly-fallen snow.

The real scenery starts around Kilrush siding. Between Kilrush and Brent, there are no public crossings and no permanent residences. From Kilrush east, the track twists and turns to follow the many lakes and rivers through the rocky terrain. The only major bridge on this section is located 27 miles east of Nipissing. This is the Wolf Creek Viaduct, a structure which is 330 feet in length and of substantial height. Two miles further east, the Beachburg Sub. enters Algonquin Park. This is the former site of Kiosk, which once boasted a sawmill and 350 people. Today, all that remains are two tool sheds and an old track motor car off to the side of the track. With no one around anymore to supervise, it is impossible to keep any tools or track material in the sheds. Somehow it all seems to vanish.

A mile east of Kiosk, the line crosses a causeway over Kioshkokwi Lake. While the track has been built up well above the water level, in rainy years it hasn't been uncommon for waves to come up to the rails. Large quantities of slag and armour rock have been dumped on the windward side of the causeway to reduce the effects of erosion. Heavy curvature is the rule in this area. Between Kiosk and Brent there are three separate 10



m.p.h. slow orders and a long 25 m.p.h. slow order. While the curves may be wearing out, they produce fine views as the line parallels several different lakes over the rest of the way to Brent.

Arriving at Brent at 10:00, we find westbound Train 101 undergoing a crew change. Talking briefly with the outgoing crew, they say their last trip to Brent will be on eastbound 114 tomorrow afternoon. They have been notified that they will be taxied back to Capreol after arriving, since the actual shutdown date has been moved up. "We're going to put something on the front of the unit tomorrow, hopefully a Canadian flag, and we'll make it out of cardboard if we have to!" says the outgoing conductor. For a second-to-last run, Train 101 is not what one would expect. The train, hauled by GP40-2s 9422 and 9481, has 70 cars of double stacks, trailers, and regular container flats in tow. After a quick change-off, the train heads west into a steady snowfall.

Even though it's only the end of November, already the snow is over the rails in Brent. Very little remains on the tracks at the remote division point. A transfer van and three box cars are sitting on one of the yard tracks. The only building which exhibits any kind of activity is the CN bunkhouse. Several of the old residences still exist, but the lack of footprints illustrate that no one is home.

After giving No. 101 some headroom, we head back west toward Nipissing. Within 10 miles of Brent, we catch up to the tail end of the "hot-shot." As a result of the slow orders, the average running time for freight trains is similar to that for hi-rail inspections. Back at Kiosk we stop to let 101 clear some more track before we obtain another clearance. This permits some time to examine the last remaining buildings in "town" – the two tool sheds and the relay shack for the train-to-dispatcher radio tower. After 101 clears Kilrush siding, we proceed westward. While this line is quite scenic, it has rarely received attention from railfans because of its remoteness. The most regular visitors to the line are timber wolves; we spot two during our inspection.

After stopping briefly at Kilrush (to wait for 101 to clear more track) we proceed to Mile 210 of the Beachburg Sub. and get off the track at a public crossing. No fanfare awaits; there isn't even a car in sight on the intersecting road. It is difficult to believe that this is it – this shiny 115-pound welded rail will only see a few more trains before it too becomes another victim of rationalisation.

As we head off down the road, Ron says, "I hope you got some good pictures, because you'll never be back down that track again."

The final runs took place two days ahead of schedule. Trains 101 and 114 ran through Brent for the last time on Friday, November 24, 1995. Both trains sported pairs of CN's utilitarian GP40-2 units and consisted of over 80 cars of intermodal traffic. While both 101 and 114 were scheduled to run via the Beachburg Sub. on Saturday the 25th and Sunday the 26th, they were detoured at the last minute to run via Toronto. The final regular train out of Brent was Train 114-21 which left "town" at 17:45 on Friday, November 24, 1995. Train 114-21 brought an extra unit which was set off at Brent before departure. On account of the snow, the crew which brought No. 114 east had to return west to Capreol in the unit instead of taxing back. The crew also took the transfer van and three boxcars out of Brent, clearing out the yard completely.

Effective on Saturday, November 26, 1995, the lines were unceremoniously closed to traffic, but not abandoned. The specific mileages closed were: the Beachburg Subdivision, Mile 163.9 to Mile 211.4 (Brent to Nipissing), and the Newmarket Subdivision, Mile 233.4 to Mile 309.2 (Yellek, just west of North Bay, to Ella, east of Capreol).

The only portion of the old Alderdale Sub. left in operation was the portion from Nipissing to Yellek, a distance of 15.5 miles. This track was left to connect with the ONR in North Bay and to serve the few remaining CN customers in the west end of North Bay.

The aftermath of the closure

All three hot-shots, Trains 101, 114, and 204, began running from Capreol to Doncaster, in Toronto, via the Bala Subdivision, and from there to Montréal via the York and Kingston subdivisions, effective Saturday, November 25. At the start of the Toronto routing, no direct connection existed at Doncaster to permit trains from the Bala Sub. to head east on the York Sub. A connection was built in the northeast quadrant of the junction and was completed in June 1996.

While the connection was being built, south-to-east trains at first pulled clear of the diamond and backed west around a connection track located in the southwest quadrant. This was a highly time-consuming move at a very busy location, which resulted in many delays. Further compounding the problem was the fact that the Bala Sub. in this location is within GO Transit commuter-train territory. While the three trains were not scheduled to arrive at this area during the "GO

† *The second-last Train 101 on the Beachburg Subdivision undergoes a crew change at Brent, Ontario, on November 23, 1995, at 10:10. The train consists of GP40-2s 9422 and 9481, plus 70 cars of containers and trailers, making up 3748 tons and 4883 feet of train.*

rush," eastbound No. 204 arrived at Doncaster just at the start of the commuter parade on several occasions. As a result, most trains were routed west toward MacMillan Yard on the York Sub. and the power ran around the train either in the yard or, when freight traffic was light, by using the double track of the York Sub.

The re-routing of the three hot-shots also increased train density on the Bala Sub. to one of its highest points in several years. Now, approximately 15 to 20 trains daily travel the single-track Bala between Doncaster and Washago. With the abandonment of a portion of the parallel Newmarket Sub. between Barrie and Longford, this has created the need for creative dispatching just to perform ordinary track maintenance.

By the middle of December 1995, the closure of the Beachburg Sub. was made more or less permanent. At that time, rail traffic controllers were informed that the radio base stations at Brent and Kiosk were removed from service. The backbone of OCS dispatching is radio contact, and thus operations became almost impossible with this move. In addition, the hot-box detectors at Miles 186.5 and 212.3 of the Beachburg Sub. were removed from service at this time.

Permanent closure of the Beachburg Subdivision was not completed until the spring of 1996. At that time, NTA approval was obtained to abandon portions of the Beachburg Sub. and Newmarket Sub. between Pembroke and Capreol. The Beachburg Sub. between Mile 89.2 and Mile 215.4 was abandoned on May 13, 1996. The Newmarket Sub. between Mile 233.4 and Mile 310.5 was abandoned on May 17, 1996.

During the summer of 1996, a contract was awarded to Foster-Cando to remove all the track material in the abandoned portions. The contractor would return some of the material to CN, while keeping the rest for their use or scrapping. An agreement was reached with the Ontario government to turn over the portion of right-of-way through Algonquin Park to the Ministry of Natural Resources once the track material had been removed. Track removal began at Mile 89.2 of the Beachburg Sub. in the late summer of 1996. Through the fall, several trainloads of welded rail came out of the Beachburg Sub., headed for Transcona. As Foster-Cando started into the areas with more curvature west of Pembroke, they made Brent into an active location again. To sort out the curve-worn rail from good rail, torn-up rail was brought into the yard at Brent, dropped on the ground, and the worn rail sections were cut out. Track removal was suspended through the winter months, then recommenced in spring 1997. As of this writing, the removal operation has yet to pass by the former division point of Brent.

The Beachburg Subdivision closure represented the first secondary main line to be abandoned in CN's programme to reduce excess track miles. Without a doubt, there will be further abandonments, but it is not likely that any of those routes will have an 80-car-long intermodal train performing the last run. With few branch lines left to abandon, railway-line closure has taken on a new face in eastern Canada. ■

CN BEACHBURG SUBDIVISION

Abandoned, Pembroke to Nipissing

STATIONS	Miles from Ottawa	
OTTAWA	0.0	
ELLWOOD JCT.	3.4	Connection with StL&H Ellwood Sub.
WASS	5.3	Jct. with Walkley Line
FEDERAL	6.0	Jct. with Smiths Falls Sub.; 4810-foot siding
BELLS CORNERS	11.0	5740-foot siding
NEPEAN	14.4	Jct. Renfrew Sub. (Arnprior and Nepean Ry.)
MALWOOD	22.6	3430-foot siding
DUNROBIN	25.4	5480-foot siding
FITZROY	33.7	2000-foot siding
PONTIAC	40.2	4720-foot siding
BRISTOL	47.3	6000-foot siding
PORTAGE-DU-FORT	59.2	4690-foot siding
FORESTERS FALLS	66.4	1980-foot siding
BEACHBURG	72.2	4720-foot siding
FINCHLEY	79.7	
PEMBROKE	86.9	Wye; 6760-foot siding
HIAM	91.6	4450-foot siding; Detector at Mile 92.9
ALICE	97.2	6000-foot siding
INDIAN	105.4	
DAHLIA	111.2	4720-foot siding
KATHMORE	116.0	4210-foot siding
ACHRAY	123.2	Detector at Mile 123.0
GORDON	126.6	6530-foot siding
BRAWNY	133.5	
LAKE TRAVERSE	140.8	4720-foot siding
RADIANT	151.1	5480-foot siding
ODENBACK	153.9	Detector at Mile 153.7
ACANTHUS	159.8	
BRENT	163.9	6980-foot siding; Cautionary limits from Mile 162.0 to Mile 165.0
DAVENTRY	174.3	6110-foot siding
ASCALON	181.9	
CORISTINE	186.2	Detector at Mile 186.5
KILRUSH	194.8	6580-foot siding
GRAHAMVALE	209.4	
NIPISSING	215.4	Jct. with Newmarket Sub.; Detector at Mile 212.3

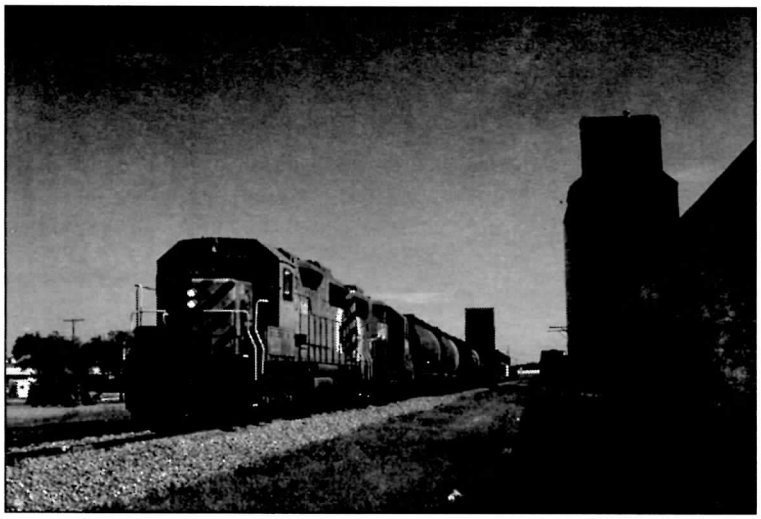
CN NEWMARKET SUBDIVISION

Abandoned, Yellek to Ella

STATIONS	Miles from Toronto	
NIPISSING	217.9	Jct. with Beachburg Sub.
DERLAND	218.5	6120-foot siding
TRANSFER	225.7	Wye; 6000-foot siding
DYKSTRA	226.8	Connection with ONR Temagami Sub.; CN North Bay station was at Mile 227.8
YELLEK	233.4	7950-foot siding
MEADOWSIDE	242.2	4550-foot siding
ASHBURTON	258.4	6000-foot siding
AZEN	273.6	4720-foot siding
CRERAR	288.3	6000-foot siding
ELLA	309.2	
CAPREOL	311.1	Jct. with Bala Sub. and Ruel Sub.

THE TRAIN SPOTTERS:

A trip across B.C., Alberta, and Saskatchewan in the summer of 1996



By Keith Fawcett

Saturday, August 10, 1996

- Two miles east of Langley Prairie, B.C., at 19:00 – A westbound CP coal train with AC4400CWs 9558 and 9515 leading, 9548 running as a robot mid-train, and 115 cars.
- At Hope, at 20:25 – An eastbound CN train of 100 empty coal cars, behind Dash 8-40C 2416 and SD50 5432.

Sunday, August 11, 1996

- One mile east of Kamloops, at 10:10 – An eastbound CP intermodal train, with SD40-2s 5778, 5913, 6035, and 6040, trailing 64 cars. I also saw this train at Pritchard at 10:45, Chase at 11:00, and Tappen at 11:56.
- Two miles east of Monte Creek, at 10:30 – CP SD40-2F 9003 and SD40-2 5948, with SDs 6058 and 5875 mid-train, handled a westbound grain train.

Top: CP GP38-2s 3132 and 3163 a short way freight at Yorkton, Saskatchewan, on August 16, 1996.

Above: CP AC4400CWs 9554 and 9552 on the point of a westbound coal train at Albert Canyon, B.C., on August 20, 1996.

- At Chase, at 11:00 – A westbound coal train, with GE ACs 9581 and 9559 on the point, and 9560 in the middle of the train.
- At Salmon Arm, at 13:55 – A 113-car train of empty coal cars, behind GEs 9546 and 9531, with 9536 mid-train.
- At Canoe Beach, at 15:50 – CP SD40 5401 and HATX SD45E 915 led a 52-car train of mixed freight traffic and empties.
- At Canoe Beach, at 16:02 – A westbound 112-car sulphur train, with 9569 and 9514 on the point, and 9501 mid-train.
- Three miles east of Taft, at 17:50 – A westbound coal train; the only unit number I caught was 9574, the second of the two lead units.
- One mile west of Revelstoke, at 18:25 – A westbound intermodal train, behind SD40-2 5945, PNCX SD40 3011, and AC4400CW 9566.
- In the yard at Revelstoke at 18:30 – GP9 8218 was switching; SD40-2s 5812, 5944, 6011, and another unit I couldn't see were waiting to take a grain train west; and "Red Barn" 9006, SD40-2 6063, and GE 9513 were at the head of a westbound train of tank cars.

Monday, August 12, 1996

- At Revelstoke, at 08:50 – A westbound grain train, with SD40-2 5876 and AC4400CW 9506 on the point, and SD 6073 and GE 9525 mid-train.
- At Ross Peak, at 09:40 – A westbound merchandise freight, led by SD40-2s 5924 and 5933, and GE AC 9529.

Tuesday, August 13, 1996

- At Midnapore (Calgary), Alberta, at 13:00 – A southbound train of mixed freight, with SD40-2s 5649 and 5932, Soo SD60 6030, an unidentified unit, and an HATX unit.

Wednesday, August 14, 1996

- Three miles east of Dunmore, at 15:06 – A westbound grain train, behind SD40-2F 9004, SD40-2 6023, and straight SD40 5528.
- At Gull Lake, Saskatchewan, at 16:40 – SD40-2s 5875, 6024, 6058, and 5948, with a westbound train of 47 cars of grain.
- At Swift Current, from 18:10 until 18:15 – A 64-car westbound train of mixed freight, led by CP SD40-2 5894 and HATX (ex-Guilford) GP40 505.
- At Swift Current, at 18:30 – Soo SD40-2 6616 and PNCX SD40 3021 with 77 cars of mixed freight.

Thursday, August 15, 1996

- At Swift Current, at 08:50 – A westbound 100-car potash train, with SDs 9017, 5967, 5863, 6077, and 6013 on the point.
- On the shop track at Swift Current, at 09:10 – GP38-2 3076 alone, and GP38-2s 3049, 3056, and 3052 coupled together.
- At Waldeck, at 09:30 – A lone SD40-2, 5732, with a

48-car train of mixed freight.
- One mile east of Herbert, at 09:52 – A 72-car CP intermodal train, behind former QNS&L SD40 5402 and Dash 2s 5731 and 5978.
- Two miles north of Duff, at 16:08 – Three CN engines, running light, southbound: SD60 5518, SD40 5215, and SD40-2 5325.
- At Melville, at 16:30 – An eastbound CN intermodal train, led by GP40-2s 9560 and 9405.
- At Melville, at 16:35 – CN SD40s 5004, 5097, 5186, and 5108, with a westbound train of mixed freight.

Friday, August 16, 1996
- At Yorkton, at 13:55 – CP GP38-2s 3132 and 3063 with a six-car way freight, heading west. *(This train is shown in the top photo on the opposite page.)*

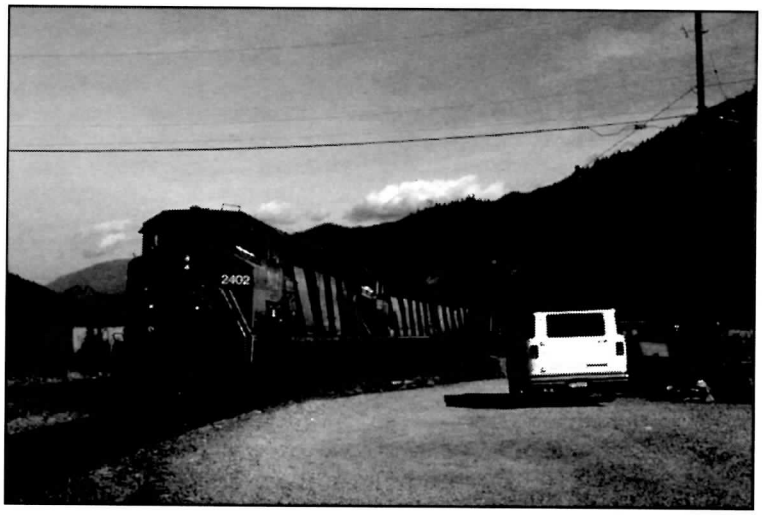
Saturday, August 17, 1996
- At Yorkton, at 15:58 – CN GP38-2s 4719 and 4720, and SD40 5205, with a 55-car northbound train of mixed freight, tank cars, and grain cars.
- At Yorkton, at 21:20 – A westbound CP potash train, with SDs 5930, 9000, 5761, and 5400, trailing 101 cars.

Sunday, August 18, 1996
- At Yorkton, between 12:45 and 12:55 – A CN work train of rails, heading south, behind SD40s 5108 and 5019.
- Two miles west of Kelliher, at 14:20 – CN SD40 5248 and SD40-2 5288, with an eastbound train of 69 cars of potash.
- At Quinton, at 14:55 – A westbound CN freight, led by SD40-2s 5340, 5358, and 5281, was "in the hole" for an eastbound 81-car intermodal train, behind SD40s 5241 and 5187.

Monday, August 19, 1996
- At Canmore, Alberta, at 20:50 – A CP eastbound train of empty sulphur cars, led by four locomotives. I wasn't sure of the engine numbers, but I think the first unit was 9017, the third was 5967, and the fourth was 6058.

Tuesday, August 20, 1996
- At Yoho, B.C., at 12:10 – An eastbound train of 109 empty sulphur cars, behind CP "Red Barn" 9019, SD40-2 6057, and SD40 5525.
- At Field, at 12:50 (Mountain time) – CP SD40-2s 5953, 787, and 5973, with an eastbound 43-car train of mixed freight. Also there was a westbound sulphur train, with SDs 9001, 5561, and 5696 on the point, and 5971 and 6079 mid-train.
- At Golden, at 12:50 (Pacific time) – CP SD40 5537 was switching.
- At Golden, at 13:10 – AC4400CW 9501 (with the RCMP Musical Ride crest) took 46 cars south into the yard.
- At KC Junction (Golden), at 14:10 – An eastbound intermodal train, led by CP SD40-2 5926, Soo SD60 6044, and CP SDs 5776 and 5839.
- At Albert Canyon, at 15:35 – A westbound coal train, with GEs 9554 and 9552 on the point, and 9550 in the middle of 113 cars. *(This train is shown in the lower photo on the opposite page.)*
- At Revelstoke, at 16:00 – A grain train sitting in the yard had 9567 and 5721 mid-train. GP9 8218 and SD40-2F 9000 were in the yard. And 5961, 6069, and 9521 were on the west end of a train of mixed freight.
- At Salmon Arm, at 19:30 – SD40-2F 9013, SD40-2 6072, SD40 5563, and AC4400CW 9514, 9504, and 9526 were together at the point of an 87-car eastbound train of grain empties.
- At Chase, at 20:05 – AC4400CW 9510 was in the yard.
- Two miles east of Kamloops, at 20:55 – An eastbound way freight passed, behind SD40-2 5869.

Wednesday, August 21, 1996
- At Kamloops, at 07:50 – Rocky Mountaineer Railtours' HATX GP40-3s 800 and 805 led the 14-car *Rocky Mountaineer*.
- At Kamloops, at 07:55 – An eastbound train of mixed freight, behind CP SD40-2 5817 and at least two other units. GP9 1589 was switching the yard. And a westbound sulphur train had SD40-2F 9001 and SD40-2 5861 on the point, and SD40-2s 5971 and 6079 mid-train.
- At Savona, at 08:35 – An eastbound CP mixed merchandise train, led by SDs 6017, 5959, 5414, and 5784.



CN Dash 8-40C 2402, SD50 5455, and SD50 5401 lead a sulphur train, at Boston Bar, B.C., on August 21, 1996.

- At Boston Bar, at 10:50 – A westbound CN sulphur train, headed by Dash 8-40C 2402, and SD50s 5455 and 5401. *(This train is shown in the photo on this page.)*
- At North Bend, at 11:00 – CP SD40-2 5917, alone in the yard.
- At Boston Bar, at 11:05 – Two westbound CN trains: SD60 5554 and SD40 5179 with a merchandise train, and Dash 8-40C 2443 and Dash 9-44C 2509 with a coal train.
- At Chapman's, at 11:23 – A westbound CN coal train, behind SD60s 5532, 5537, and 5534.
- At Saddle Rock, at 11:36 – A CP eastbound train of coal empties, with three GE AC4400CWs: 9547 and 9574 on the point, and 9557 mid-train.
- At Katz, at 12:10 – A westbound 113-car coal train, with identical power to the eastbound empty: 9554 and 9552 on the point, and 9550 mid-train. ■

Ottawa Valley RaiLink

By Gordon Webster

With information from Roman Hawryluk

Over the last couple of years, numerous new short-line railways were created in Canada, most a result of the disposal of lines by Canadian Pacific and Canadian National. The busiest of these new short lines began what seems to be a new trend, for the CPR to lease rather than to see their unwanted lines. The Ottawa Valley RaiLink (OVR) acquired CPR's line in the Ottawa Valley through a 20-year lease.

The charter for the operation of this line names the railway as the Trans-Ontario Railway, but the name used for the operation was replaced with OVR. (The initials TOR are retained as the OVR's reporting marks for equipment.) OVR is an operating unit of RaiLink Investments Limited, which also owns the Central Western Railway and a 25 percent interest in the Société des Chemins de fer du Québec (owners of the Chemin de fer Charlevoix and the Chemin de fer Baie des Chaleurs.)

The lease began October 30, 1996, and includes the Chalk River and North Bay subdivisions between Smiths Falls and Romford (near Sudbury) and the Témiscaming Subdivision from Mattawa to Témiscaming. To aid in their operation, running rights were also granted by CPR west of Romford to the division point of Cartier, and east of Smiths Falls, for interchanging trains to and from the CPR and the St. Lawrence and Hudson.

The railway, which is headquartered in the CPR station in North Bay, employs 110 people full-time. More than three-quarters of the employees are former CPR workers, with some others coming from the Central Western Railway and the Goderich-Exeter Railway. The railway also maintains a pool of other retired CPR personnel that, in case of a shortage of employees, they can draw from for train operation or line maintenance. The station in North Bay is the centre of operations, with the rail traffic control office located on the second floor.

Operations of the railway have not changed drastically since the take-over from the CPR. Most trains are through CPR trains travelling between Montréal and Western Canada, with one turn operating out of North Bay to Sudbury, and another operating out of Mattawa to Témiscaming. Unit acid trains that come from the Ontario Northland, and empty unit grain trains to Thunder Bay, are also handled over the line.

The largest difference between the CPR and OVR operations is the working agreements with the employees. Chalk River was a division point on the CPR line – all trains would have a crew change there. This was abolished, and now all trains change crews in North Bay. Also, train crews are not on call all day waiting for their next turn to go to work. Crews are paid by the hour and are assigned days. If one person is scheduled to work Tuesday to Saturday between 08:00 and 20:00, he or she can take any train during that time. Train crews are guaranteed 40 hours of pay a week, and are paid it no matter how few hours are worked. If they work more than 40 hours, they can bank the overtime or collect the money.

The railway has seven crews for operation between Cartier, Sudbury, and North Bay and seven more for operation east of North Bay to Smiths Falls. There are also three crews for yard jobs and another three for spares and the train to Témiscaming.

Some of the characteristics of the current OVR operations can be seen in a description of the two road jobs.

The Tembec Turn (or "Mattawa Job") operates from Mattawa to Témiscaming. It is ordered for 06:30 in the morning, every day. The inside of the station in Mattawa was cleaned up and a booking-in room for crews and a manager's office were built. The power is left at the station overnight with an alarm system in case the engines shut down in the winter. Upon the train's return from Témiscaming, it runs west of Mattawa towards North Bay to meet the yard job somewhere in between. They then exchange cars, and the job returns to Mattawa. If it finishes too late in the day, it runs all the way to North Bay and ties up there for the night.

The Sudbury Turn is called at North Bay for 20:00, seven nights a week. Occasionally it does not operate if there is insufficient traffic. It takes its train from North Bay to Cartier on the CPR, and interchanges traffic. It then returns to North Bay early in the morning. The power from this train is then used for a yard job during the day.

Motive power on the railway for start-up was leased RS18s from CPR. Due to power shortages on CPR, however, an additional unit was later leased from the Ontario Southland Railway, OSRX RS18 183 (a former Inco engine from Thompson, Manitoba). The railway acquired six GP9E units from OmniTrax in the United States, numbered TOR 4200 to 4205, which are of Southern Pacific heritage. OmniTrax painted the units for OVR, but had not winterised them, and when they arrived last winter, they could not be used. They were sent to the former CN Capreol shops to be winterised, but continued to have problems and were later sent to Canadian Allied Diesel in Lachine, near Montréal, for further work.

The problems with the six GP9Es, combined with the return of all leased CPR power, left the OVR scrambling for locomotives. Relief came from several sources. Three RS23s, OSRX 503, 504, and 505, were leased from the Ontario Southland Railway (they are the former CP 8029, 8044, and 8021) and two Canac SW1200RSs appeared briefly, the former CN 1285 and 1335. In addition, the parent Central Western Railway transferred CWRL GP9 7438 to the east. By May, all of the GP9Es had returned to service, allowing for the leased power to be returned.

In late May, the OVR augmented their fleet with three GP38s acquired from Helm. The three units, numbered TOR 2000 to 2002, were pressed into service with only minimal lettering over the CSX or Helm paint schemes. (TOR 2000 is the former HATX 166, and previously CSXT 2113; TOR 2001 is the former HLCX 3619, previously NHVT 3800, and originally MEC 258; TOR 2002 is the former HATX 177, and previously CSXT 2023.)

Employee morale on the railway is much better than before the OVR took over and workers are more enthusiastic than they were in the CPR days. Two years ago, it was thought this line would be closed within a few months, and instead, the line was given a new life for at least the next 20 years.

The retention of this route through the Ottawa Valley gives CPR and the StL&H an alternative route to detour trains in case of the closure of the line between Toronto and Sudbury or Toronto and Smiths Falls. This has been done several times this winter when derailments occurred on the CPR or StL&H. During one period of diversions, CPR crews were operating trains over the OVR because the OVR was so busy that they had run out of employees to operate the trains. With CN's closure of its Beachburg Subdivision through the Ottawa Valley, it, like the CPR/StL&H has no option to divert around Toronto on its own rails. So, when CN recently experienced a closure of its Kingston Subdivision, trains between Montréal and the west were detoured over the OVR between Sudbury and Pembroke.

This is the first of many lines that could be leased, instead of sold, by the CPR. The next line to be leased runs from Sault Ste. Marie to Sudbury, near the west end of the OVR. Soon after that, the Québec City to Ottawa line will be the next to be spun off.

Twenty years from now, if railway operation becomes more economical or more profitable, perhaps the CPR will once again run through the Ottawa Valley. ■

Just A. Ferronut's

Railway Archaeology

Art Clowes
50 Alexander Street #2406
Toronto, Ontario M4Y 1B6
E-Mail: jaclowes@istar.ca

I am not sure who is the slowest these days, me or the weather. But it is time to fire up the computer and see what has shown up over the last month.

Changing transportation

The first of June of this year saw the opening of the Confederation Bridge, joining Prince Edward Island with New Brunswick. This ended a hundred or so years of squabbling over what kind of a fixed link should be made between the two provinces. The narrow body of water sparating the two, Northumberland Strait, has seen many changes over that period. From the small open boats of the summer, to the infamous "ice boats" that fought their way across the mounds of ice and slush in winter, to finally a fixed link.

The 1870s saw narrow gauge railways appearing on Prince Edward Island. Soon, various shipping companies were transporting goods from various mainland ports to Prince Edward Island. The railway line reached Cape Transverse in 1885. This provided a terminus for rail-water transfer of goods. When the government acquired the railway lines of the region to form the Canadian Government Railways at the beginning of the first world war, this was the real start of change to transportation on the Island. New terminals with transfer bridges were completed by 1917. There was just one small problem that wasn't corrected until the 1920's, and that was that the mainland cars were too wide for the Island railway, so it was required to first lay a third rail and eventually change the gauge to 4'-8½".

The last 80 years saw various ships plying the waters between Cape Tormentine and Borden. Some of these were capable of carrying railway cars, and others were built to suit the truckers and tourists. There are many stories about these ships.

There was always the battle as to which should be stronger, the ships or the wharves. One extra hard whack to the wharves by the *Prince Edward Island* saw it come out with a badly damaged bow. The crew moved in quickly and loaded the stern of the ship with cars of rail to raise the bow out of the water. The blacksmiths of the CN Moncton shops worked overtime, forming a new bow stem (the curved section up the bow, to which the steel plates of the hull are fastened) for the *Prince*, out of several railway car axles. Service was back to normal in a few days.

The best-known car ferry to serve this crossing was the original *Abegweit* (Micmac for "cradled in the waves"). This ice-breaking ship was built after the second world war and carried thousands of railway cars across Northumberland Strait until her retirement in 1982. The *Abegweit* now serves as the clubhouse for the Columbia Yacht Club on the Chicago waterfront.

The opening of the Canso Causeway between the Nova Scotia mainland and Cape Breton saw the *S.S. Scotia II* moved to help the growing volume of traffic between Cape Tormentine and Borden. In the 1970s, the *M.V. Vacationland* and *M.V. Holiday Island* were added as carriers of highway traffic. Because they were built during the reign of Pierre Trudeau, and were quite unique, they carried the nicknames "Fuddle" and "Duddle." The *Holiday Island* has now been leased by the federal government to the privately-operated ferry service between Wood Islands, P.E.I., and Caribou, N.S.

The *M.V. John Hamilton Gray* was built in 1968. This ice-breaking ferry in recent years has been shuffled around to other ferry services to help out. This year, 1997, it will be used in Marine Atlantic's Newfoundland service, helping cover extra travel expected to "The Rock" for this summer's celebrations marking the 500th anniversary of explorer John Cabot's arrival in Canada. The *John Hamilton Gray* was a great name for this ship, since two men by that name were fathers of Confederation, one for New Brunswick and one for Prince Edward Island. Marine Atlantic has announced that the *John Hamilton Gray* has been sold to a New York company, which will use it to offer cruises.

The last of the railway-car-carrying ferries was the the newest ship built for the island service, the *M.V. Abegweit*, which went into service in 1982. Unlike the *John Hamilton Gray*, the "Abbie" was built strictly for use in coastal waters, and therefore hasn't yet been sold, since it will require expensive renovations to convert it to an ocean-going vessel.

So with the ribbon-cutting ceremony on May 30, 1997, and the start of highway traffic over the Confederation Bridge, another aspect of Canadian railway and marine transportation passes into history.

Golden Chariots

Our reference in February to Montréal's "Golden Chariot" cars brought a couple of notes from Bob Sandusky. First, Bob mentioned that on visits to Montréal during 1952 and 1953, he found these open cars "were *the* way to see the town, especially on a hot summer night."

Bob then goes on to point out that Montréal observation car No. 3 went to Calgary in the early days of its Heritage Park and forwarded the following comments that he gleaned from material published by Doug Parker and Mike Westren.

"Further to your write-up on the 'Golden Chariots,' let's not forget the heifer that broke loose for a while. MTC observation car No. 3 came to Calgary in the early days of Heritage Park. Car 14 was the one which opened the park's trolley line in 1975. Plans were afoot to build a second car and an open observation car was considered, since Calgary Municipal had operated one from 1912 to 1930. For whatever reasons, it was decided to build a replica of No. 14 instead. (Perhaps the unpredictable variations in Calgary's summer climate?). However, such projects take time, and for the short term the park negotiated a loan of MTC No. 3 from the CRHA's Delson museum in 1977.

"When No. 3 arrived here it required several alterations, beginning with the trucks. The park tram line is TTC gauge of 1.5 metres (4 feet 10-7/8 inches), due to the original availability of Brill trucks from Toronto sweepers. Thus, No. 3 received TTC sweeper trucks, lent by the Edmonton Radial Railway Society. (If anyone knows the sweeper number, I'd like to be aware of it.) No. 3 was lettered 'Calgary Municipal' and decorated with mirrors on its side panels in a fashion similar to the original CMR observation car. The final major touch was temporary double-ending for the stub-end park operation: a new controller on the rear platform and a new trolley pole up on a post at the front.

"While No. 3 ran at Heritage Park, ERRS needed a pair of trucks for their Car 42, a 1912 St. Louis product. They traded No. 3's Brill 27G trucks (which was the right gauge for them) for the sweeper trucks they had lent for No. 3. So No. 3 ran rather high for its term in Calgary.

"Finally, in 1988, ERRS began to build a proper set of St. Louis type 47B trucks for 42 (using a sample truck lent by the Illinois Railway Museum) and the Brill 27Gs were last used under No. 42 in October 1989. They were traded back for the sweeper trucks under No. 3 as the latter had to be returned to Delson with its original trucks, sometime in late '89 or '90."

Thanks to our three western gentlemen for adding some extra details about one of the famous Montréal "Golden Chariots."

Train-watching via time machine

I am certain that we have all thought of time machines, and how great it would be to have one. Well, they may be not a true time machine, but old newspaper accounts can often come a close second. An article in *The Evening Journal* of St. Thomas, Ontario, dated Saturday, July 22, 1905, helps give an insight into some of the traffic on the Canada Southern Division of the New York Central on that day. To help confuse issues, the Canada Southern was in the process of renumbering their locomotives in 1905.

Traffic on the Canada Southern was as heavy as always in those days. In addition to the run of freight traffic, there were the usual passenger trains, including the *Chicago Express*, the *Boston and Chicago Special*, the *North Shore Limited*, and the *Michigan Express*, which all operated via Fort Erie. Then there was the *Fast Western Express* and the *Chicago Sleeping Car* which operated via Niagara Falls with dining cars. Local passengers went by on the local trains that served the Canada Division.

This Saturday saw five special trains operating. These five trains carried about 4000 people to Detroit for the railway's 30th annual employees' picnic.

The first train to arrive at Windsor was the Ridgetown special, which got there at 9:35 a.m., fast time. This special consisted of one baggage car and 13 coaches. The conductor was a man named Gurvine, and the engineer was named Savage. The engine leading this train was CSR No. 440, a 4-6-0 that was built by Schenectady in 1892. This engine had 69" drivers and became Michigan Central No. 8128 later in 1905.

The first of the two special trains from St. Thomas left at 6:45 a.m. and reached Windsor at 9:41 a.m., city time. This special from St. Thomas was led by MCRR No. 8132, pulling one baggage car and 14 coaches. Conductor C. Kennedy was in charge, with engineer T. Fitzgerald at the throttle of this 4-6-0, that, like the one from Ridgetown, was built by Schenectady in 1892. This engine with its 69" drivers had been CSR No. 444 a few months earlier.

The second St. Thomas special arrived at Windsor at 10:10 a.m. This special consisted of one baggage car and 15 coaches. Conductor Waite was in charge of this special and its engineer was named Stephens. MCRR engine No. 8190, a 4-6-0 with 75" drivers, was built at Schenectady in 1900, and had been renumbered from CSR No. 423.

The Tillsonburg special arrived in Windsor at 10:25 a.m. This special consisted of one baggage car and 13 coaches. Its conductor was named Maxwell, and its engineer named Ballantyne. The engine leading this consist is a bit of a mystery. It is shown as No. 123, but I can't find any reference to this number.

The last special to arrive at Windsor was at 11:50 a.m., the one from Fort Erie. This special consisted of one baggage car and 14 coaches. It was in charge of Conductor Bryant, and its engineer was named Dewar. The locomotive on this train was CSR No. 428, a 4-6-0 built by Schenectady in 1901. Its 75-inch drivers would be put to good use on the long tangents of the Canada Southern. Sometime in the next few months this engine would be renumbered to MCRR No. 8195.

Should one have stayed around until the evening, they would have seen these five specials start to work their way back east, as the trains for St. Thomas and points east left Windsor at 8:00 p.m. while the one for Ridgetown left at 8:30 p.m.

Thanks to Orin P. Maus, who supplied me with a copy of his Canada Southern roster a few years ago.

Flipping through time and newspapers back to December 1864, we find another train of interest on the Great Western Railway. This time it was an inspection train running from Hamilton to Sarnia and return. Conductor Patchen was in charge, with such notables on board as the mayor of Hamilton, Thomas Swinyard, the railway's general manager, Samuel Sharp, the mechanical superintendent, and several others. This special was being drawn by the locomotive *Dakin*. This locomotive, a 4-4-0 passenger engine, was built for the broad-gauge line by Schenectady in 1853, and originally carried Number 8 and the name *Woodstock* before being renamed the *Dakin*.

Enough for one visit with the time machine.

Québec Bridge

On the bridge restoration scene, Doug Brown passed along a clipping outlining some of the work planned to be undertaken at the Québec Bridge. Over the last few years, both Montréal's Victoria Bridge and the Québec structure have been identified as showing their age.

As we have reported at different times, repairs and strengthening of the Victoria have been under way for a year or so. On a recent trip, crews were still busy working on replacing parts of the floor system. In crossing these bridges, I am always reminded of some comments made by a CNR bridge man many years ago. He always maintained that the extra strength of the bridges built around the turn of the 20th century helped win the second world war. His argument was that these bridges carried the extra-heavy railway traffic, without maintenance, all because of their original strength, intentional or otherwise. Of course today, as we creep towards the 300 000-pound mark for railway cars, these bridge designs, now nearly a century old, are still showig their basic structural integrity.

The announcement of the $60-million reconstruction for the 80-year-old Québec Bridge is that it will be undertaken over the next ten years. Canadian National Railways, as the bridge's proprietor, will pay $36-million, while Québec will contribute $18-million, and the federal government will add the remaining $6-million.

The first phase of the work, already under way, will take three years, and will concentrate on the restoration of the bridge's structure. The second phase, running from 1999 to 2006, will see the bridge sanded, cleaned, and painted.

This magnificent old bridge is still used by six passenger trains, four freight trains, and 20 000 autos daily. A CN spokesperson said that a detailed study indicated that the bridge was safe but that "restoration work would be needed to ensure the long-term viability of this structure." The railway decided it was worth the effort.

The bridge lays claim to two diverse titles. It is the world's longest cantilever bridge, stretching 987 metres, or 3239 feet. It is also the site of Canada's worst bridge disaster. In August 1907, as the first Québec bridge was nearly complete, one of the spans twisted and fell 46 metres into the St. Lawrence, killing 75 workmen. A new structure was designed, and in 1916, as the centre span for the new bridge was being hoisted into position, it also plunged into the river, killing 13 more.

The bridge finally opened in 1917. In 1987, the American and Canadian societies of civil engineers declared it a historic monument. The federal government named it a national historic site in 1996.

GTR accident at "The Dangers"

In last month's column, I made reference to the relocation of trackage from "The Dangers," located just west of Brighton, Ontario. About a year ago, I had come across a small news clipping about an accident involving two Grand Trunk Railway trains and the operator at Brighton. First indications about this December 1870 accident were that one employee, who was serving both as the operator and station master, had been on duty for an extended time and fell asleep on the job. I have now dug up some more on this accident, which cost three GTR employees their lives.

Train No. 10, the *Merchants' Express*, a westbound fast freight train, arrived at Brighton at about 1:00 a.m. The train orders, as dispatched from Toronto's Bay Street office, were that No. 10 was to be detained and would cross (or meet, as we'd say now) No. 15, an eastbound freight train, at Brighton. These orders got mixed up and No. 10 arrived and departed Brighton before the operator had passed instructions on to the

switchman to put No. 10 on a siding. A frantic call to Colborne, the next station to the west, received the reply that "No. 15 had already left."

"The two trains, each of 20 cars, and each of them propelled by the most powerful locomotives on the road, thundered along at the rate of 30 m.p.h., each train on the same track, and both rushing on to meet one another. Nearly half way between the two stations, at a peculiar curve in the track, which from the first opening of the road, has been called 'The Dangers,' the trains collided, killing the engine driver and fireman of No. 10 train, and one of three men in charge of a car load of horses. In addition, 18 freight cars, with their contents, and two locomotives, were totally destroyed in the fire caused when 80 barrels of coal oil on the eastbound train broke open and caught fire after coming in contact with hot embers from the locomotives."

While the track through "The Dangers" has long since been relocated, the brick station at Brighton still stands. (The Brighton station, while similar in size to some of the GTR stone stations, is actually a brick station sitting on a stone foundation, and was originally constructed with a slate roof. Its size is 30 by 49½ feet, the size same as the stone station at Ernestown.)

This leads into another story that is happening in 1997. The station is now owned by Ralph Bangay of Brighton. Mr. Bangay has done a fair amount of good work to date on restoring the station. Mr. Bangay's plans include his desire to acquire a locomotive and rolling stock to display near the station, to complement the restored station, as a museum. He recently put a bid in on the ex-CNR Consolidation type No. 2534, that has sat for 31 years in Zwick's Park on the outskirts of Belleville. Mr. Bangay was the successful bidder, and the city has given him the rest of 1997 to arrange to relocate the locomotive to Brighton.

Anyone wishing to make a donation to the cost of moving the engine can, by forwarding it to: Save Our Heritage Organization, c/o Tom Cunningham, P.O. Box 578, 96 Young Street, Brighton, Ontario K0K 1H0. Cheques should be made payable to Save Our Heritage Organization and should specify that the funds are to go towards the locomotive. Mr. Cunningham can be reached by e-mail at *mainstreetb.b@sympatico.ca.*

Station houses in the news

On a recent rusty-railfan outing, Gordon Shaw and I visited the recently-opened restored station in Waterloo, Ontario (see the March 1997 column). Both the station and ex-CN van 79664 are very well done. As George Roth said, the van looks like it has always been there. George also has supplied some of the graphics for the project, including a photo of a GP&H motorman and conductor from the 1903 era. I am not sure whether Paul Puncher, the clothier who has the shop, plans on selling similar style of uniforms. If you are in the area, it's well worth a visit.

A couple of blocks to the west is the new station for the Waterloo and St. Jacobs Railway. While a platform and some finishing work is needed, the depot is basically finished.

David Hales of Peterborough tells me that while some of us were out watching trains at Oshawa, on the first of last month he took a drive up to Havelock. The Peterborough television news had mentioned that the Belmont Methuen and Havelock Historical Society was going to renovate the station and put in a museum with either all or part devoted to a railway theme.

The brick station on a concrete foundation is presently empty. Dave went on to mention that it had been pointed out to him that the north side of the roof is slate and the remaining sides are asphalt shingles. The north side, or road side, is not as obvious unless one crosses the road to take a particular look. The large hip roof has one large dormer on the north side and two small dormers on the south side.

The village is presently promoting their "Folk and Rail Festival" for the weekend of July 18 to 20th, 1997.

Information Network

Item 81 (March and April 1997)

Sleeping cars

Reply from: **Michael Leduc**

In the March issue of *Rail and Transit*, Tom Box was enquiring about 8-Sec., 2-Bdr., 1-Dr. cars on the CN. In my records of CN passenger equipment I have come across six sleepers CN had in the 8-Sec., 2-Comp., 1-Dr. configuration. These might be the same ones to which he referred. Compartments (Comp.) were slightly larger than Bedrooms (Bdr.), yet smaller than Drawing rooms (Dr.).

These cars were numbered 1702 to 1707, and CN acquired them from Pullman in December, 1948. Nos. 1702–1706 were built in 1929, and 1707 was built in 1930, all by Pullman. They carried the same names on CN as they had for Pullman.

1702–*Centasca* (retired 1963)
1703–*Henry H. Sibley* (retired 1963)
1704–*Island Park* (retired 1962)
1705–*John Jacob Astor* (retired 1962)
1706–*Queen's Park* (retired 1962)
1707–*Morning Glory* (retired 1970)

My records do not indicate assignments.

There was another series of cars with the 8-Sec., 2-Comp., 1-Dr. configuration, numbered 1800 to 1820. They were built as 12-Sec., 1-Dr. cars by Can-Car in 1923 and were rebuilt and renumbered in 1948 and 1949. Most had names of cities, in keeping with CN's habit of naming sleepers.

No. 1812–*Matapedia* was sold to the Wainwright Railway Preservation Society. (The 1809 was named *Wainwright* but was already gone.) Twelve cars were converted to work service cars between 1977 and 1980. The 1818 was renumbered 15000 in 1973. The 1800 was retired in 1972. The rest were retired in 1976.

There were no other 8-Sec., 2-Comp., 1-Dr. sleepers on the CN, and no 8-Sec., 2-Bdr., 1-Dr. cars of which I know.

Reply from: **Tom Box**

The cars which I mentioned in the March *Rail and Transit* are from the equipment listing in the February 1, 1971, CN public timetable, so they can't be the 1700-series, as Mike's records show them as all having been retired by then. Perhaps they were the 1800s.

According to that timetable, there were "Sleeper – 8 Sec., 2 Bdr., 1 Dr." cars in use from June 24 to September 7. These ran on three routes, Sydney–Montréal (Trains 19-11 and 14-18), Halifax–Montréal (Trains 11 and 12), and Gaspé–Montreal (Trains 16 and 17). The line numbers for these cars were, respectively, 1141, 1441, 1131, 1232, 1642, 1742. They would have needed at least eight such cars to provide daily service on all these routes.

This was the last CN timetable to include equipment listings, which is why I have focused on it.

Going back a little farther, we find "Sleeper – 8 Sec., 2 Comp., 1 Dr. Room" cars between Montréal and Edmundston on the *Ocean* (Trains 14 and 15) in the October 29, 1967 timetable. The next summer, this class of cars was in use on the *Super Continental*, from June 14 to September 13. There were separate Montréal–Vancouver and Toronto–Vancouver trains that summer, and both had these cars. They don't seem to have been used in the winter of 1968-69.

In the April 27, 1969 timetable, I don't see any reference to compartments, and my guess is that CN had reclassified them as bedrooms. The description of the use of these cars is a little confusing, but it appears that they ran between Halifax and Montréal on Trains 14 and 15, the *Ocean*, and Moncton and Montréal on Trains 11 and 12, the *Scotian*, for the whole spring and summer period, with additional Montréal–Sydney cars on Trains 19-15 and 14-18, and Montréal–Campbellton cars on Trains 16 and 17, the *Chaleur*, in the summer. The *Chaleur* was a Montréal–Moncton train that year.

It looks like these cars were stored again that winter. Their use in the summer of 1970 was very similar to 1971, as described above, except that the Montréal–Sydney cars in 1970 were "Sleeper – 8 Sec., 1 Bdr."

Unfortunately, I have no information after 1971.

Item 82

Mechanised transfers in Montréal

Message from: **Hugh Brodie**

In recent issues of Rail and Transit, *we discussed mechanically-produced transfers of two vintages on the Toronto Transit Commission. Hugh Brodie contributed the following piece to the "Montrain" Internet mailing list. Transfers with punched holes are issued from machines on STCUM buses, and they allow entrance through automatic turnstiles into the Métro.*

Here it is: the unofficial guide to Montréal bus and Métro transfers and perforation codes. I am assuming that everything hasn't been reprogrammed in the last 17 years. (I haven't used transfers since April 1, 1980, the day the first monthly pass was issued, so I may have forgotten a little.)

Bus transfers issued from 1966 until the late 1970s were light blue with red arrows indicating the direction in which to insert the transfer into the Métro turnstile. Since then, they have been yellow. They have always used the 12-hour clock. The transfers are printed and distributed from a machine next to the driver, from a continuous roll of card stock. As a transfer is pulled out, a new one is cut and printed, and left in the slot for the driver to pull out.

The data printed are: the time (e.g., "10 P" or "12 30 A"), the two-letter date code (described below), the route number, and the first letter of the direction (nord, est, ouest, or sud) in which the vehicle is travelling. The holes are punched above the printed letters and numbers. There is also a three- or four-digit sequence of digits printed vertically. I think this is a code relating to the particular transfer machine.

Transfers issued from the machines at Métro stations were originally made from the same blue card stock, but without the red arrows. Starting in the mid-'70s, they have been printed on the current light paper stock – in various colours over the years. The times on the Métro transfers have been changed from the 12-hour to the 24-hour clock. The reverse of the cardboard ones was always blank; the paper ones have usually had either advertising or instructions on how to use the transfer.

Each day a two-letter code is assigned (the letters used are A, B, C, D, F, G, H, J, K, and L, although I haven't seen "J" for a long time). Each of the two letters is coded in a two-by-two "box" of perforations. The time is coded in another two-by-two "box" and two other perforations to the right. If you look at an 8:00 a.m. and an 8:00 p.m. transfer from the same day, you will see that they are identical, except that the 8:00 p.m. one will have one less punched hole on the right. This was to stop people from punching a hole to make the transfer valid again 12 hours later.

If all the holes in a transfer were punched, it would look like this:

```
 o o o o   o o
               o o
 o o o o   o o
```

They are divided into three groups. First, four holes representing the the first lettter of the two-letter date code (marked X on this diagram), then four holes representing the second lettter of the date code (Y), and finally six holes giving the time (Z).

```
 X X Y Y   Z Z
               Z Z
 X X Y Y   Z Z
```

Let's number them as follows:

```
 1 2 1 2   1 2
               5 6
 3 4 3 4   3 4
```

Here are the first-letter codes (X). Note that I don't know "J."

A – 3	D – 23	H – 234
B – 1	F – 13	K – 4
C – 24	G – 14	L – 2

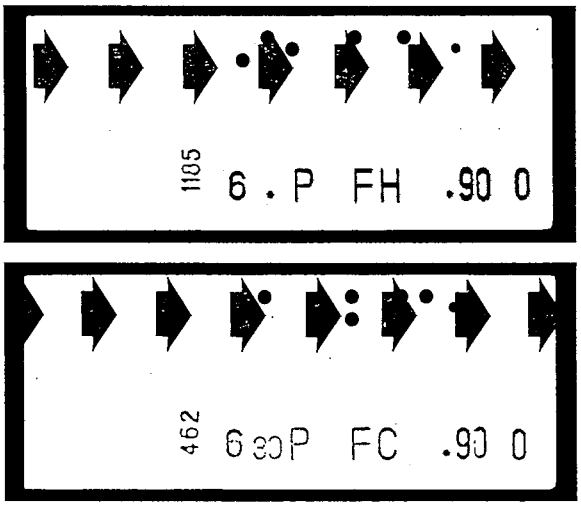
Here are the second-letter codes (Y). Again, I don't know "J."

A – 14	D – 4	H – 1
B – 234	F – 2	K – 23
C – 12	G – 3	L – 13

Here are the 48 time codes (Z). Note that the "day" begins at 4:00 a.m.

4:00 a.m. – 23456	4:00 p.m. – 2345
4:30 a.m. – 2346	4:30 p.m. – 234
5:00 a.m. – 3456	5:00 p.m. – 345
5:30 a.m. – 346	5:30 p.m. – 34
6:00 a.m. – 2356	6:00 p.m. – 235
6:30 a.m. – 236	6:30 p.m. – 23
7:00 a.m. – 356	7:00 p.m. – 35
7:30 a.m. – 36	7:30 p.m. – 3
8:00 a.m. – 12456	8:00 p.m. – 1245
8:30 a.m. – 1246	8:30 p.m. – 124
9:00 a.m. – 1456	9:00 p.m. – 145
9:30 a.m. – 146	9:30 p.m. – 14
10:00 a.m. – 1256	10:00 p.m. – 125
10:30 a.m. – 126	10:30 p.m. – 12
11:00 a.m. – 156	11:00 p.m. – 15
11:30 a.m. – 16	11:30 p.m. – 1
12:00 p.m. – 2456	12:00 a.m. – 245
12:30 p.m. – 246	12:30 a.m. – 24
1:00 p.m. – 456	1:00 a.m. – 45
1:30 p.m. – 46	1:30 a.m. – 4
2:00 p.m. – 256	2:00 a.m. – 25
2:30 p.m. – 26	2:30 a.m. – 2
3:00 p.m. – 56	3:00 a.m. – 5
3:30 p.m. – 6	3:30 a.m. – None

I've never seen a 3:30 a.m. transfer, but it would have no time holes punched. Note the pattern – 4:00 a.m. to 3:30 p.m. are the same as 4:00 p.m. to 3:30 a.m., but with the extra "6" hole punched.



Two Montréal bus transfers, reproduced against a black background to show the punched holes. The printed figures are an identification code for the transfer machine on the bus (aligned vertically), the time, a two-letter code for the date, the route number (Route 90, on both of these), and the direction (O for ouest). The date code and time are encoded in the punched holes along the top edge of the transfer. Thanks to Roman Hawryluk for providing the example transfers from his collection.

Passenger Trains

This is a new occasional feature, a column detailing contemporary passenger-train operations. These columns arise from discussions over the Internet between Paul Bloxham, Tom Box, Scott Haskill, Roman Hawryluk, Calvin Henry-Cotnam, John Legg, Sean Robitaille, Pat Scrimgeour, and Gordon Webster, each of whom has contributed to the content. We hope to look, over time, into all aspects of passenger-train operations in Canada. Please send your contributions to Pat Scrimgeour.

VIA station codes

In the tables, and in future Passenger Trains columns, VIA station codes will be used from time to time. The station codes for terminal and junction stations are listed here; most are formed from the first four letters of the station name or by removing enough vowels from the name that four letters remain.

Vict – Victoria	Lndn – London
Cour – Courtenay	Trto – Toronto
Vcvr – Vancouver	Kgon – Kingston
Prup – Prince Rupert	Brkv – Brockville
Jasp – Jasper	Ottw – Ottawa
Edmo – Edmonton	Mtrl – Montréal
Wnpg – Winnipeg	Herv – Hervey-Jonction
Tpas – The Pas	Senn – Senneterre
Lynn – Lynn Lake	Jonq – Jonquière
Wbdn – Wabowden	Qbec – Québec
Chur – Churchill	Mtpd – Matapédia
Whtr – White River	Gasp – Gaspé
Sudb – Sudbury	Mctn – Moncton
Wdon – Windsor	Hlfx – Halifax
Sarn – Sarnia	

VIA equipment types

In this column, we'll look at the normal uses this summer of VIA's five types of cars and three types of locomotives.

- LRC cars and locomotives were built in two groups, in 1980-82 and 1983-84. Of the 31 built, only seven locomotives are now in

service, but 98 of 100 cars are still active.

- The former Canadian Pacific stainless-steel cars built in 1954-55 and rebuilt in 1990-93 are used for most VIA service outside Ontario and Québec. The CPR cars are supplemented with coaches and baggage cars bought from the U.S. and rebuilt in 1992-94 to match the CPR cars. These cars are sometimes given the name HEP1 by VIA to indicate that they are the first of the two series of cars rebuilt for use with "head-end power," that is, electricity generated in the locomotives. There are 129 HEP1 cars: baggage cars, coaches, Skyline dome cars, dining room cars, two types of sleeping cars (*Manor* and *Château*), and *Park* sleeping-dome-observation cars.
- VIA's "silver cars," or HEP2 cars, are stainless-steel cars bought from the U.S. and heavily rebuilt in 1995-96 to be compatible with the LRC cars. They are in two series – standard coaches and VIA 1 club cars. While these cars were intended to replace the ex-CN "blue and yellow" cars in southwestern Ontario, they have found use also in B.C. and Québec.
- The "blue and yellow" cars are almost all retired. Just two cars of CN's huge build of the 1950s remain in service for VIA, as well as three older CN cars.
- Six Budd RDC self-propelled cars remain in use, on two trains on CP lines.
- F40PH-2D locomotives from General Motors Diesel Division – F40s for short – haul most of VIA's trains. Exceptions are the fast intercity trains with LRC locomotives, the northern trains from Montréal (and soon Winnipeg) with FP9s, the self-propelled trains with RDCs, and the Toronto–New York *Maple Leaf* with Amtrak F40s. We'll have a more detailed look at VIA's locomotives in a future column.

Equipment on transcontinental trains

Trains 1/2, the *Canadian* – Four 19-car train-sets run Vancouver–Toronto. Each is currently made up of two F40s, a baggage car, three coaches, a dining room car, a Skyline, three *Manor* sleeping cars, another Skyline, four *Manor* cars, a third Skyline, a *Manor* car, a *Château* sleeping car, a *Manor* car, and a *Park* car. Between Vancouver and Edmonton, another F40 is added and five additional cars are switched in ahead of the *Park* car – a dining room car, a *Manor* car, and three *Château* cars – so that the train is 24 cars long west of Edmonton.

Trains 5/6, the *Skeena* – The two train-sets are each made up of one HEP1 coach, one or more HEP2 club cars, and one *Park* car.

Trains 14/15, the *Ocean* – Three train-sets are used Montréal–Halifax, each with a baggage car, one or two coaches, a Skyline, two more coaches, a dining room car, three *Château* sleeping cars, and a *Park* car. Two sets of two additional *Château* cars each run Montréal–Moncton behind the dining room car, so that there are five sleeping cars west of Moncton. West of Matapédia, Trains 14/15 carry the equipment of tri-weekly Montréal–Gaspé trains 16/17.

Trains 16/17, the *Chaleur* – One train-set runs Montréal–Gaspé on this tri-weekly train. Two *Château* cars, one Skyline, and one coach are carried from Montréal to Matapédia behind the baggage car of Montréal–Halifax Train 14. An F40 and a baggage car at Matapédia are connected to the cars from 14, and the train continues to Gaspé. The train returns as Train 17 to Matapédia, where the engine and baggage car are cut off, and the other cars switched into Halifax–Montréal Train 15.

Equipment on intercity trains

LRC cars with F40s – Most intercity trains in southern Ontario and Québec use this equipment: Windsor–Toronto trains 71, 72, 73, 74, 76, 77, 78, and 79; Sarnia–Toronto trains 84 and 89/689; London–Toronto trains 80 and 81; Toronto–Ottawa trains 40, 41/641, 42, 43, 44, 45, 46, 47, 48, and 49; Ottawa–Montréal trains 30/630, 31, 32, 33, 34, 35, 36, and 37; and Toronto–Montréal trains 56, 61, 64, 65, 68, and 69.

HEP2 cars – The HEP2 cars are used on Montréal–Toronto–Windsor "baggage car" trains 52-75, and 70/670-60, Kingston–Toronto trains 651/650, and Niagara Falls–Toronto trains 90/95.

LRC cars with LRC locomotives – Toronto–Montréal trains 53/66 and 52/67 operate with two dedicated sets of LRC cars with LRC locomotives. Montréal–Québec trains 20/620, 21, 22, 23, 24, 25, 26, and 27 operate with three LRC train-sets assigned.

Amtrak equipment – Trains 85/685 and 88 run through Sarnia to Chicago with a VIA F40 and Amtrak Superliner cars. Trains 97/98 run through Niagara Falls to New York with all-Amtrak equipment.

Equipment on E&N and northern trains

Dayliners – VIA's last remaining Budd RDCs are used on the Victoria–Courtenay and White River–Sudbury trains. Cars 6133, 6135, and 6148 are assigned to Victoria, and one or two are used on each train. Cars 6205, 6215, and 6250 are maintained by Ontario Northland at North Bay and run deadhead from there to Sudbury over the Ottawa Valley RaiLink.

Trains 692/698, the *Hudson Bay* – Two train-sets are used on the Winnipeg–Churchill trains; in the summer each set is usually made up of a baggage car, two coaches, a dining room car, and a *Château* car.

Manitoba mixed trains – The only blue-and-yellow cars still in use on VIA are used on the tri-weekly The Pas–Lynn Lake mixed train and the weekly Wabowden–Gillam and Gillam–Churchill mixed trains. In this service are coach 3248 (built in 1954), combination car 7201 (built 1919 for Canadian Northern), combination car 7209 (built 1928), coach 5186 (built 1937), and baggage car 9631 (built 1955, and with an electric generator added).

The *Abitibi* and the *Saguenay* – One train-set is used on the trains from Montréal to each of Senneterre and Jonquière. The basic consist of a train-set is one baggage car, one HEP1 coach, and one HEP2 coach, but extra cars of each type are added when needed. The trains are combined between Montréal and Hervey-Jonction.

CPR stainless-steel equipment

This summer, the former CPR cars and the U.S. coaches and baggage cars rebuilt to match (HEP1 cars), are in use as follows:

***Château* sleeping cars**

29 in fleet, 27 in use

- 1 on each of 4 train-sets Vcvr-Trto.....4 cars
- 3 on each of 2 sets Vcvr-Edmo.....6 cars
- 3 on each of 3 train-sets Mtrl-Hlfx.....9 cars
- 2 on each of 2 sets Mtrl-Mctn*.....4 cars
- 2 on 1 train-set Mtrl-Gasp.....2 cars
- 1 on each of 2 train-sets Wnpg-Chur.....2 cars

* *One of these sets runs Mtrl-Hlfx once a week.*

***Manor* sleeping cars**

41 in fleet, 38 in use

- 9 on each of 4 train-sets Vcvr-Trto.....36 cars
- 1 on each of 2 sets Vcvr-Edmo.....2 cars

Dining room cars

15 in fleet, 11 in use

- 1 on each of 4 train-sets Vcvr-Trto.....4 cars
- 1 on each of 2 sets Vcvr-Edmo.....2 cars
- 1 on each of 3 train-sets Mtrl-Hlfx.....3 cars
- 1 on each of 2 train-sets Wnpg-Chur.....2 cars

Skyline cars

16 in fleet, 16 in use

- 3 on each of 4 train-sets Vcvr-Trto.....12 cars
- 1 on each of 3 train-sets Mtrl-Hlfx.....3 cars
- 1 on 1 train-set Mtrl-Gasp..... 1 car
- *Dining room cars have been observed in use Mtrl-Gasp when a Skyline car was not available.*

***Park* cars**

14 in fleet, 9 in use

- 1 on each of 4 train-sets Vcvr-Trto.....4 cars
- 1 on each of 2 train-sets Jasp-Prup.....2 cars
- 1 on each of 3 train-sets Mtrl-Hlfx.....3 cars

Baggage cars

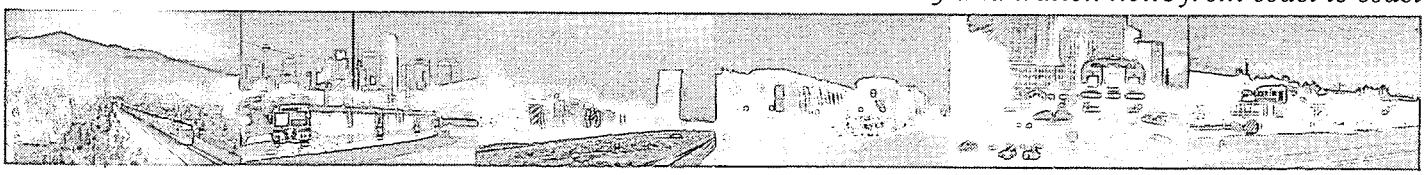
20 in fleet, 14 in use

- 1 on each of 3 train-sets Mtrl-Hlfx..... 3 cars
- 1 on 1 train-set Mtpd-Gasp..... 1 cars
- 1 on each of 4 train-sets Vcvr-Trto..... 4 cars
- 1 on 1 train-set Mtrl-Senn..... 1 car
- 1 on 1 train-set Mtrl-Jonq..... 1 car
- 1 on each of 2 train-sets Wnpg-Chur..... 2 cars
- 1 on each of 2 sets Wdon-Trto-Mtrl..... 2 cars

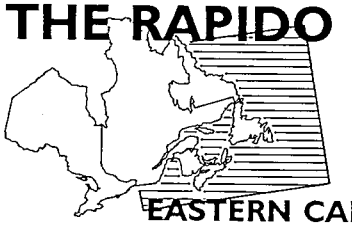
Coaches

46 in fleet, 31 or more in use

- 3 or 4 on each of 3 train-sets Mtrl-Hlfx.....10 cars
- 1 on 1 train-set Mtrl-Gasp..... 1 car
- 2 on each of 2 train-sets Wnpg-Chur.....4 cars
- 3 on each of 4 train-sets Vcvr-Trto.....12 cars
- 1 on each of 2 train-sets Prup-Jasp.....2 cars
- 1 on 1 train-set Mtrl-Jonq..... 1 car
- 1 on 1 train-set Mtrl-Senn..... 1 car
- *Additional cars used as needed, including on intercity trains.*



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN PACIFIC ST. LAWRENCE & HUDSON

SAULT LINE LEASED

Genesee Rail-One (GRO), of Montréal, was chosen as the successful bidder to operate the CPR Sudbury–Sault Ste. Marie Webbwood Subdivision. CPR is negotiating with the company to finalise an agreement that will see the transfer of the operation of the line in July. The agreement will encompass all but 7.7 kilometres (4.8 miles) of track at the Sudbury end of the 291.6-kilometre (181.2-mile) line, as well as the first 4.8 kilometres (3.0 miles) of the Little Current Subdivision, which branches southwest from the Webbwood at McKerrow to Espanola. The remainder of the Little Current Subdivision has not been used in about two years and is a candidate for transfer or discontinuance. The CPR will retain running rights over about 35 kilometres of track at the east end of the Webbwood subdivision, and GRO will have running rights all the way into Sudbury. This new railway will operate as The Huron Central Railroad.

After start up, GRO will have 35 employees at their head office in Dorval, with administrative staff in Sudbury and the Sault. Consideration is being given to having CP maintain GRO's motive power in Sudbury, as well as the option of constructing their own shop on the line somewhere near Sudbury. For motive power, they are acquiring five SD45-2s from Helm, and GP9s for switching. Operation will be cabooseless.

In addition to owning and operating short-line railways in the United States, GRO provides in-plant switching services, freight-car leasing and transportation terminal management. GRO operates each of its short lines as autonomous local businesses.

NS/CP SHARED ACCESS

The CPR and Norfolk Southern Railway have reached a tentative agreement to exchange access to various U.S. markets. CPR will gain additional access to the U.S. east coast and midwest, including improved links with Chicago and Washington, D.C. In exchange, NS will gain access to other points on CPR lines in the U.S.

Under the agreement, NS will get a direct connection to the Guilford railways, at Albany, New York, through new trackage rights over CP's D&H from Harrisburg, Pennsylvania, and Binghamton, New York. NS and CP will share in the investments to upgrade the D&H. NS and CP also agreed to shorten freight transit times, by moving their interchange from Potomac Yard in Virginia, near Washington, to Harrisburg, Pennsylvania.

The CPR will get rights to use the Conrail line that Norfolk Southern is buying between Detroit and Chicago, giving CP a faster route into the Midwest than their current operation on CSX lines. CP will also get rights to operate on the former Conrail line between Harrisburg and Reading, Pennsylvania, giving it better access to Philadelphia. The deal is dependent on the planned acquisition of Conrail by Norfolk Southern and CSX, which must be approved by U.S. regulators.

STAGED CROSSING ACCIDENT

A crossing accident demonstration was held in London on May 7 as part of a campaign to reduce trespassing and crossing accidents in the city. StL&H 8225 with four cars was used to strike an old Dodge van containing dummies. The van was placed across the tracks at the Industrial Road crossing in east London. *—Harv Dowker via CPRSOO list*

TOWER RESTORATION

StL&H's Montréal West Tower (at the corner of Westminster and Sherbrooke streets) has been saved. Montréal West bought the tower from StL&H for $1 and will pay $500 annually for land rental. The building is in need of extensive repairs, and an auction was held to help raise funds for the restoration. The exterior will be restored to its original appearance, and there will be a town museum on the ground floor and office space for a local volunteer newspaper upstairs. Montréal West is celebrating its centennial this year, which has prompted this project.

—Jim Sandilands

FOR SALE

In accordance with the Canada Transportation Act, CPR has offered to sell the Manitouwadge Subdivision to the province of Ontario. The Manitouwadge line is 39.8 miles long and connects to the CPR mainline east of Marathon. If the province does not purchase the line, municipal governments along the line will have 30 days to make an offer. The line was previously offered to short-line railway operators, but no agreement was reached. If an agreement is not reached with any governments, operations will cease.

CHICAGO DERAILMENT

A CPR derailment in the Chicago area disrupted commuter railway service on May 16. At approximately 05:15, Train 503 derailed about four cars across an interlocking at Franklin Park, Illinois, blocking all three main tracks of the Metra Milwaukee West commuter railway line. The derailment occurred when the train was moving from the Indiana Harbour Belt to the CP Schiller Park yard through the connection between the IHB and the Wisconsin Central at Franklin Park.

The train originated in Montréal, carrying intermodal traffic. All Metra Milwaukee West line commuter trains were cancelled for the morning rush hour, but the site was cleared up enough that trains ran in the afternoon.

—Buck Larson via CPRSOO list

CANADIAN NATIONAL

CHICAGO INTERMODAL TERMINAL

CN officially inaugurated its new Gateway Intermodal Terminal at Harvey, Illinois, just outside Chicago, on May 16. The new facility was built in conjunction with the Illinois Central Railroad. The new 75-acre facility has two front-lift mobile cranes plus a high-speed mobile crane, and the terminal is equipped to handle 225 000 lifts per year, with storage for 2065 containers and 1110 trailers. The terminal is also built to accommodate 7000-foot double-stack trains on two 7200-foot loading and unloading tracks.

First-year traffic predictions call for 100 000 to 120 000 intermodal unit movements through Gateway, and an average gate handling time of two to three minutes. The facility uses a new computerised terminal management system, allowing for faster trucker turnaround, more effective loading and train-space usage, and better container and chassis utilisation.

CN Intermodal notes that it is North America's fastest-growing intermodal unit. It recently reported an 11 percent revenue increase for the first quarter of 1997, compared to the same period last year.

DERAILMENTS

A number of CN trains were detoured over

CPR and OVR tracks due to a derailment at Mile 183 on the CN Bala Subdivision on April 28. Trains were rerouted over the CPR between Sudbury and Reynolds, over the OVR between Sudbury and Pembroke. CN provided switch-tenders to operate the manual switches at the connecting track between CN and CP. VIA's westbound and eastbound *Canadian* were detoured between Reynolds and Sudbury, as were CN trains 831 and 431. At least four CN trains were detoured on the OVR.

On May 4 at 22:00, CN freight train Q13831-03, led by GP40-2 9567, SD40-2 5395, and GP40-2 9438, derailed the middle unit in Moncton Gordon Yard. There was some damage caused to the unit's gear case.

On May 12 at 21:50, train Q14921-12, led by CN SD75I 5666, CR Dash 8-40C 755 and GTW SD40 5900, derailed the lead truck of GTW 5900 coming out of Taschereau Yard on its way to Turcot Yard. The engine derailed on a derail, causing damage to the gear case. The derailment caused delays to trains operating out of Taschereau Yard that night. —*Roman Hawryluk*

NEW FUEL DEPOT

CN plans to build a $7.5-million refuelling depot in Battle Creek, Michigan, to serve trains running between Chicago and Sarnia. Work on the 320 000-square-foot fuelling facility is expected to start by the first of June, and should be completed by late fall. The facility will be built northeast of the Grand Trunk yard, and will include two 375 000-gallon fuel tanks and two fuelling platforms, capable of pumping 26 million gallons of fuel per year, and the capacity to fuel up to 11 locomotives at a time. CN trains operating through Battle Creek from will need to make only a single Michigan fuel stop. All other fuelling stations in the state will be phased out of operation.

—*Battle Creek Enquirer*

SHORTS

CN's Port Robinson car-control office closed at the end of the day on April 6. Functions performed by this office are now handled in Toronto. • The Fairmont Tamper Division of Harsco Corporation has won a seven-year contract to provide tie replacement services for CN. Fairmont Tamper will supply and manage one CN work crew, replacing up to 240 000 ties each year. This is the first contract of its type for Fairmont outside the United States. • CN and CPR will jointly solicit bids for the repair, assembly, and overhaul of their system-wide train control and communications equipment. The work is currently done at separate CN and CPR facilities in Winnipeg, employing a total of 30 people. It will be the first time CN and CPR have initiated a joint request for proposals, the railways said.

RAILWAY HERITAGE

YDHR SEASON STARTS

The second season on the York-Durham Heritage Railway began on May 18, and will continue though to Thanksgiving. On the first day, RS11 3612 pulled coaches 4977, 3232, and 3209. The site of last year's derailment, which limited operations to Stouffville–Goodwood, has been repaired.

The schedule is:

Train	**1**	**3**	**5**
Uxbridge	09:00	12:00	15:00
Stouffville	10:20	13:20	16:20
Train	**2**	**4**	**6**
Stouffville	10:35	13:35	16:35
Uxbridge	11:45	14:45	17:45

PALMERSTON PLANS QUASHED

The town of Palmerston has withdrawn an offer it made to purchase the 26 acres of land formerly occupied by the CN yards and roundhouse. The remaining yard trackage is used in the town's annual hand-car races, and the plan was to turn the lands into parkland while retaining the rails for the hand-car races. The town cites environmental problems with the former roundhouse location, diesel fuelling tanks, and underground storage tanks as being the major reasons for the withdrawal of their offer.

The yard and station site were once a busy junction of CN lines to Stratford, Kincardine, Southampton, Wiarton, Owen Sound, Durham, and Guelph, all of which have been abandoned and removed. The last line to be lifted was removed within the last year, from Owen Sound to Stratford. Still extant in Palmerston are the station, parts of which date back to 1872, and CN 2-6-0 81 on display nearby. —*Peter Bowers via CNET list*

VIA RAIL CANADA

FLEXLINER IN U.S.

The IC3 Flexliner that was on VIA from September 1996 until March – cars 7001-7401-7201 – entered regular service on April 8 on Amtrak trains 301 and 306, the *Missouri Mule*, between St. Louis and Kansas City. The demonstration ended early in May, and the unit moved to the Pacific Northwest, for a period of operation in Oregon, beginning on May 6.

The second Flexliner, 7003-7403-7203, remained in VIA service until the first week of May, operating on the Toronto–Ottawa and Toronto–Kingston trips introduced in September 1996 as part of the IC3 demonstration. This unit was attached to the westbound *International* on May 25, for transportation to Chicago, where both train-sets were to take up duties on Chicago–Milwaukee Amtrak services, from June 6 to June 29. An Amtrak baggage car was marshalled between the Superliners on the *International* and the IC3, in use as a transition car between the ARR couplers on the Superliners and the Scharfenburg couplers on the IC3.

—*Paul Tatham via Usenet, Frank Bryan*

CLUB CAR CONVERSIONS

LRC coaches 3337 and 3324 have been converted into VIA 1 club cars, with the appropriate changes to seat spacing. The cars were not initially renumbered into the 3400-series used for LRC VIA 1 cars. At least one of the cars retains the hand-painted clouds on the interior ceiling, as used on coaches, instead of the painted leaves used in other VIA 1 cars. —*Tom Box*

PARK CAR ON GUELPH SUB.

A rare visit was made by a VIA *Park* dome car to the CN Guelph Subdivision and WSJR/CN Waterloo Spur. *Prince Albert Park* was moved by VIA train to Kitchener for display at St. Jacobs from April 10 to 13, for the Home Hardware chain. Home Hardware and VIA are jointly sponsoring a contest, with first prize being a trip for four on VIA. When the *Park* car returned to Toronto, it was correctly marshalled on the tail of the five-car stainless-steel Sarnia–Toronto train.

—*FCRS Tempo Jr.*

TMC CHANGES

The latest phase of VIA's winding-down of the Toronto maintenance centre took effect on May 16, with the layoff of 23 workers, and changes to procedures at the centre. Maintenance, repairs and inspections on cars and locomotives is now done by VIA's workers outside in the yard, and not in the shop buildings. Heavier maintenance has been shifted from Toronto to the Montréal maintenance centre.

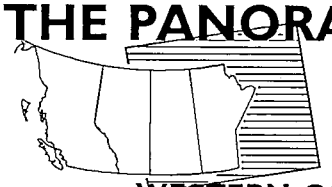
MARINE SERVICES

LAKE ONTARIO FERRY SERVICE

Trans-Lake Ontario passenger ferry service began on May 12, between Port Dalhousie in and Toronto. Fares are $12.50 one-way, with return fares and commuter discounts available. The former Marine Atlantic Newfoundland coastal ferry *Marine Courier* has been renamed *Lake Runner*, a change from previous plans to rename it *Constellation*. The ship has been modified to increase passenger capacity. In Toronto, the ferry leaves from the foot of Yonge Street, and bus and taxi connections are available at Port Dalhousie for St. Catharines.

The weekday schedule is oriented towards commuters, with one run from Port Dalhousie to Toronto in the morning peak period, and a return in the afternoon. On weekends, up to four trips are operated, aimed at recreational and excursion traffic. Food service is available on the ship.

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour
#570—188 Douglas Street
Victoria, B.C. V8V 2P1
E-Mail: 70614.3561@compuserve.com

WESTERN RAILWAYS

NOTES

The Canadian Wheat Board lodged a level-of-service complaint with the Canadian Transportation Agency, against CN and CPR, alleging that the railways were responsible for loss or damage incurred in grain sales in the 1996-97 season. The railways filed reports denying that the losses were due to negligence by the railways, citing extraordinarily harsh winter conditions.

In mid-May, CP grain unloads in Vancouver were slowed, apparently because there were too few vessels in loading position and there was an inadequate supply of the required grains to fill the vessels that were ready to load. This backed up grain trains across the west, with 3000 loaded grain cars waiting on the CPR network for unloading at Vancouver.

Weather-related delays continued in the west during May. CN's Prince Rupert line between Terrace and Smithers was closed for a few days because of flooding of the Bulkley River. Grain shipments recovered quickly, though, in the week ending May 25. The first of June brought a rise in the level of the lower Fraser River, as the interior snow melted, but no disruptions had been encountered.

The Port of Vancouver's new Deltaport container terminal at Roberts Bank began operations on June 8 with the arrival of its first vessel, Global Alliance's *President Truman*. A switch engine, GWRX 1750 (a blue SD9), was to be delivered to the terminal on May 27. —*Dean Ogle*

BRITISH COLUMBIA RAILWAY

PASSENGER NOTES

The Royal Hudson's steam train excursion season was to begin on May 31. The train will leave North Vancouver at 10:00 on Wednesday through Sunday, and holiday Mondays, through September 21. There will be no service on June 4 and 5 or on September 17 and 18. • BCR B36-7 units 3603 and 3607 have been equipped with ditch lights on the long end, likely for use on the *Pacific Starlight*, the new dinner train. The train made a test run on May 19.—*Dean Ogle*

CANADIAN NATIONAL

OPERATIONS NOTES

Self-restoring power derails have been located at several sidings, and at the terminals of Boston Bar and Blue River. The train crew removes the derail by sending a radio tone. A green strobe light indicates that the derail is off. After a train passes, track circuitry clears and the derail auto-restores. The RTC has red and green lights on the panel to indicate derail position, but does not have control over the device.

Instead of alternating service to Kelowna every six months, CPR and CN now both run trains to Kelowna. The CPR runs Tuesdays and Thursdays, the CN daily except weekends.

CN plans to centralise its national train and field operations in Edmonton. The move will remove a layer of operating management by eliminating the positions of two senior vice-presidents who were responsible for operations in eastern and western Canada.

—*Dean Ogle, Vancouver Sun, Phil Mason*

CANADIAN PACIFIC RAILWAY

OPERATIONS NOTES

CPR is to spend $2-million on bank widening and stabilisation on both tracks at Notch Hill. When the cuts and fills were built during a realignment in 1978, the sides were too steep. The fills were previously widened, but bank slides from the 1997 spring run-off, and culvert failures, may require changes to the fills. • The CPR and the Canadian Council of Railway Operating Unions have reached an internal short-line labour agreement that will be implemented on 263 km of railways in the Kootenay area of southeastern British Columbia. The agreement covers train operations extending from Cranbrook to Nelson, from Nelson to Robson West, and from Castlegar to Warfield. • Part of the Breton Sub. between Sunnybrook and Breton, Alberta, is being offered for sale by the CPR. No traffic has moved over the 23 km line since December 1995. —*Dean Ogle*

E&N ANNIVERSARY

The Esquimalt and Nanaimo Division of the CRHA and E&N Railfreight will host the 111th Anniversary of the driving of the last spike at Mile 25 on the Esquimalt and Nanaimo Railway by Prime Minister Sir John A. MacDonald. The event will take place at Langford Station, just west of Victoria, on August 16. E&N Railfreight will have their GP38 3005 and CPR display cars on hand. A Budd car will take the public to Mile 25 from Langford Station throughout the day. The CRHA Division will display their ex-CNR yard caboose, CP speeders, and a CP brush-cutter.

—*Glenn Migneault*

SOUTHERN RAIL LINK

RECENT ACTIVITIES

A private charter passenger train operated on the Southern Rail Link (formerly Southern Railway of B.C.) on Sunday, May 25. Five coaches from BC Rail's Royal Hudson train (*Shalalth, Brunswick, Kelly Lake, Porteau*, and *Exeter*) were used. The charter, for families and customers of the railway, coincides with the 100th anniversary of the start of the 65-mile long British Columbia Electric Railway interurban service. • The SRY has hired 16 people to perform some warranty work on GE locomotives owned by CPR and BCR.

—*Vancouver Sun via Duane Cooke, Dean Ogle*

COASTAL SHIPPING

VICTORIA—SEATTLE SERVICE

Clipper Navigation's *Princess Marguerite III* (the former *Queen of Burnaby* and *Royal Victorian*) started summer ferry operations between Victoria and Seattle on May 16. The ship has been painted into the Clipper scheme, blue with red and white trim and huge white lettering. • BC Ferries' new *Skeena Queen* (600-passenger, 100-vehicle capacity) entered service between Swartz Bay and Fulford Harbour (Salt Spring Island) in the last week in May, replacing the *Bowen Queen* (374-passenger, 70-vehicle capacity). • On June 10, the Mid-Island Connector ferry will switch its Island terminus from Departure Bay to Duke Point, on a peninsula southeast of Nanaimo.

TOURIST RAILWAYS AND MUSEUMS

WP&Y ANNIVERSARY SPECIALS

In honour of the 100th anniversary of the start of the Klondike Gold Rush, the WP&Y plan to operate seven special five-car trains from Skagway all the way to Lake Bennett. These trains — led by 2-8-2 73 — will run on June 14 and 28, July 12 and 26, August 9 and 23, and September 1. On other days, between four and ten trains will leave Skagway for shorter runs.

—*Victoria Times-Colonist*

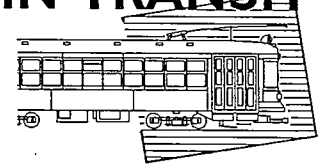
ROCKY MOUNTAINEER

May 1 brought the first eastbound run of the season for the *Rocky Mountaineer*. The train was powered by HATX 805 and 804, with generator car RMR 9271. The first westbound run from Calgary on May 4 had HATX 804 and 805 leading ten conventional cars plus the "Silver Leaf" and "Gold Leaf" dome cars.

New dome car RMR 9503, from Rader Railcar, arrived in Vancouver early on May 20, and left at 08:00 the same day, on the regular *Rocky Mountaineer*.

—*Dean Ogle and Bob Sandusky*

IN TRANSIT



Scott Haskill
Ashford Hall, 2520 Bloor Street West #15
Toronto, Ontario M6S 1R8
E-Mail: 72154.1331@compuserve.com

TORONTO

SPADINA STREETCAR UPDATE

The 510—Spadina streetcar route is scheduled to open on Sunday, July 27. An opening ceremony will be held on that day, and plans are to include Peter Witt car 2766 in the ceremony, and to operate the 1923-built car over the new route. As of the end of May, the overhead at the King and Queen intersections, and the tangent overhead in between, was finished, but use was not possible until power supply work was finished. The overhead at College was also completed, but not yet in service. Most span wires were installed along the route, and overhead work at Spadina Station was partially complete.

Next to be worked on is the overhead at Dundas, and if all turns are not ready by opening day, then the north-south wire will be completed first, to allow limited operation. Trackwork at Queens Quay and Spadina was finished on schedule in early May. The track and overhead at Charlotte Street are now expected to be built in the fall, and available for service early in 1998.

SUBWAY WORK CAR NEWS

As part of the TTC's five-year capital budget, subway work cars are being replaced and upgraded. Refuse collection cars RT-38 and RT-39, converted from Gloucester subway cars 5100 and 5101 in 1987, have been replaced by new cars RT-38 and RT-39, converted from H-1s 5422 and 5433. The new pair were out-shopped from Greenwood on April 2, but the original RT-38 and -39 continued in service until May 19. • H-1s 5374 and 5375 were in Greenwood in May to become a second refuse collection pair, RT-9 and RT-10. These will replace 1967-built single garbage car RT-10, unofficially named "Tokyo Rose," and distinctive because of its round windows. "Tokyo Rose" was to be retired, but may be renumbered and retained, because two hoists mounted inside the car make it useful as a utility car. • Tunnel washer unit RT-17 has been renumbered to RT-22, on May 7, to make way for a new tunnel washer unit which will make use of the RT-17 number. The RT-22 number was vacated in June 1995, when the snow-blower using that number was retired and sold to Essco Ltd., in Pittsburgh, Pennsylvania. • RT-6, a vacuum car, was rebuilt at Greenwood with a new controller (replacing the K35 controller) and cab upgrades, similar to work done in recent years on RT-1 and RT-3. The rebuilt RT-6 was out-shopped on May 21. • New rail delivery units RT-7 and RT-8 were formally accepted on May 12.

MONTRÉAL

WEST ISLAND ROUTE CHANGES

The STCUM has announced plans to cut travel time on West Island bus routes. The changes are to take effect on June 16. Eight new routes will be created, two routes will be cut, and other changes are to be made to 11 routes. Minibuses will be used in Sainte-Anne de Bellevue.

The bus routes being cut are the 178—Laurentian and the 430—Express St. Charles. Minibuses will be used for a new 251—Ste. Anne route, linking the John Abbott/MacDonald college campus and the Ste. Anne's train station. Ste. Anne's has offered to pay $180 000 to build new bus bays and shelters on the campus, and McGill University is offering the use of the land. Ste. Anne's interest is in keeping 40-foot buses off its narrow downtown streets. The bus turnaround will also serve the 200-Ste. Anne de Bellevue, 211-Bord du Lac, and a new 221—Metrobus Lionel-Groulx express bus, which will be 15 minutes faster from Lionel-Groulx Station to Ste. Anne's, by travelling on more of Autoroute 20.

—Montréal Gazette via Jim Sandilands

VANCOUVER

POSSIBLE FARE CHANGES

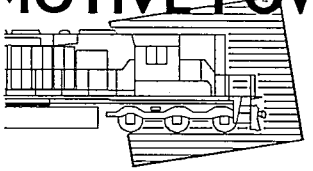
Greater Vancouver transit fares are going to rise in September, as BC Transit plans to increase revenue by five percent by change fare structures. Three proposals will be considered by the transit commission in June.

The first option would increase zone fares by 25 or 50 cents each, and reduce pass prices, by between one and three dollars each month. During off-peak hours and weekends, a flat $1.75 fare would apply across the system. The second option would encourage local trips by raising multi-zone peak fares and monthly passes, while leaving the single-zone fare at $1.50. The third option would leave fares alone but eliminate the mid-day discount. Passengers would pay $1.50, $2.25, or $3 for one, two, or three zones, from the start of service until 18:30. After that time, and all day on weekends and holidays, there would be a flat $1.50 fare.

The basic fare structure was introduced in 1984, and prices were last increased in 1993.

—Vancouver Sun via Dean Ogle

MOTIVE POWER



John Carter
2400 Queen Street East #401
Scarborough, Ontario M1N 1A2
E-Mail: 72123.563@compuserve.com

CN ROSTER CHANGES

Retirements

HR616 2116	March 27
SD75I 5658	March 31
GP40-2 9446	March 27
GTW GP18 4701	March 10

Renumberings

GTW GP38-2 5704 to 4904	April 19
GTW GP38-2 5707 to 4907	March 20
GTW GP38-2 5710 to 4910	March 11
GTW GP38-2 5711 to 4911	March 31
GTW GP38-2 5714 to 4914	April 15
GTW GP38-2 5720 to 4920	April 13
GTW GP38-2 5721 to 4921	April 13
GTW GP38-2 5725 to 4925	March 5
GTW GP38-2 5727 to 4927	March 31
GTW GP38-2 5728 to 4928	March 3
GTW GP38-2 5729 to 4929	April 1
GTW GP38-2 5730 to 4930	April 1

CURRENT WORK AT DIESEL DIVISION

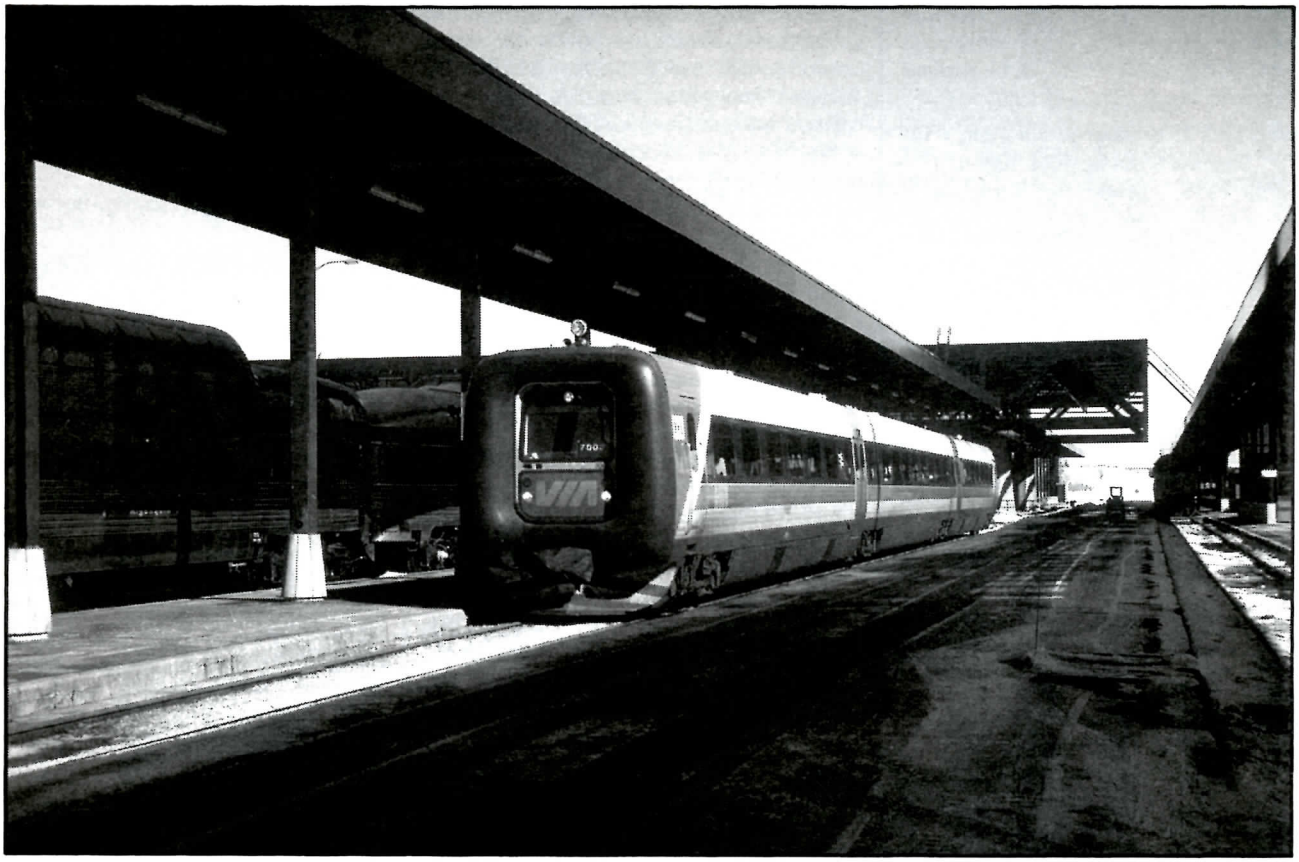
These units were seen in various states of completion outside GM Diesel Division in London in March and April:

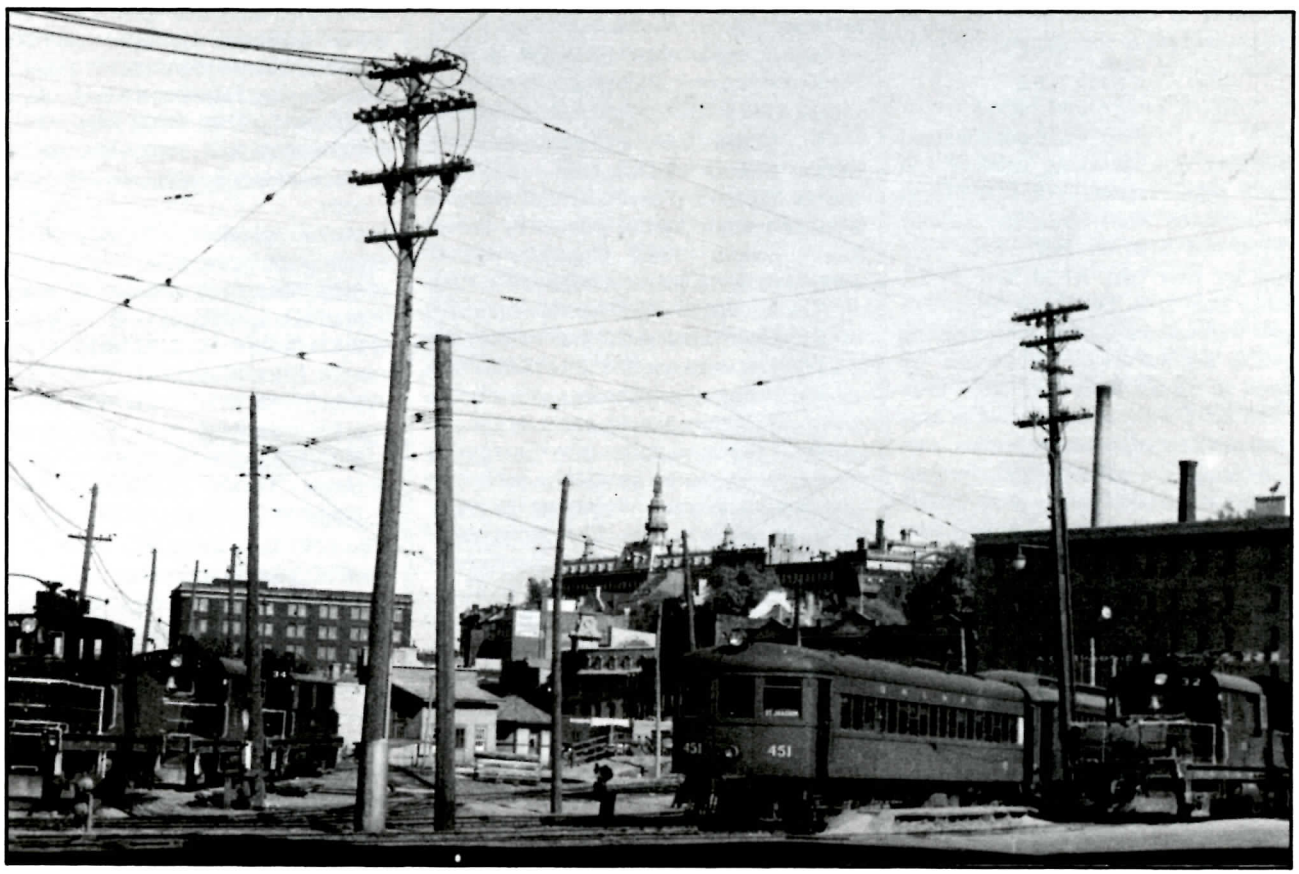
- For Argentina, **Metropolitano** G22CU-2 A908, A909, A910, A911, A912, and B851.
- **Burlington Northern and Santa Fe** SD70MACs 9790, 9793, 9796, 9797, 9798, 9799, 9800, 9801, 9802, 9806, and 9807.
- **Electro-Motive** demonstrator SD90MAC 8204.
- **Union Pacific** SD90MACs (UP class SD90/43M) 8094, 8096, 8098, 8100, 8101, 8102, 8103, 8105, 8106, 8107, 8108, 8109, 8110, 8111, 8112, 8113, 8114, 8115, 8116, 8117, 8118, 8119, 8120, 8121, 8122, 8123, 8124, 8125, 8126, 8127, 8128, 8129, 8130, 8131, 8132, 8133, 8134, 8135, 8136, 8137, 8138, 8139, 8140, 8141, 8142, 8143, 8144, 8147, 8149, 8150, 8152, and 8153.
- **Union Pacific** SD90MACs (UP class SD90MAC) 8202, 8203, 8205, and 8206.

The EMD demonstrator is a UP SD90MAC with a 16V-265H engine, with the body painted dark blue, with black and turquoise bands, and a white cab.

The G22s for Argentina have a white body, green ends, and blue roof, with green and blue 45-degree flashes at each end. The pilots have red and white stripes, and the underframe is black.

***Motive Power** sources: Ray Corley, FCRS Tempo Jr.*




451
451