Canadian Rail

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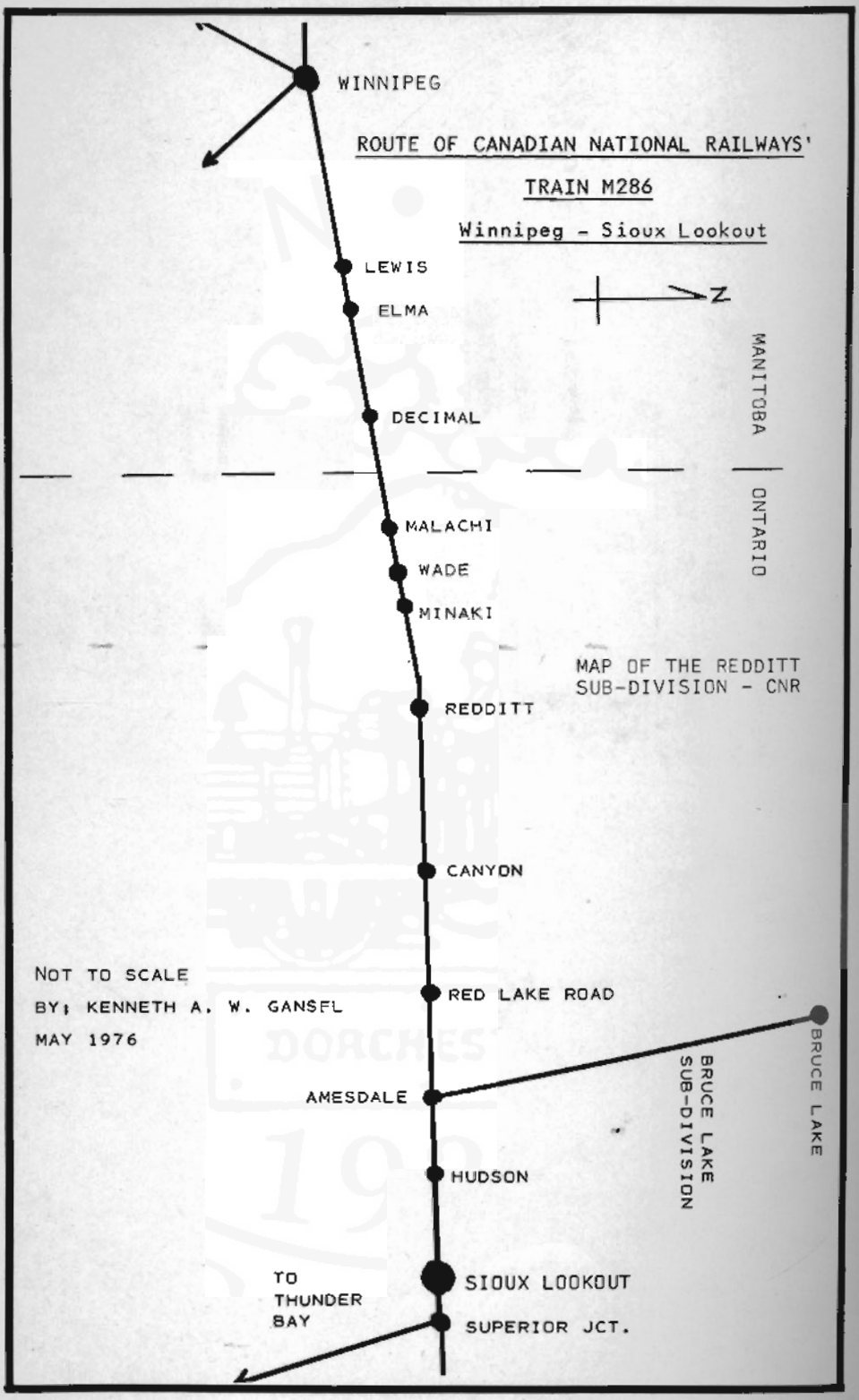

WINNIPEG
ROUTE OF CANADIAN NATIONAL RAILWAYS'
TRAIN M286
Winnipeg - Sioux Lookout
LEWIS
ELMA
N
MANITOBA
DECIMAL
ONTARIO
MALACHI
WADE
MINAKI
MAP OF THE REDDITT
SUB-DIVISION - CNR
REDDITT
CANYON
NOT TO SCALE
BY; KENNETH A. W. GANSEL
MAY 1976
RED LAKE ROAD
BRUCE LAKE
BRUCE LAKE
SUB-DIVISION
AMESDALE
HUDSON
TO
THUNDER
BAY
SIOUX LOOKOUT
SUPERIOR JCT.

MIXED TRAIN TO SIOUX LOOKOUT

Kenneth A.W. Gansel

Map and Photographs by the Author.

Just in case you might think that it was all done on purpose, let me say at once that, partially by chance and partially by design, I was in Winnipeg, Manitoba, in February, 1976. This circumstance suggested that, for the fun of it, I might return to Ottawa by riding mixed trains, as many as possible, on the way east. A rapid consultation of the current public folder suggested that I might ride as many as three mixed in three days: Train M286, Winnipeg to Sioux Lookout; Trains M269-M270, Hornepayne to Manitouwadge and return and Train 676 - a "mini-mixed" - from Hornepayne to Oba on the ex-National Transcontinental portion of Canadian National Railways' main line.

The gaps between Sioux Lookout and Hornepayne, Oba and Ottawa were bridged by riding Train 2, the "Super Continental", eastbound. You may be surprised to learn that it was possible to ride some 390 miles using CN's mixed-train services.

Our faithful member from Pointe Claire, Québec Mr.Bill Donaldson has provided the excellent pen and ink sketch represented on this month's cover. Inspired by the CRHA's excursion in commemoration of the fiftieth anniversary of the opening of the Mount Royal Tunnel which operated on October 20,1968, Bill Donaldson has sketched the historic electric locomotive and train as she appeared at CN's Val Royal Station. With all the alternatives and studies presently under consideration regarding both the Montreal Urban Community Transit Commission and the proposed rapid transit link to Mirabel Airport old 101 and sisters have indeed become an endangered species.

AT 08 30 HOURS ON A DULL FEBRUARY 1976 MORNING, CANADIAN NATIONAL'S mixed Train M286 gets underway for its run to Sioux Lookout, Ontario. Note the Road Repair Car just ahead of combine Number 7189.

It all started at the Canadian National Railways' station at Winnipeg at 07 00, when I walked up to the ticket wicket and asked for a one-way coach ticket to Ottawa, via the mixed trains mentioned above. The ticket clerk was quite surprised and rather confused at being asked for such a ticket and, as he did not have the tariff for the Hornepayne-Manitouwadge portion, he had to call the accounting office for the correct price. Then he had to issue two more similar tickets, for there were two other railway enthusiasts with me who intended to make the same journey. That was enough to make that ticket clerk's day!

After 20 minutes of telephoning, writing and stamping, we paid our money and got the tickets and retired to the station café for a quick breakfast. We wondered just how many people would be riding the mixed train that morning. We did notice one man wearing three jackets and snowmobile boots and carrying a corrugated carton of canned goods. He looked like a "natural" for a February trip on the Sioux Lookout mixed!

At 08 15, the train announcer said - via the PA system - that Train M286 would now receive passengers. We filed through the barrier, showing our tickets and climbed aboard. Train M286 was powered that day by a GP 9, Number 4305 and had eight freight cars and a combination baggage/passenger car, Number 7189. The combine was equipped with an oil hot-air furnace and a 110v AC generator for lighting in the rear vestibule. There were two rows of four seats - 16 altogether - for passengers, a small room with a desk for the conductor, as well as other items normally found in a caboose. There was a large baggage section, too.

We were right. The man wrapped up in the three jackets and the snowmobile boots did board the train and he turned out to be Mr. Frank Wade from Minaki, a "regular" on the mixed. Mr. Wade travelled twice a month on the mixed from Minaki to Winnipeg and return, a distance of 229 miles. Wade, Ontario, mile 143.7 of CN's Redditt S/D, is named for his family, who located there in the early days of the opening up of this portion of northwestern Ontario.

At 08 30, the slack went out rather briskly and we were on our 252-mile jaunt to Sioux Lookout, which would take 9 hours and 40 minutes, if everything went according to plan. Hamburger stands - we were told - were sufficiently infrequent in this part of the country to suggest that we bring a lunch. We did; we were prepared for the trip with enough food for two days, just in case the nearly 10 hour trip was prolonged.

AT WADE, ONTARIO, THE TRAIN CREW OF THE MIXED UNLOADED FROZEN FOOD and other provisiong for the track gang. This is a typical chore for the crew of the mixed on its run from Winnipeg to Redditt and Sioux Lookout, Tuesdays and Thursdays.

We were picking up speed as we passed CN's Transcona Shops, just east of Winnipeg. The urban area began to thin out and, before long, we were out in the white country. We could hear our conductor talking on the radio with the crew of Train 374, which would follow us in about 45 minutes. Our conductor wanted 374's crew to drop off four tankcars of gasoline at Red Lake Road, 71.3 miles west of Sioux Lookout, but the latter were reluctant to do this. But the dispatcher, who had been listening to this exchange all the while, interrupted the conversation to tell 374's conductor to do it, anyway. The conductor was a little put off, because he was concerned that he would be placing his passengers in danger, if he had to bring back the tankcars from Sioux Lookout to Red Lake Road, the next day.

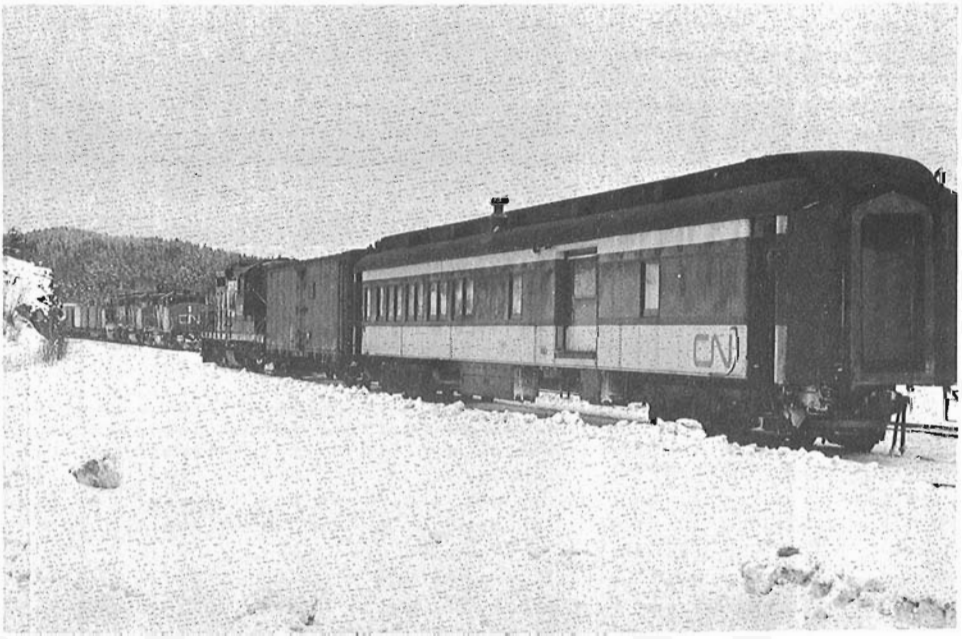
Our first stop was at Lewis, mile 204.3 of the Redditt S/D, to let Number 1, the "Super Continental", pass. Next stop was Elma, mile 196.8, to set off four cars and pick up two bunk cars. The station at Elma was still painted in Canadian Northern Railway colours and was of wooden construction with a stucco exterior. After about 20 minutes, we were rolling again. The next stop was at Decimal, mile

175.0, to let Number 374 overtake us; the Redditt S/D is CTC-signalled, so we had no meet orders. By now, it was snowing. We rumbled through Winnitoba, much to the surprise and disappointment of the section-men, who wanted to put their pay-cards on the mixed to have them delivered to Sioux Lookout. They were very put off, no question. Via the radio, our conductor asked the engineer why he did not stop and the engineer said that he did not know that he had to; nobody had told him to stop for the time-cards. Well, no doubt he would be forgiven for the oversight; it was his first run with the mixed.

We were talking to Mr. Frank Wade when Train M286 pulled into Wade, Ontario, which was and is just a passing track in the bush. Here, we set off the two bunk cars and unloaded a reefer-full of frozen food for the steel gang working on doubling the main line between Wade and Minaki. The boxes of frozen food were unloaded across the main line on a blind curve, by means of a human conveyor belt, passing the boxes from one man to another. We got the distinct impression that this was what a mixed-train operation was all about.

The next stop was Minaki, where Mr. Wade Left us. He said that he hoped to hitch a ride down the highway about five miles or so and then he would have a walk through the bush to his camp a few miles from the highway. He was accustomed to travel to Winnipeg about twice a month for shopping and made use of mixed Trains M286/M287 for transportation for the larger part of the journey.

For the 14 miles from Minaki to Redditt, we had the passenger portion of the combo' all to ourselves. Redditt used to be a division point in the days of steam, but now all that remains of this once-busy terminal is the large two-storey station and part of the round-house. Most of the yard tracks have been lifted.



MIXED TRAIN M286 WENT INTO THE HOLE AT REDDITT FOR A MEET WITH EXTRA 5581 west, with three units on the head-end. This took place about half-way on the run to Sioux Lookout.

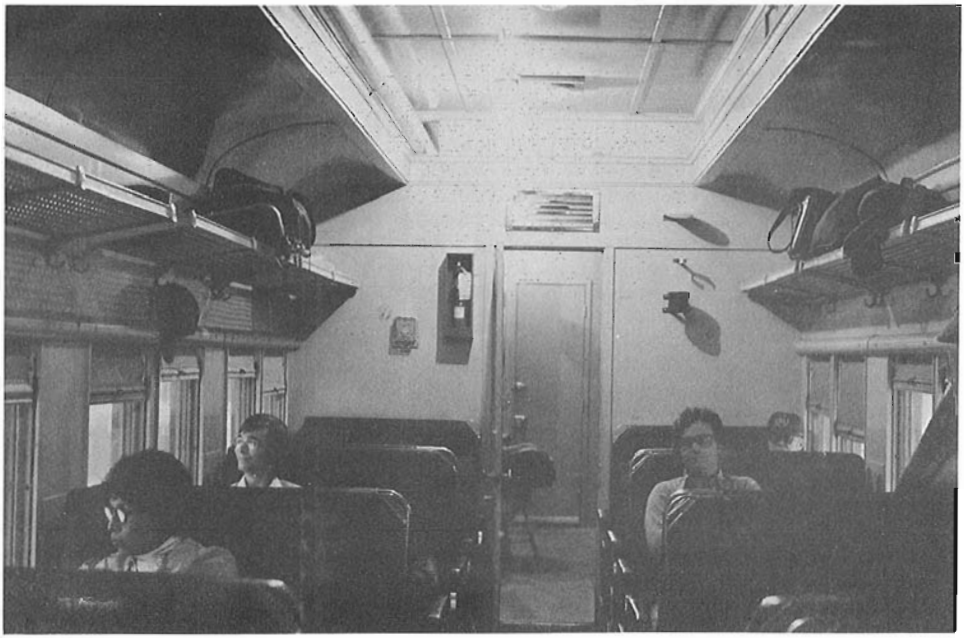
We were in the hole for Extra 5581 west, with the roadmaster from Sioux Lookout aboard. He swung off Ex5581 and boarded our mixed train. An Indian lady and her child also entrained for Sioux Lookout.

Fifty-two miles further east, we ground to a stop at Red Lake Road, which is about 100 miles south of Red Lake. We switched out the worrisome four cars of gasoline and picked up 14 cars of lumber. This took about 30 minutes. Our trip from Redditt to Red Lake Road had included two tunnels at Canyon, one at Mile 89 and the other at Mile 88.2. These two spots would make ideal locations at which to spend one or two days in the summer, photographing trains on CN's transcontinental main line. There is one other tunnel on this subdivision at Mile 41.5. Of course, it is very hard to make any statements regarding the black flies and mosquitos in June on a day in February.

AT RED LAKE ROAD, ONTARIO, THE MIXED PICKED UP TWO FLATS LOADED WITH lumber, after setting off four tankcars of gasoline. There was quite a lot of activity here, considering that all there was on the railway was a passing siding and a couple of stub sidings.

By the time we reached Hudson, 15 miles west of Sioux Lookout, it was too dark to take any photographs, although we had a meet with another westbound extra freight. We got to Sioux Lookout at 18 00, ten minutes ahead of schedule. Our arrival generated or coincided with a great flurry of activity, even though there were only five passengers on board, including ourselves. The freight part of the train was quickly spotted in the freight yard, as the crew had had a long day and were anxious to book off for supper and a well earned rest. Early the following day, they were scheduled to depart Sioux Lookout for the 252-mile haul back to Winnipeg.

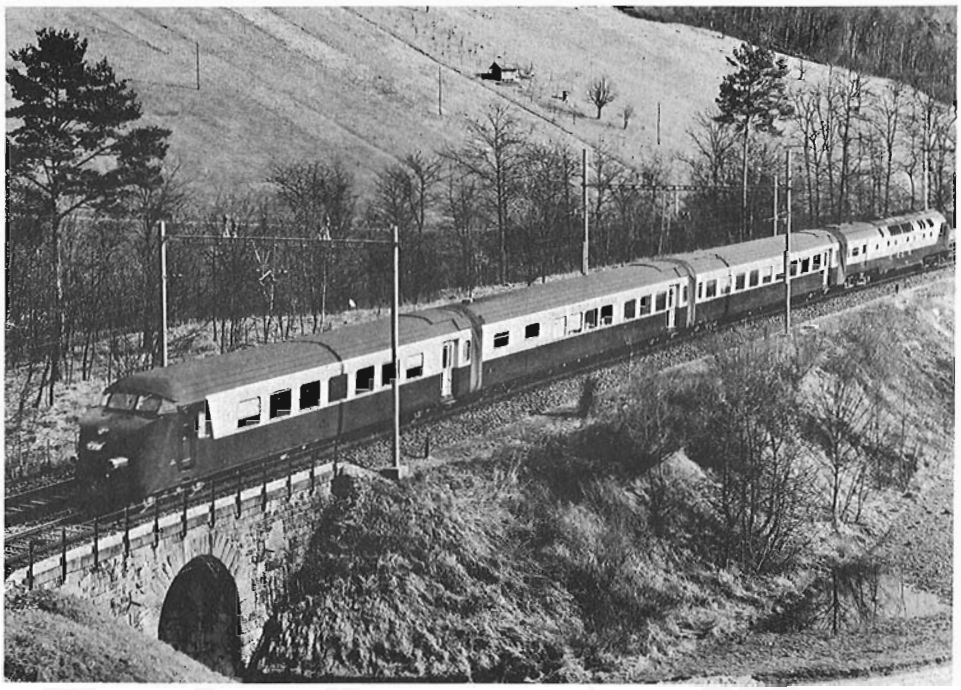
In 1975, the Winnipeg-Sioux Lookout mixed Train M286/M287 operated twice-a-week, leaving Winnipeg on Tuesdays and Thursdays and returning from Sioux Lookout on Wednesdays and Fridays. It said in the public timetable that these trains would stop at <u>any</u> location along the route, to entrain or detrain revenue passengers, as there were - and are - a number of summer cottages along the line, owned by people living in Winnipeg.



AS DARKNESS CAME CLOSER AND CLOSER, THE INSIDE OF COMBINE NUMBER 7189 became cosier and cosier. In addition to the two railway enthusiasts, who will be recognized by some readers, there was a lady from Redditt and a gentleman from Winnipeg. It was now too dark to take any more pictures of CN mixed Train M286.

The spring 1976 public timetable advertised these same trains on a slightly different timing. They were not shown as "mixed" trains , but they probably were, just the same. During the summer holiday period, two additional Trains 190/191 operated from Winnipeg to Farlane, just east of Redditt, on Friday nights, returning to Winnipeg on Sunday nights. Obviously, these trains were for the convenience of the Winnipeg cottage-goers.

The Winnipeg-Sioux Lookout mixed train service is really enjoyable if you can spend the time required without worrying about the fact that you are on the rear-end of a freight. You can take a short course in the fine art of railroading from one important point of view, with a reasonable amount of enjoyment and comfort included. On the trip described, we all enjoyed it. Of course, you might say that we were already biased when we boarded the train. You would be right. But we are sure that almost everyone who would like to see this remote portion of Canada close-up would enjoy the trip, too. Maybe it would be more pleasant in the summer, after the black flies and mosquitos have departed, of course, but it would nonetheless lack a mysterious "something" that only the Canadian winter can and does contribute.



EXPORTABLE TECHNOLOGY

S.S. Worthen

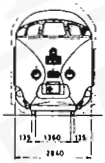
Nearly a quarter of a century ago (1954), when it was decided on the motion of President den Hollander of the Netherlands Railways (NS) to organize a fleet of fast, light-weight trainsets to operate intercity over the main lines of seven European countries, no one would have ever guessed that, one day, four units of these first-generation trains would, one day, make the journey to Canada. The Trans-Europe Expresses (TEE), for such was their class name, soon won back to the railways of western Europe much of the passenger traffic which had been lost to the private automobile and the short-haul airlines.

Switzerland and the Netherlands were the first members of the group to implement President den Hollander's recommendation, ordering five four-car, diesel-powered trainsets in 1957, for service on the Zurich-Amsterdam and Amsterdam-Paris runs.

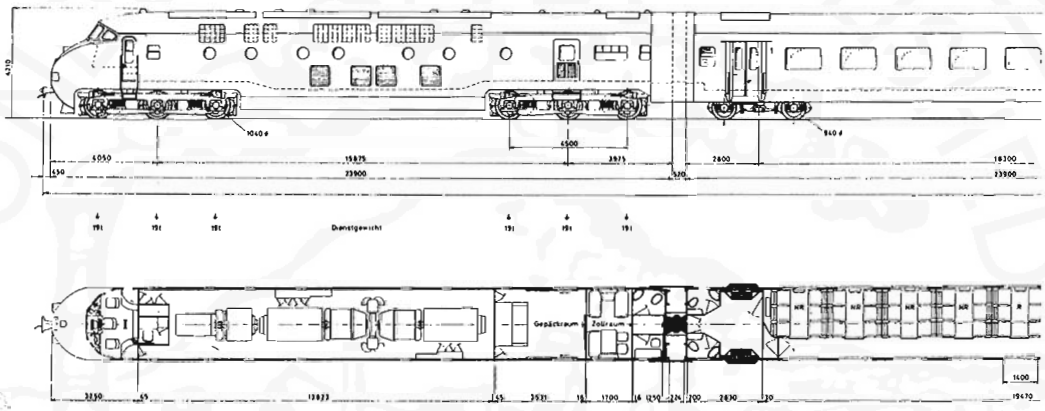
PHOTO COURTESY Swiss Federal Railways
Swiss TEE-diesel train set operated for more than fifteen years

TEE ' RAm 501, 502

Dieselelektr. Trans-Europ-Expreß-Zug



Raddurchmesser des Masch.-wagens	1040 mm
Raddurchmesser der übrigen Wagen	940 mm
Getriebeübersetzung	1 : 3,14
Anzahl Fahrmotoren	4
Minimales Reibungsgewicht	76 t
Dienstgewicht des Zuges	228 t
Max. Gewicht des Zuges (voll belastet)	240 t
Gepäckraum Ladegewicht	1 t
Brennstoffvorrat	4800 l
Anzahl Sitzplätze	114
Anzahl Restaurationsplätze	32
Nennleistung der Hauptdieselmotoren bei 1400 U	2×1000 PS
Nennleistung des Hilfsdieselmotors bei 1000 U	300 PS
Max. Anfahrzugkraft am Rad	13000 kg
Stundenzugkraft am Rad bei V = 70 km/h	5700 kg
Leistung am Rad	1500 PS
Leistung an der Welle	4×285 kW
Maximale Geschwindigkeit	140 km/h



Wagen 1

Dienstgewicht total 114t

Wagen 2

Sitzplätze 54
Tara 38t

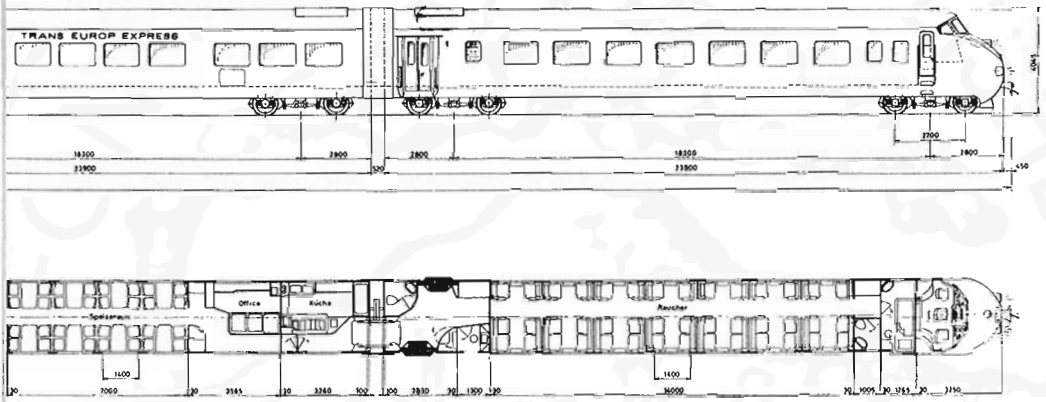
That same year, France introduced a companion TEE service from Paris to Amsterdam, in cooperation with the Netherlands Railways.The Federal Republic of Germany introduced the same type of service between Dortmund and Paris. Each of the countries participating in the TEE program (France, West Germany, Luxemburg, Belgium, the Netherlands, Switzerland and Italy) was delegated the responsibility of constructing its own trainsets, but minimum common standards had already been agreed to by all the participants. These basic standards included train speeds, seat placement, sound-proofing, ventilation, lighting and exterior painting for easy recognition by the public.

And so it was that, from 1957 onward, diesel-powered intercity trainsets of various forms and designs, were to be seen flashing across the landscape of western Europe, all easily identified by their uniform colour scheme of red and cream, and their common international designation: TRANS EUROPE EXPRESS.

But to return to TEE Type 1. The only readily-visible interior differences in the five Swiss-Netherlands trainsets were in the colours of the seat upholstery, the walls, ceilings and floor-coverings. Each trainset was composed of a power-car, with various service compartments, followed by three passenger cars, one a dining car and the last with a driver's cab, so that the trains were bi-directional and did not need to be turned at their terminii.

Nennleistung des Hilfsdieselmotors bei 1000 U	300 PS
Max. Anfahrzugkraft am Rad	13000 kg
Stundenzugkraft am Rad bei V = 70 km/h	5700 kg
Leistung am Rad	1500 PS
Leistung an der Welle	4×285 kW
Maximale Geschwindigkeit	140 km/h

Schweizerische Bundesbahnen
Zugförderungs- und Werkstättedienst



Wagen 3
Sitzplätze 32
Tara 39 t

Wagen 4
Sitzplätze 42
Tara 37 t
Inbetriebsetzung 1957 / Baufirmen: Werkspoor, SIG und BBC

A consortium of Swiss and Netherlands industries were given the responsibility of designing and constructing this new rolling stock. The Netherlands company, Werkspoor N.V., undertook the manufacture of the power-cars and supplied the diesel engines. Brown, Boveri and Company of Baden, Switzerland, furnished the electrical equipment.The passenger cars were ordered from the Société industrielle suisse (SIG: Schweizerische Industrie Gesellschaft) of Neuhausen, Switzerland. The trainsets could be coupled in multiple, but additional cars could not be coupled into the individual train because of the increased power thereby required from the prime-movers.

Each of these TEE Type 1 trainsets could seat 114 passengers in the two coaches, with another 32 seats available in the restaurant car. The total weight of the train was 225 tonnes, the power-car itself weighing 115 tons. The adhesion weight was 76 tonnes and the total length over buffers was 98 metres.

In the engine room of the power-car were two diesel engine-electric generator sets, each delivering 1000 hp for traction, and a third diesel motor-generator of 300 hp for various train auxiliaries. The traction diesel engines were four-cycle design, with BÜchi-system high-pressure supercharging and inlet-air cooling. They were 16-cylinder, V-type engines with pistons of 160 mm bore and 200 mm stroke. Maximum engine speed was 1400 rpm.

The main traction generators were designed for a one-hour rating

of 1250 ampères at 650 volts. The generator for the train auxiliary services delivered three-phase, 50-cycle current at 220/380 volts, with a continuous output of 270 kVA.

The two outer axles of each three-axle truck were driven by a traction motor. The four motors were designed for a continuous output of 292 kw at 580 v and 1550 rpm. They were flexibly mounted on the trucks and transmitted their power to the axle by means of a flexible drive of the usual Brown Boveri type.

The body of the power-car was of rigid, self-supporting construction and included the driver's cab, the engine room about 13 metres long, a baggage compartment three and a half metres long, three small rooms for customs personnel, the train conductor and the technical assistant, as well as a small toilet for the train crew.

As these TEE trainsets operated over the railways of several countries during one run, their operation was simplified as much as possible. Train direction and speed was controlled by the driver through three levers: one for the speed (throttle), one for the brakes and one for the direction of travel. There were several switches for lighting and control. On the instrument panel, there were four ammeters showing traction-motor current, three tachometers for the diesel engine speeds and air-brake gauges. On the control panel there was a Hasler electric speed recorder and various indicating lights. Safety appliances included an automatic train-stop control which shut off the power and applied the airbrakes when the driver was incapacitated.

The direct-current traction generators were rigidly coupled to the diesel engines. The 50 kW generator for the traction auxiliaries was a part of the main traction generator and supplied direct current for the radiator motors, air compressors, emergency lighting, train control and battery charging. Each traction generator supplied two traction motors, permanently coupled in parallel.

To start the diesel engines, a 90-plate alkaline battery with a capacity of 300 ampere-hours used the traction generators, acting as starter-motors, to crank the diesels.

The diesel engines were water-cooled, with cooling radiators installed in the power-car roof and fitted with electrically-driven fans to force air through them. Thermostats automatically regulated the cooling-water temperature. Safety devices stopped the diesel engines when the cooling-water temperature rose beyong 85°C , when the cooling-water level in the radiators was too low or when the lubricating-oil pressure or cooling-water pressure fell too low. There were four fuel tanks installed with a combined capacity of 4.5 m^3 .

Two air pumps supplied compressed air for the brakes; each pump compressed 800 litres of air per minute to a maximum of 9 atmospheres (135 psig). The Oerlikon brakes facilitated gradual brake application and release. The clasp-type brakes acted through two shoes per wheel (braking ratio of 150%).

The maximum speed of these trainsets, anticipated by the calculations to prepare the timetables, was 140 km/h . Tests confirmed that a speed of 70 km/h could be achieved on a gradient of 1.6% in three minutes after starting.

The various transportation ministries participating in the Trans Europe Express service not only wanted to introduce fast train services between the large cities of western Europe, but also were anxious to provide the maximum in passenger confort. Therefore, every

care was taken to improve the interior arrangements and riding qualities of the coaches, the former following simple and well proportioned lines. The coaches were mounted on American-style trucks. The chassis was formed of hollow, welded beams.

Since the coaches were equipped with Stone air-conditioning, it was therefore necessary to mount the window-panes permanently in their frames, thus enhancing the sound-proofing of the cars. For added passenger comfort, window-shades were fitted to each frame. All of the seats were individual, with reclining backs and an attractive covering of fine quality fabric.

The first coach behind the power-car was arranged in the European style with a side-corridor giving access to nine compartments, each having six seats. Each compartment measured 2100 mm wide by 1925 mm deep. The second car was the restaurant car. Its kitchen was equipped with numerous modern electrical appliances: grill, fryer, coffee-maker, electric mixer, etc. It was possible to prepare single-choice meals and to serve a large number of them. In the dining car, there were eight tables seating four persons each in the main area, while 18 additional passengers could be served in a smaller, adjoining room. The last car of the trainset, which could also be used as a control car, was a centre-aisle type, seating 42 passengers. At the outer end of this car, there was a driving compartment and, nearby, a small sleeping compartment for the train-crew.

The entrance-exit doors to the cars in these TEE trainsets were specially designed and recessed into the bodies of the cars. The end-platforms and gangways between the coaches were also specific to these trains, being larger than usual and completely closed in. The passengers were thereby sheltered from blasts of air and dust should they wish to go to and from the restaurant car, while the train was at speed.

When these Netherlands-Swiss trainsets were placed in service in 1957, three of them were given road Numbers 1001-1003 on the Netherlands Railways (NS), while the other two became Numbers 501-502 of the Chemins de fer federaux (CFF) of Switzerland. CFF Number 501 was destroyed in an accident at Aitrang, near Munich in West Germany, while operating as the TEE "Bavaria".

From 1957 to 1974, these TEE Type 1 trainsets provided service between different cities in western Europe, notably as the TEE "Edelweiss", Zurich-Bruxelles-Amsterdam. Travellers liked these trainsets and the Swiss CFF were sorry that they could not have used them longer. However, the development of the quadri-current electric locomotive and the progress made in the field of "polycurrent" trainsets and locomotives necessitated the replacement of these diesel trainsets with newer electric-powered trains.

After a series of discrete negotiations, Ontario's Minister of Transport announced on October 9, 1976, that these four TEE Type 1 trainsets would be purchased by the Government of Ontario, which would then lease them back to Ontario Northland Rail Services (ONR) for use on the Toronto-North Bay-Timmins run in northern Ontario, a distance of 783 km .

Before beginning their new career in Canada, the trainsets were to be completely overhauled in Switzerland and the Netherlands. The diesel prime-movers would be thoroughly inspected and repaired at the shops of the Netherlands Railways at Tilburg. The trucks and traction motors were to be repaired at the Swiss CFF shops at Zurich, while the car-bodies and interior fittings would be examined and

renewed as required by the Société industrielle suisse (SIG) at Neuhausen, in fact the very shops where these trains were built back in 1957.

The ONR planned that the first two of these trainsets would be placed in service at the end of April 1977, with the remaining two entering service by the end of September. This meant that at least two of the four trains would have to be ready to be loaded at Rotterdam at the end of March, 1977. It was assumed that, regardless of the ONR's schedule, all four trains would come to Canada at the same time.

No one knows for sure how these TEE Type 1 trains, engineered for the somewhat more moderate climate of western Europe, will perform during the chill winter of northern Ontario. The optimistic and probably predetermined position of the purchaser is that if these Type 1s could scamper up and down western Europe through more than fifteen winters, then their chances of success in Canada are very good.

Someone has facetiously remarked that, frequently, over-age Canadian rolling stock completes its career in another country, notably one in South America. Thus, the purchase second-hand of European rolling stock by a Canadian railway is probably something of a "first" in Canada, if not in North America.

On the other hand, the Swiss and Dutch are to be complimented for taking the first step in what is demonstrably the development of exportable technology, at least for self-propelled trainsets. After all, the Swedish and French engineers are not the only ones who can design and build high-performance diesel-powered trains!

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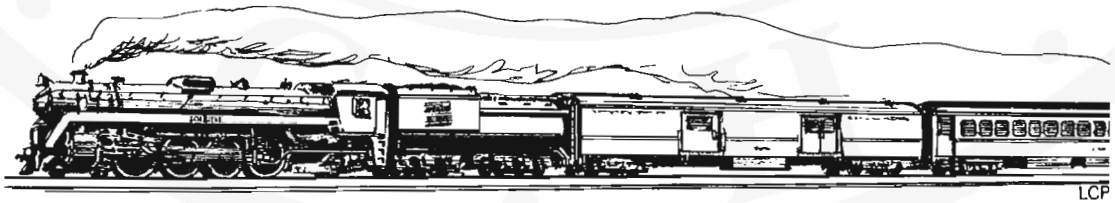
Acknowledgements.

The author would like to thank M. Sebastien Jacobi, Secrétariat général CFF, Information and Public Relations, M. Jean-Michel Leclercq, Representative for Europe, Canadian Railroad Historical Association, and Mr. B.A.Biglow, Motive Power & Car Equipment, Canadian National Railways, Montréal, Canada, for their kind assistance in the preparation of this article.

The photograph accompanying this article is Number 501 of the Chemins de fer federaux of Switzerland, who kindly provided the picture. The train diagram was also provided by the CFF.



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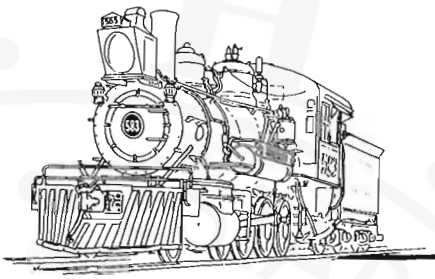

From Our Archives

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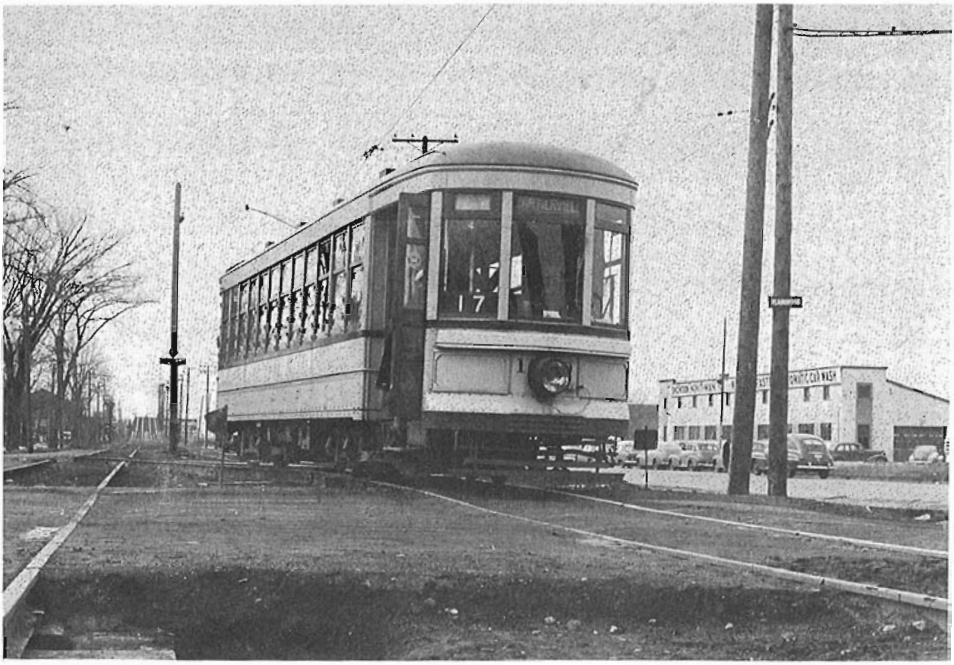
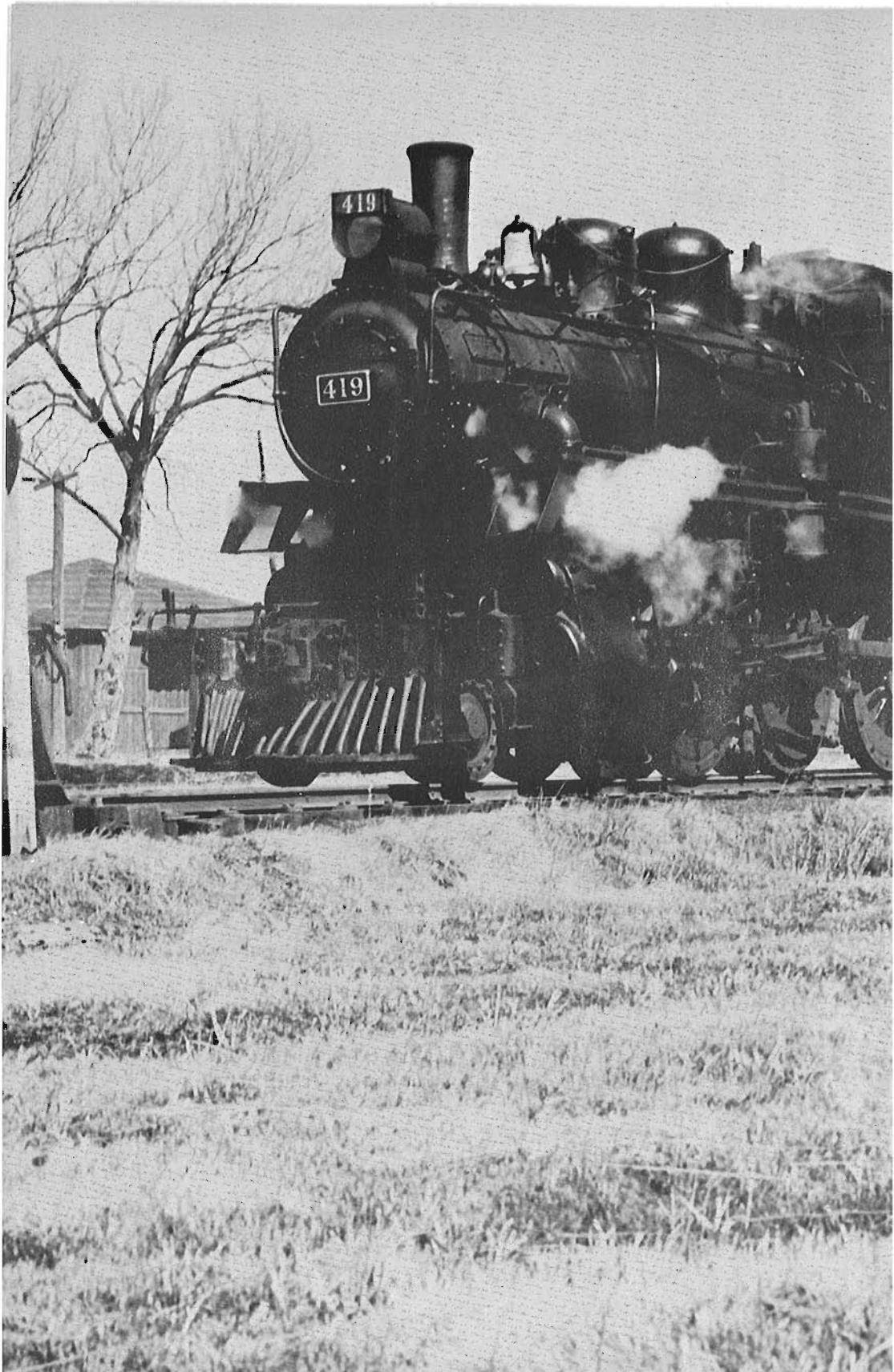
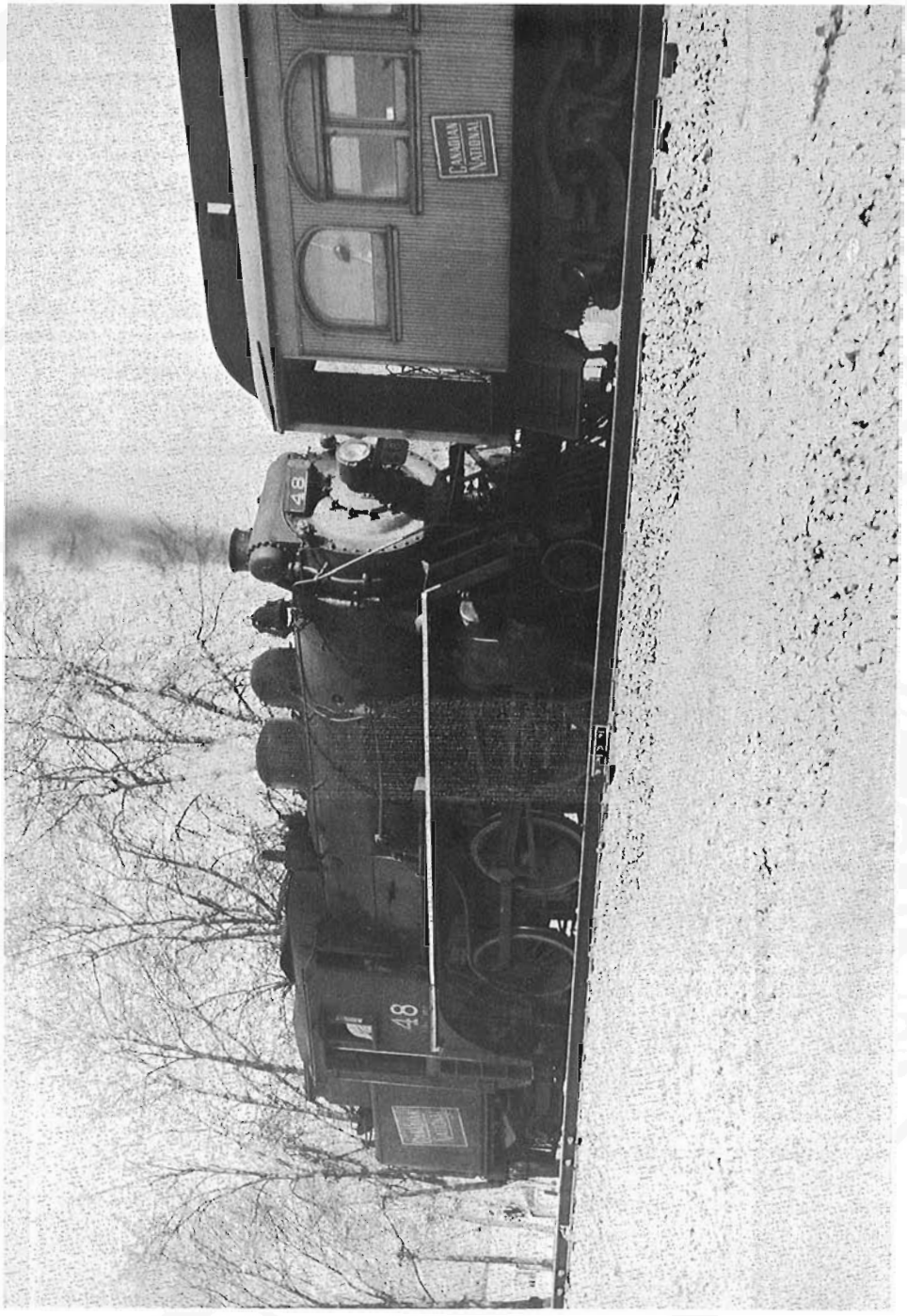


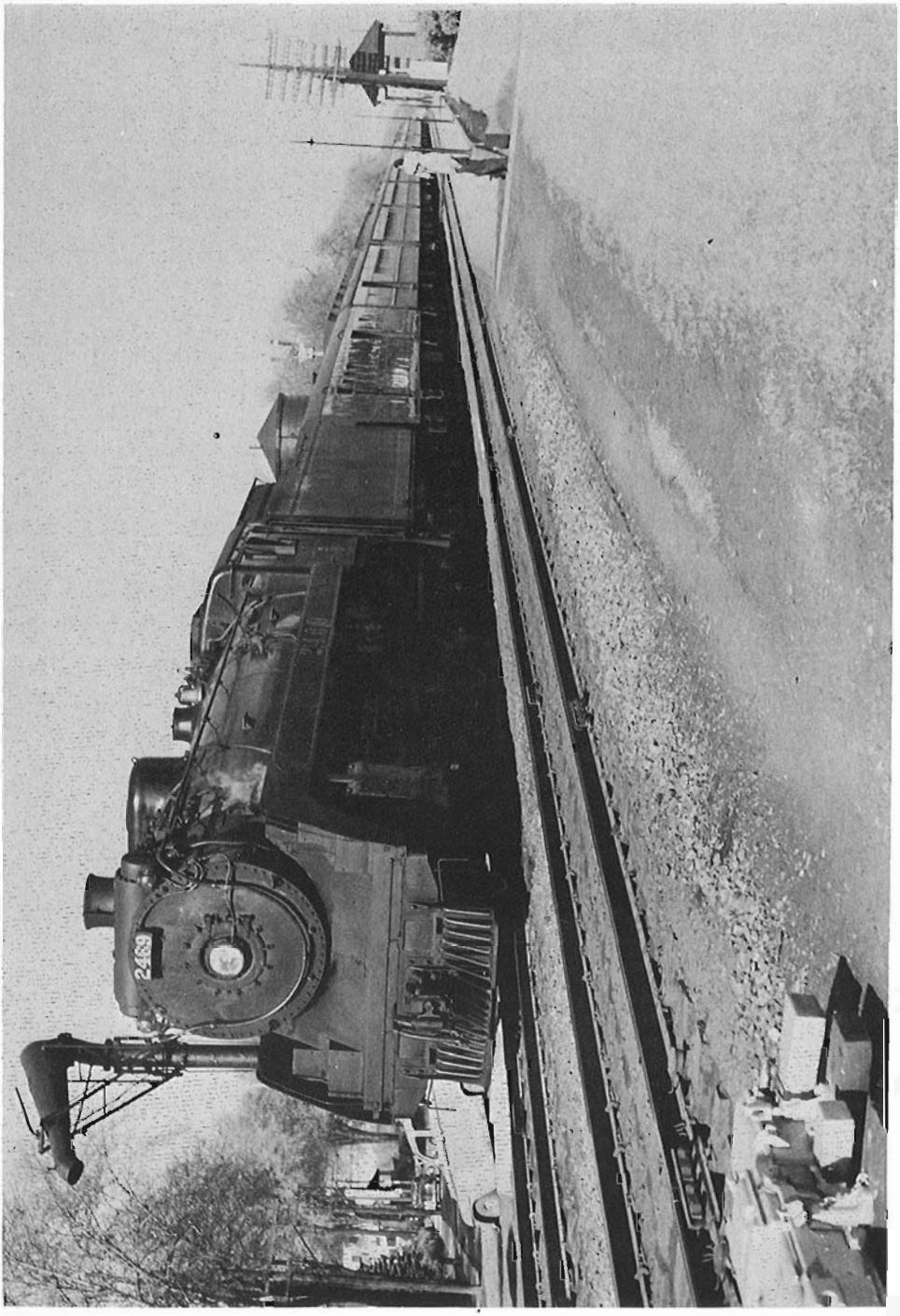
It was back in the spring of 1949 when the Montreal Tramways Company was in the course of constructing their Garland Termius on Decarie Boulevard. To accomodate track re-arrangement the MTC arranged for single track operation through the construction area. Here we see a southbound 1600 class one man car equipped with a 'golden glow' headlight peculiar to the suburban lines of the MTC embarking passengers at the corner of Decarie Blvd. and Plamondon Ave. Today this location represents a six lane depressed expressway complete with the associated service roads, pollution and noise .....how times have changed.


419
419

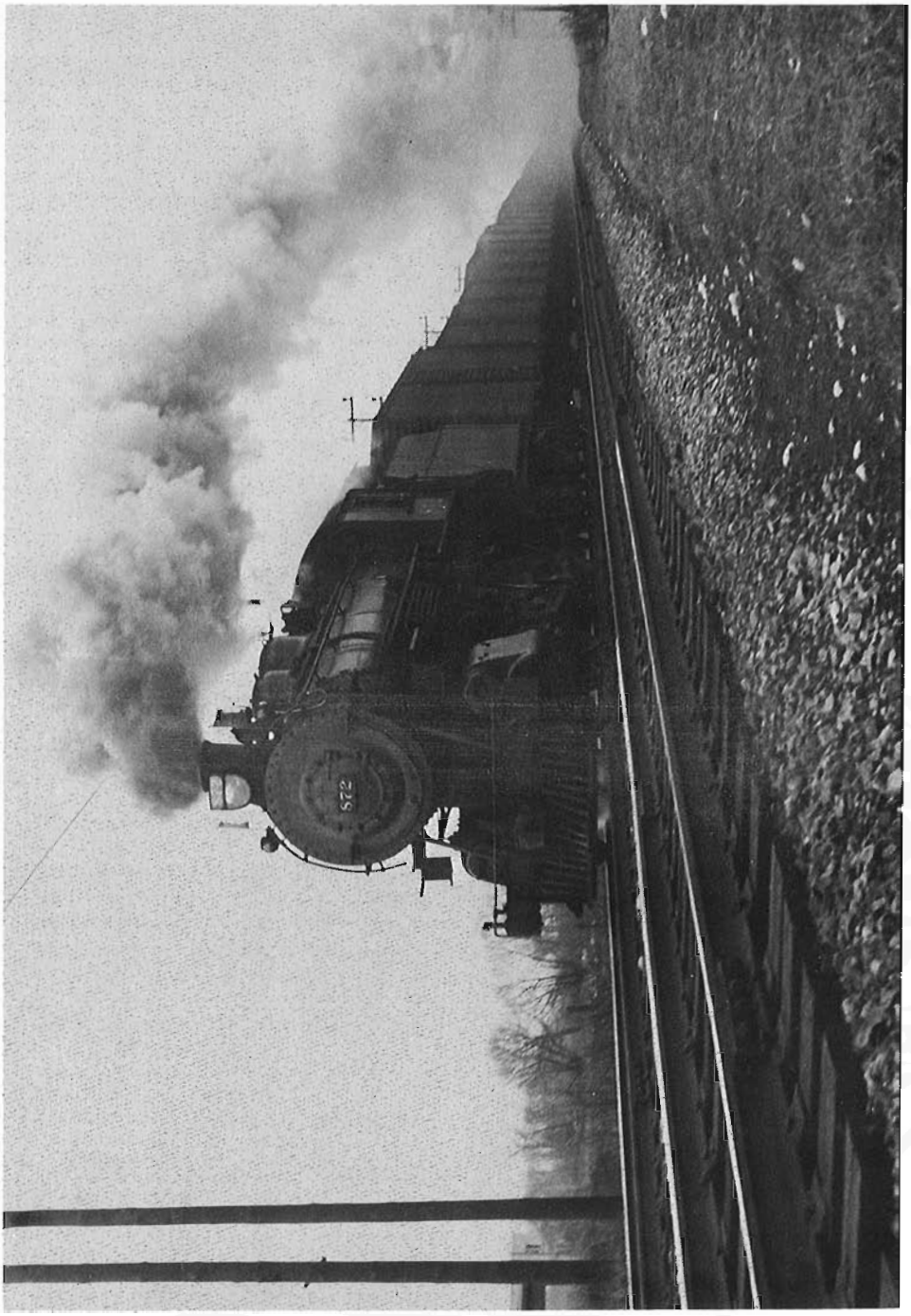
A beautiful sunny day in the rolling hills of the Eastern Townships saw CPR No. 419 preparing to lift out on a rural run. This locomotive, one of the D-4-G class was built at Angus Shops in 1915.



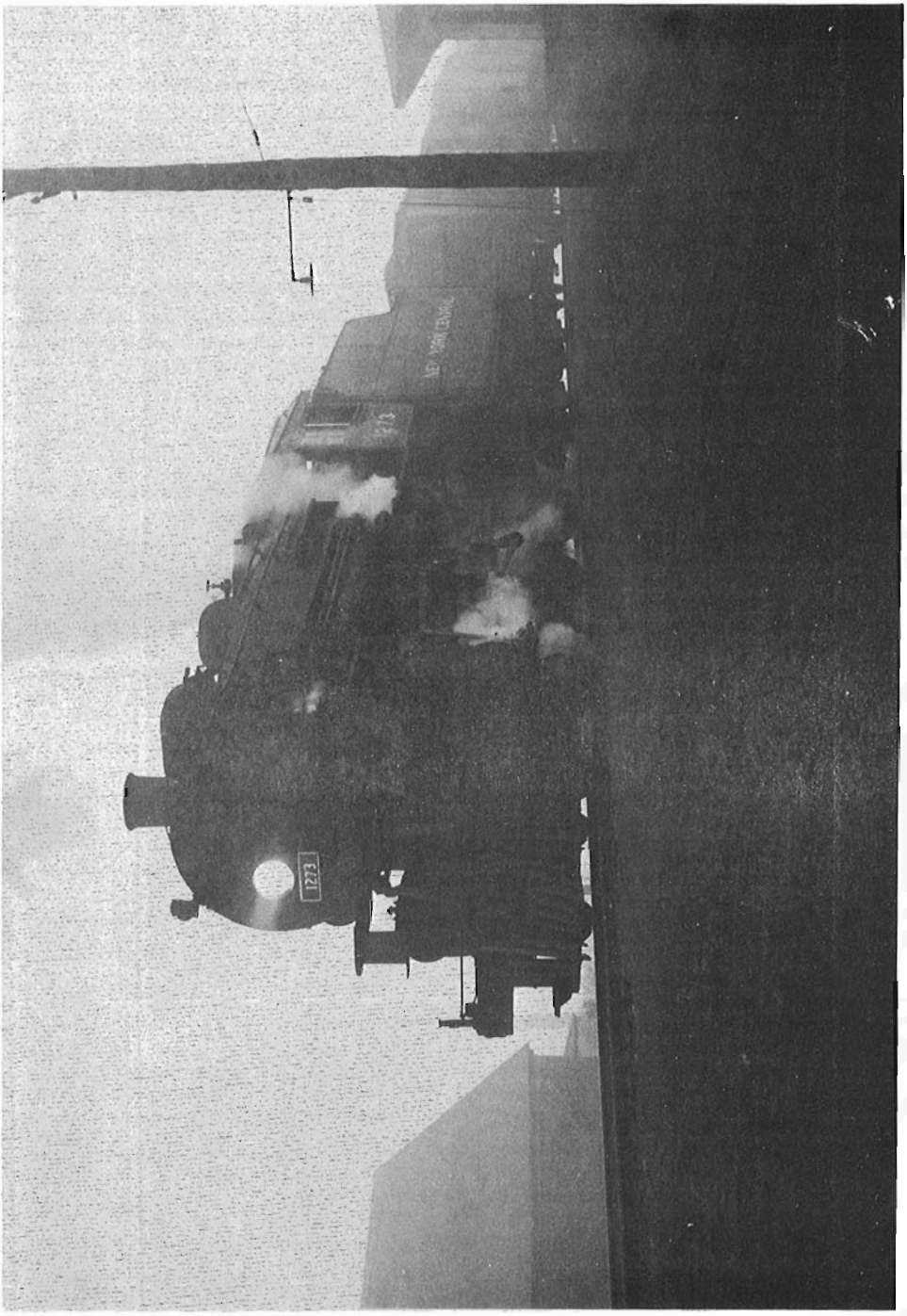
CNR's class X-10-A (4-6-4-FT) provided commuter service along the Lakeshore to the western suburbs of Montreal for years. Equipped to operate in either direction equally well here we see No. 48 at Vaudreuil, Quebec in 1948.



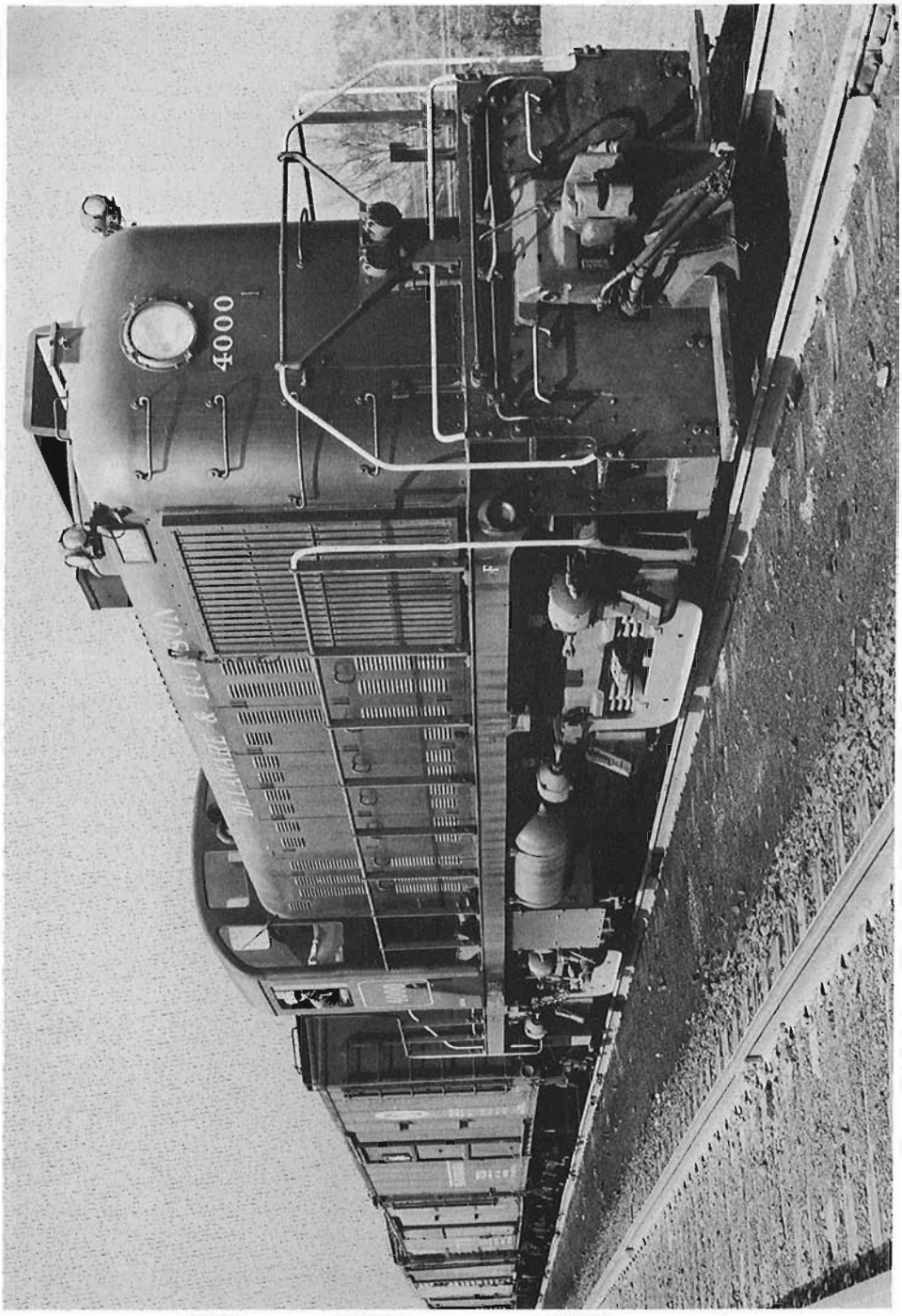
Meanwhile across the platform on the paralleling CPR line Sandy caught G3J Pacific No. 2469 on the head end of the Ottawa train, the locomotive was barely broken in having been built by MLW in 1948.



Steaming along with a string of box cars is CPR class D-10-G No. 872 pictured here in 1949 on the eastbound tract immediately behind Blue Bonnets Racetrack within the city limits of Montreal. The locomotive was built at Angus shops in 1910 and was one of the hundreds of ten wheelers on the system.

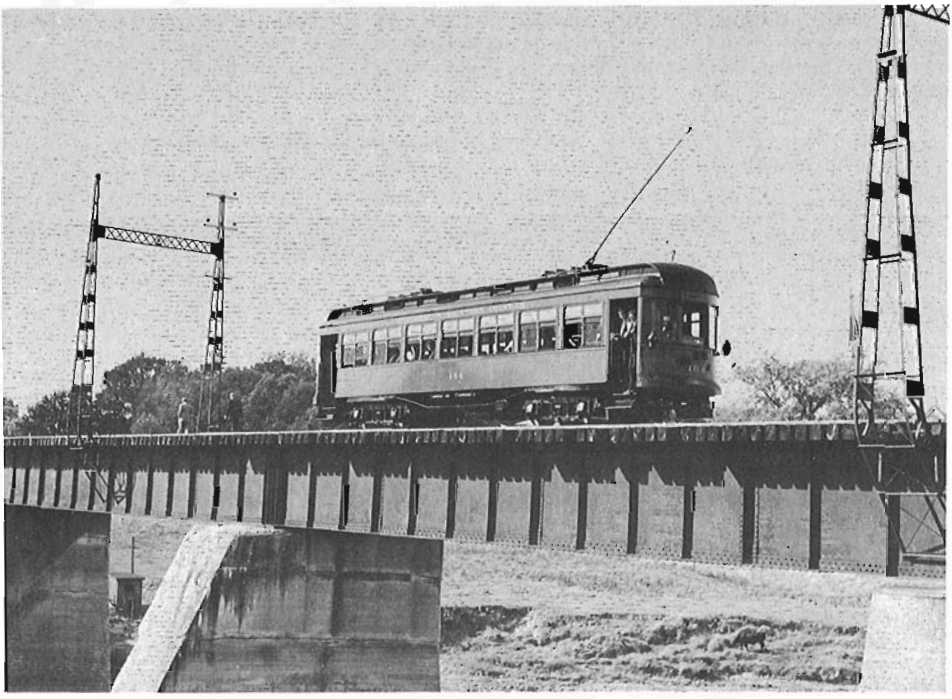


Remember the days when the New York Central trundled across the bridge and into Cornwall, Ontario? While details of the photo are lacking the effect is superlative as NYC No. 1273 blows off steam on a foggy day back in the late 40's.

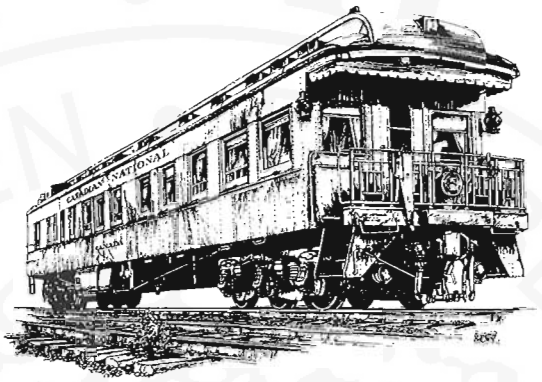


South of the Border saw such things as the Delaware & Hudson's nearly new Alco, RS-2 heading up a mainline drag. Built in November 1946 the D&H 4000 sported builders number 74991, she was scrapped in April of 1961.

Representing the City of Toronto is 'tourtram' 2894 pictured here by Ted Wickson eastbound on Queen Street near Victoria Street on August 6, 1973. This is one of two such cars rehabiliatated and placed into 'tourtram' / charter excursion service by the TTC in recent years.



Not to be forgotten also is the Montreal and Southern Counties, here represented by car 104 in excursion service and pictured on the Richelieu River Bridge near Chambly, Quebec. Car 104 was built by Ottawa Car in 1912 and is presently preserved at the Canadian Railway Museum in St. Constant, Quebec.



The business car

OFF AGAIN - CN ANNOUNCED IN APRIL THAT PLANS TO UPGRADE THE RAIL line between Gillam, Man. and the port of Churchill were being cancelled. Questioned in the House of Commons, Transport Minister Lang said that "the apparent public reasons for that postponement do not make a great deal of sense and I will be looking into the matter".

(Hansard, April 20/77)

AU REVOIR "IMPERIALS" - PARIS IS LOSING THE LAST OF ITS DOUBLE decker buses, known as "imperials". They ripped off the branches of the chestnut trees, to be found on most routes, and had been restricted to two treeless routes, one to the Opera and the other to the Concorde. Most will be turned into mobile blood donor units. "The top deck will serve as a restaurant and a bedroom", according to a spokesman for the transit authority.

(The London "Guardian")

NEW "GO" STATION - THE PRESENT BRONTE (ONT.) RAIL STATION WILL be closed on completion of a new Oakville West GO station in July.

LAKE PLACID (N.Y.) COULD SEE RAIL PASSENGER SERVICE LATER THIS year. A citizens advisory committee has been appointed to study the future of the Remson-Lake Placid line for the State Transportation Dept. The 118-mile line was port of the former Pen Central and was acquired by the State of New York when PC planned to abandon and tear up the line. A group of Adirondack citizens are joining with the owners of a Pennsylvania-based railroad firm to form the Adirondack Railway Corp. to operate the line. The Corporation has already acquired two steam locomotives and a number of coaches and has options on

two self-propelled motor coaches. No regular passenger service would be operated but only excursions and charter groups. The line is in sufficiently good shape that it could be upgraded to handle regular passenger train service to the 1980 Olympic Games at Lake Placid.

("The Semaphore", Rochester Chapter, NRHS)

SECOND ANNUAL RAIL PASSENGER CONFERENCE & PUBLIC TRANSPORT USERS Congress is now scheduled for Sept. 30-Oct. 2, at Algonquin College, Woodroffe Campus, Ottawa. Sept. 30 session will be held at the Four Seasons Hotel (formerly the Carleton Towers). A rail excursion is planned for the afternoon of Oct. 2. Contact Mrs. Barbara Smith, Algonquin College Conference Secretariat, 1385 Woodroffe Ave., Ottawa, Ont. K2G IV8, if you want to contribute or participate. Proceedings of the first such conference (held last year) are now available from the Bookstore, University of Regina, Regina, Sask. S4S OA2, at $5.95 plus $0.30 postage, according to Rick Mannen.

AMTRAK'S PERFORMANCE IS REPORTED IN THE NATIONAL RAILWAY BULLETIN (NRHS) Vol. 42, No. 1. Here are excerpts relating to trains serving Canadian points:-

	Trains operated Nov./76	Percent on-time		
		Nov./76	Oct./76	Nov./75
New York-Montreal	60	66.7	71.0	80.0
Washington-Montreal	60	83.3	66.1	86.7
Seattle-Vancouver	60	88.3	91.9	95.0

	Passenger Counts	
	Jan.-Nov./75	Jan.-Nov./76
New York-Montreal	81,645	94,969
Washington-Montreal*	273,865	330,442
Seattle-Vancouver	42,508	42,234

* includes Washington-New York local traffic

ALGOMA CENTRAL IS DEVELOPING A LAND-USE PLAN FOR 850,000 ACRES IT owns between Sault Ste. Marie and Wawa, Ont. The land was granted by an act of the Legislature in 1900, under which the railway received 7,400 acres of land for every mile of rail line it built in an area between the Soo and Hawk Junction, near Wawa.

(Toronto "Globe and Mail")

CANADIAN PACIFIC ESTIMATES SERVICE LIVES FOR PRINCIPAL CATEGORIES of assets as follows, according to its 1976 annual report to

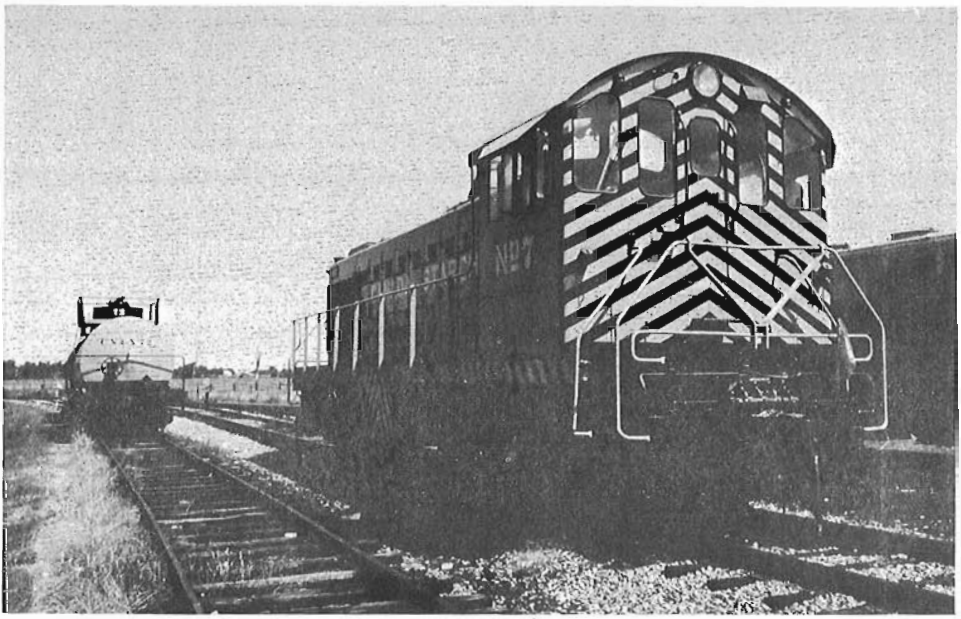
shareholders:
road diesel locomotives - 20 years; railway freight cars - 30 years; ships - 20-25 years; aircraft - 12-15 years; and trucks - 8-12 years. Rates based on these estimated service lives are used to calculate depreciation.

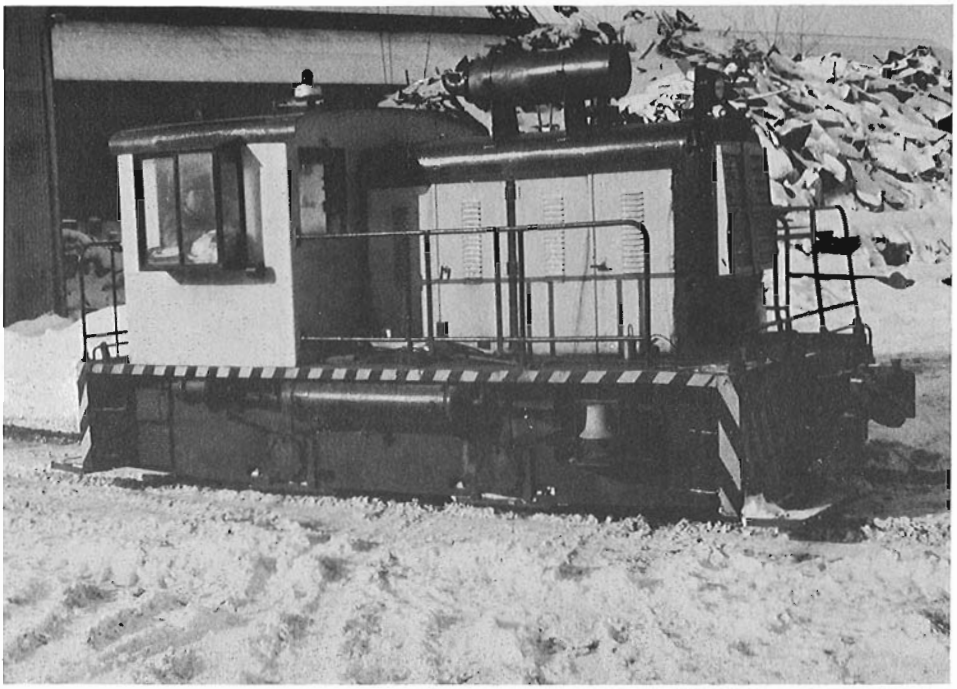
ALGOMA CENTRAL CHAIRMAN, JOHN B. AIRD, TOLD THE ANNUAL MEETING, April 18, that the company has been awarded a contract by Ontario Hydro to move coal from Thunder Bay to Nanticoke (Ont.). The contract will begin in 1979 and cover a 15-year period. This business for ACR's marine division is expected to contribute significantly to revenue, and the fleet (now eleven vessels with a twelfth under construction) will be expanded. The rail division has been unable to expand because of industrail and geographical limitations. However, the system is being upgraded under a program which calls for an expenditure of $2 million annually for three years.

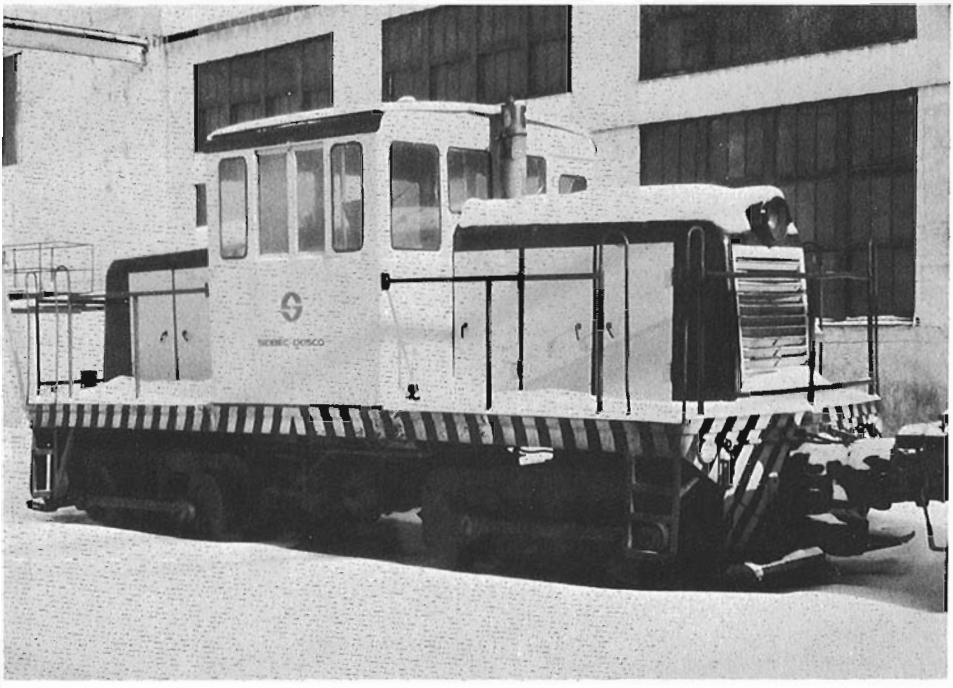
(Toronto "Globe & Mail")

OUR MEMBERS HAVE BEEN BUSY ON THE INDUSTRIAL CIRCUIT DURING THIS past month, firstly Mr.Oliver McKee of Cardinal, Ontario informs us that ex CN 8018 has gained a new blue color scheme and become CANADA STARCH No.7. This locomotive replaces their No.6 a GE 44 tonner which we understand has been retired. It is interesting that our own diesel locomotive No.77 used to switch the Canada Starch plant in the early Diesel era.

Pierre Patenaude reports that DOMINION BRIDGE of Lachine, Québec operates former CN S-4 No.8020 as their N-16 in switching duties. Pierre captured the unit on film back on 6 January 1977. Meanwhile over at the SIDBEC DOSCO Montreal Works CLC units are not extinct as they operate this 35 ton CLC Whitcomb unit serial 2645 built in 1950 and pictured on the 5th. of January 1977. This unit replaces side rod clancking No.458 serial 28-462 built in 1946 and presently out of service because of engine failure. Our thanks to Pierre and Oliver McKee for keeping us abreast of the industrial scene.

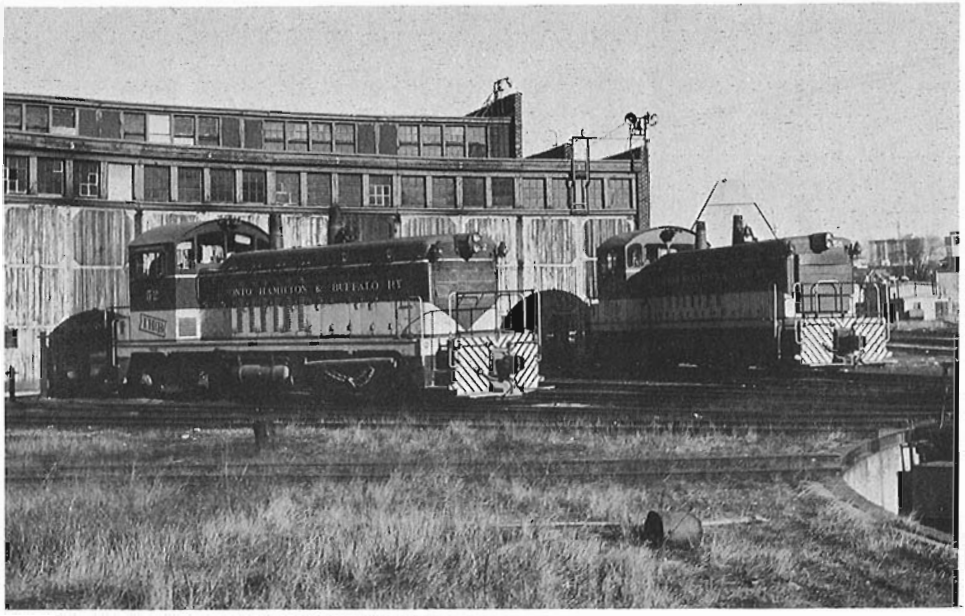






JOHN AND ANDREW SUTHERLAND OF WEST HILL, ONTARIO, HAVE TEAMED UP TO present an interesting series of three pictures taken in and around Toronto, Ontario. The first picture, that of Canadian National Railways' class Q-5-b diesel-electric switcher Number 7988, was taken at the Canadian Railway Museum, Harbourfront Park, Toronto in April 1976. Number 7988 has been restored to its original paint scheme.

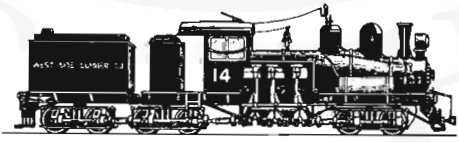
CP RAIL's SD 40 Number 5500 was photographed by John on February 28, 1976 and shows the small multimark that was applied to a few of the division's GMDL road engines, painted in 1975. This paint scheme was superceded by a new modification, with the full-size symbol and broader end-stripes, as shown on Number 5764, at the rear of Number 5500.

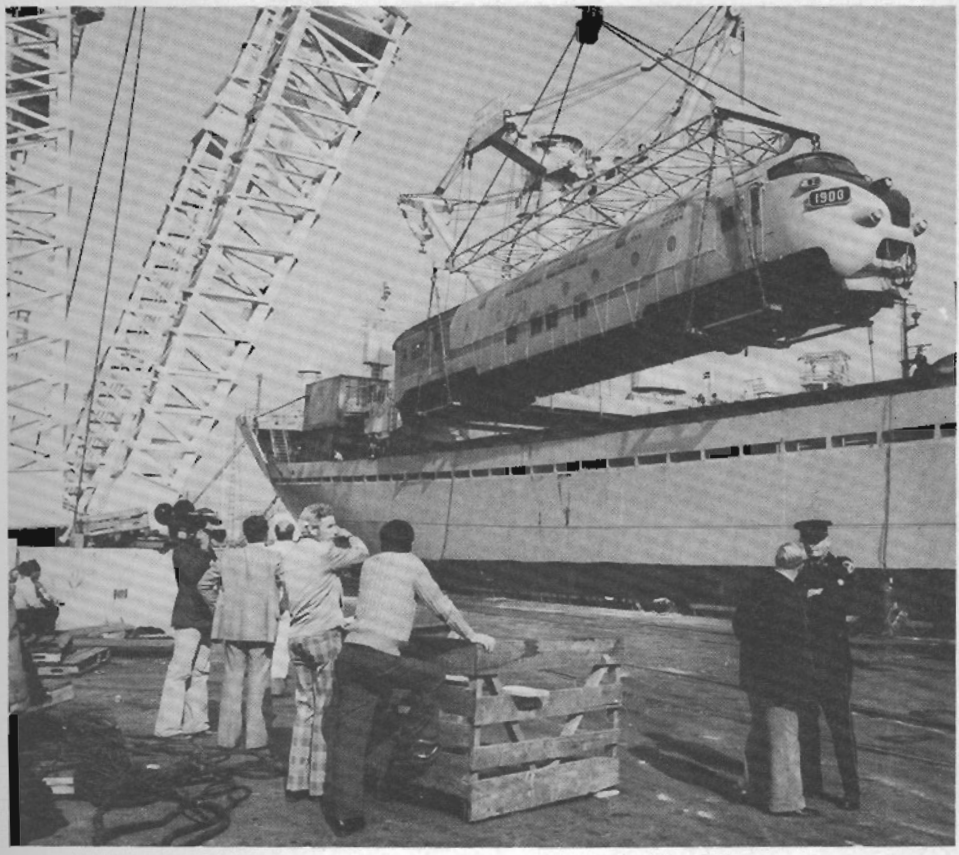


Andrew photographed two switchers, Numbers 52 and 56, of the Toronto, Hamilton and Buffalo Railway, outside the roundhouse at Hamilton, Ontario on a sunny February 3, 1975. Andrew noted that the TH&B was then already wholly-owned by Canadian Pacific Limited.

PROPOSED 40-MILE LINE, ASHCROFT-CLINTON (B.C.) HAS BEEN POSTPONED indefinitely. This "bridge" between the B.C. Railway and both CN and CP main lines was announced in 1973 as part of a joint rail construction package estimated to cost $40 million. By 1975, inflation had pushed the cost to $65 million - and deferral was decided that year but not publicly announced until the recent (1977) western regional conference of the Engineering Institute of Canada in Vancouver. Robin T. Lewis, Department of Transport, made the announcement. At the same meeting, Charles Armstrong, vice-president of CN's western region, stated that studies were under way for a new section of line which would have the effect of double-tracking a 30-mile stretch of main line west of Red Pass Junction. For a distance of some 30 miles, the mainline parallels the northern branch to Prince Rupert. A connection between the two lines near Valemount, B.C., as being studied, would cost an estimated $12 million.

("Vancouver Province")





THE ONTARIO NORTHLAND RAILWAY WILL BE PLACING FOUR NEW TRAINS INTO service this summer and fall. Origionally part of the TEE (Trans Europe Express) network each refurbished train consists of a diesel locomotive and three cars. The first two units will operate between Toronto and Timmins, beginning June 9, although an inaugural run is scheduled for May 28 to be followed by display stops along the route to enable local residents to inspect the coaches. The first locomotive is pictured here being unloaded from the SS Wolfgang Russ on April 19,1977. Photograph courtesy of the TORONTO GLOBE AND MAIL

BACK COVER

This north-bound doubleheaded CN ski-special was caught by Sandy Worthen back in the late fourties as she rumbled to a station stop at Morin Heights, Québec. Only the suspect grade through the tall grass remains today as the trains, station and other non-rail means of transportation have long disappeared from the scene. (Photo CRHA Archives)

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Editor; S.S. Worthen Production; P. Murphy

CALGARY & SOUTH-WESTERN
L.M.Unwin, Secretary 1727 23rd. Avenue N.W., Calgary, Alta. T2M 1V6

OTTAWA
D.E.Stoltz, Secretary P.O.Box 141, Station A, Ottawa, Canada K1N 8V1

PACIFIC COAST
R. Shantler, Secretary P.O.Box 1006, Station A, Vancouver, B.C. V6C 2P1

ROCKY MOUNTAIN
C.H.Hatcher, Secretary P.O.Box 6102, Station C, Edmonton, Alta. T5B 4K5

TORONTO & YORK DIVISION
D. Scott , Secretary P.O.Box 5849, Terminal A Toronto, Ont. M5W 1P3

WINDSOR & ESSEX DIVISION
J.R.Wolfe, Secretary 300 Cabana Road East, Windsor, Ont. N9G 1A2

Association Representatives

AUSTRALIA	G.L.Coop	68 Mount Pleasant Road Eltham 3095	Victoria
EUROPE	J-M.Leclercq	Résidence Bellevue de Plan, 01220 Divonne	France
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