

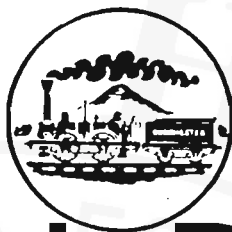
Canadian Rail



No. 348
JANUARY 1981







CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal, Quebec, Canada H3B 3J5

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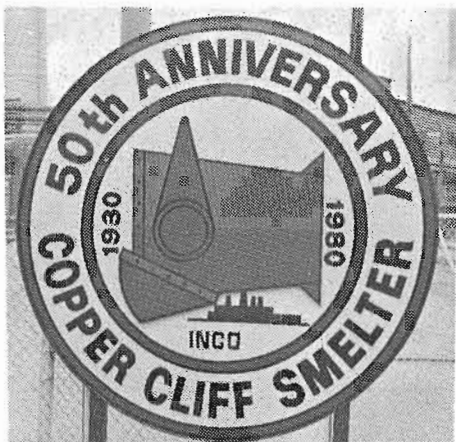
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FRONT COVER:
ELECTRIC LOCOMOTIVE No. 114 of
the INCO Railway at Copper Cliff
Ontario is pulling a slag train
from the shelter. This is the
deepest point in the plant,
built 1926. Note the stone work.
Engine No. 114 was built in
1942 by General Electric.
Kenneth A.W. Gansel.

OPPOSITE:
G.E. 65-ton locomotive No. 110,
built in 1936, is pictured in
the shop area of the INCO
Railway in January 1980.



INCO ELECTRIC RAILWAY

The Fire and Brimstone Route

By Kenneth A. W. Gansel

All photos by the author.

June 1980 marked the 50th Anniversary of the INCO smelter at Copper Cliff, Ontario. The smelter is located about 6km west of downtown Sudbury. It is the world's largest nickel-copper smelting complex and as such plays a vital role in the Canadian economy.

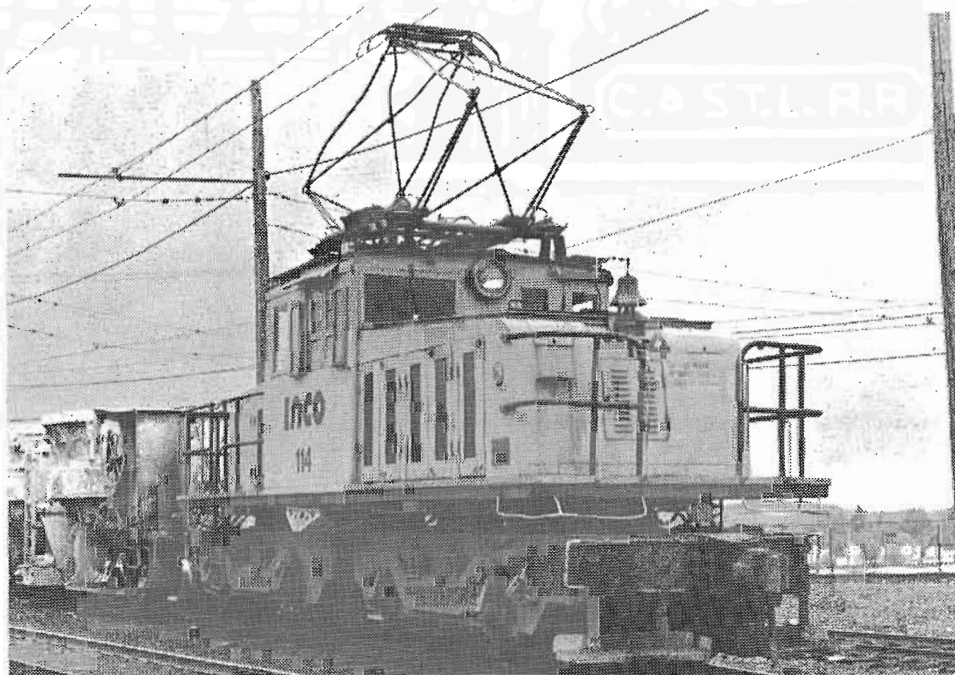
Construction of the smelter was begun in 1928 and was completed in the Spring of 1930. The first molten metal being produced on June 11, 1930. To serve the smelter, an electric railway was also constructed. It operated within the plant and to adjacent mine sites. The railway is also celebrating its 50th Anniversary this year.

The INCO smelter in Sudbury is best known for the famous "SUPERSTACK" which is 381m tall (1250 ft). The giant stack overshadows the whole area. Just a note of interest, the "stack" is about 5ft thick at the base and the base is about 200 ft in diameter, there is a road through the base. However, at the top the stack is only 3" thick and has tapered to a diameter of 10ft.

The electric railway operates on 600v DC using a variety of General Electric locomotives and a few old Westinghouse electric locomotives from 1919. The railway operates as an in plant switching service, and there are about 125 miles of track in the plant and out to the mines. One of the railway's functions is to haul slag from the smelters to the slag dump, an operation which has been going on since the smelter first opened in 1930. Molten slag is hauled from the deep insides of the plant about 3 miles to the slag dump and poured down the hill. The slag ranges in temperature from 1,200°F for Nickel slag to 1,600°F for Cobalt slag. The trains of slag are about 10 cars long and are pushed by a second locomotive up and out of the plant and up the long hill to the dump site. Most of the slag is now being reclaimed, almost as soon as it is dumped and is being sold to the various Canadian railways as ballast. The slag is considered as the best material for railway roadbeds and is a much sought after product.



INCO Railway No. 118 at the head of a train from which molten slag is being poured at a temperature of 1600 degrees Farenheit. One can feel the heat from 100 feet away.



No. 114 moving slag cars. Date is January 1980.

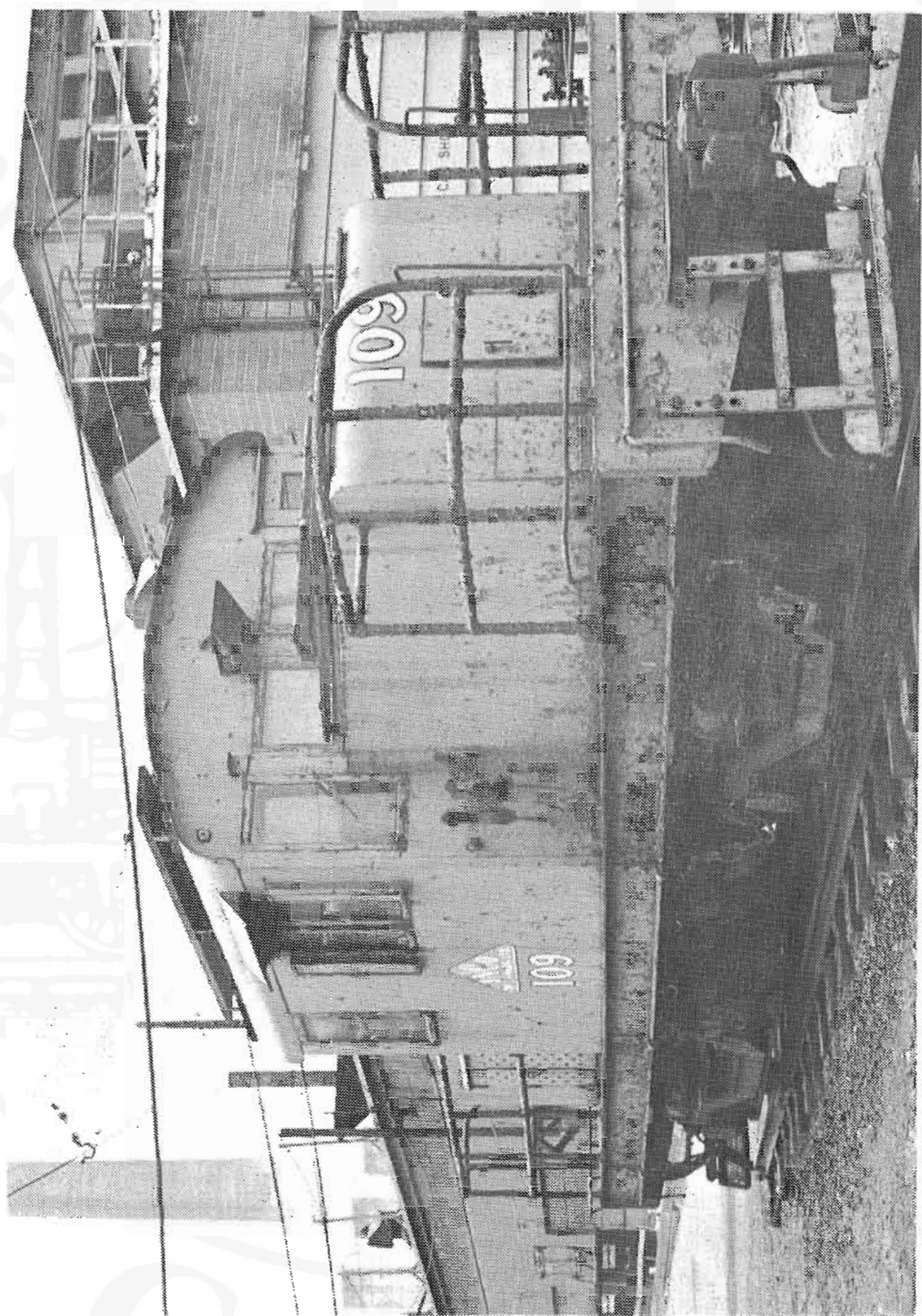
The INCO electric railway has a complete shop for the repair of its locomotive fleet. A fleet of 26 electric locomotives and one diesel locomotive to handle the movement of an out of service electric. The majority of the electrics were purchased by INCO and the rest were purchased second hand from such lines as the NS&T (CN's NIAGARA, ST.CATHARINES AND TORONTO). One electric came from the Eastern Michigan Railway in 1936. The EMR operated from Detroit West to Battle Creek during the 1920's and 1930's. Most of the electrics which were acquired in 1926 and 1930, the original group (#101-109), are no longer in service and are stored in an old building which is no longer in use. The building served as an ore dump building. These old electrics are still painted in the orange and brown, INCO's original colours. The current paint scheme is yellow with black INCO logo.

The railway is in operation 24 hrs a day, and makes a trip to the slag dump about every 2 to 3 hrs. The dump cars with the two buckets are dumped by electricity. There is a thick layer on the top of the molton slag this is called a skull and when this falls out of the bucket it makes for a bright sight as it rolls down the hill.

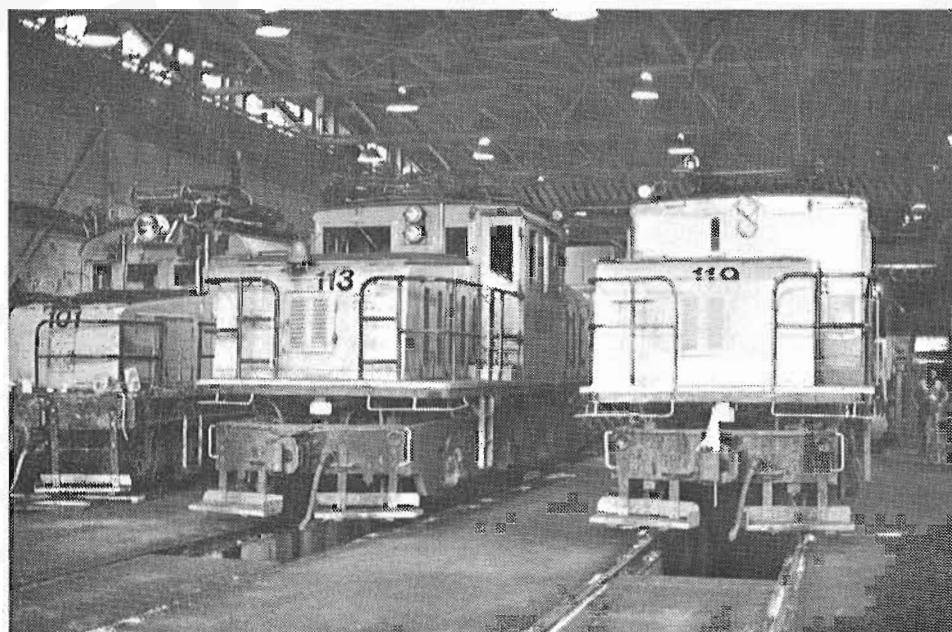
Now that the BUTTE, ANACONDA & PACIFIC RAILWAY has terminated electric operations, INCO becomes the largest user of electric locomotives. Not including AMTRAK or CONRAIL.



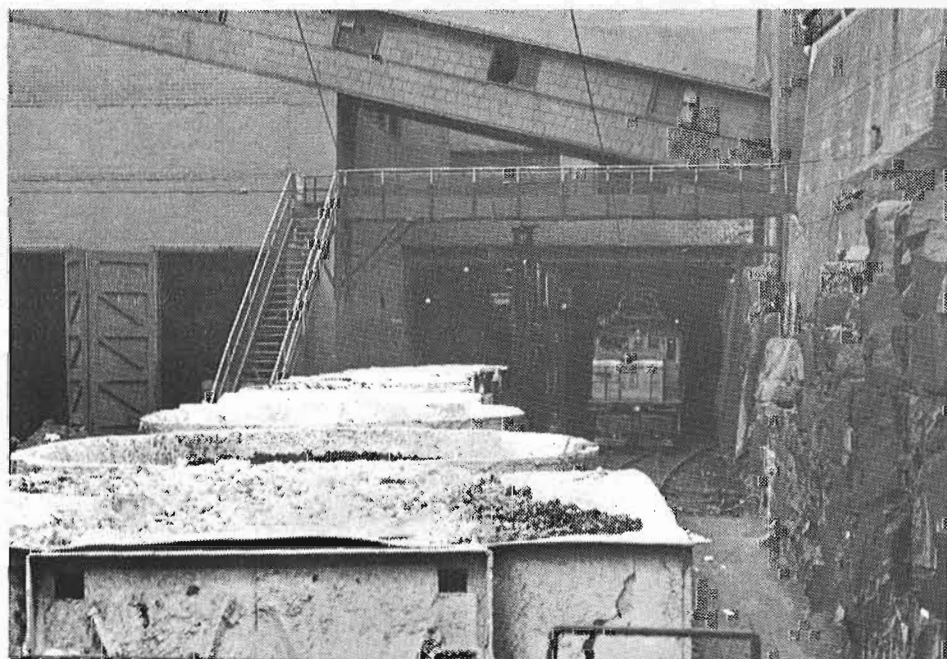
INCO Railway No. 125, a G.E. 85-ton electric locomotive built in 1950.



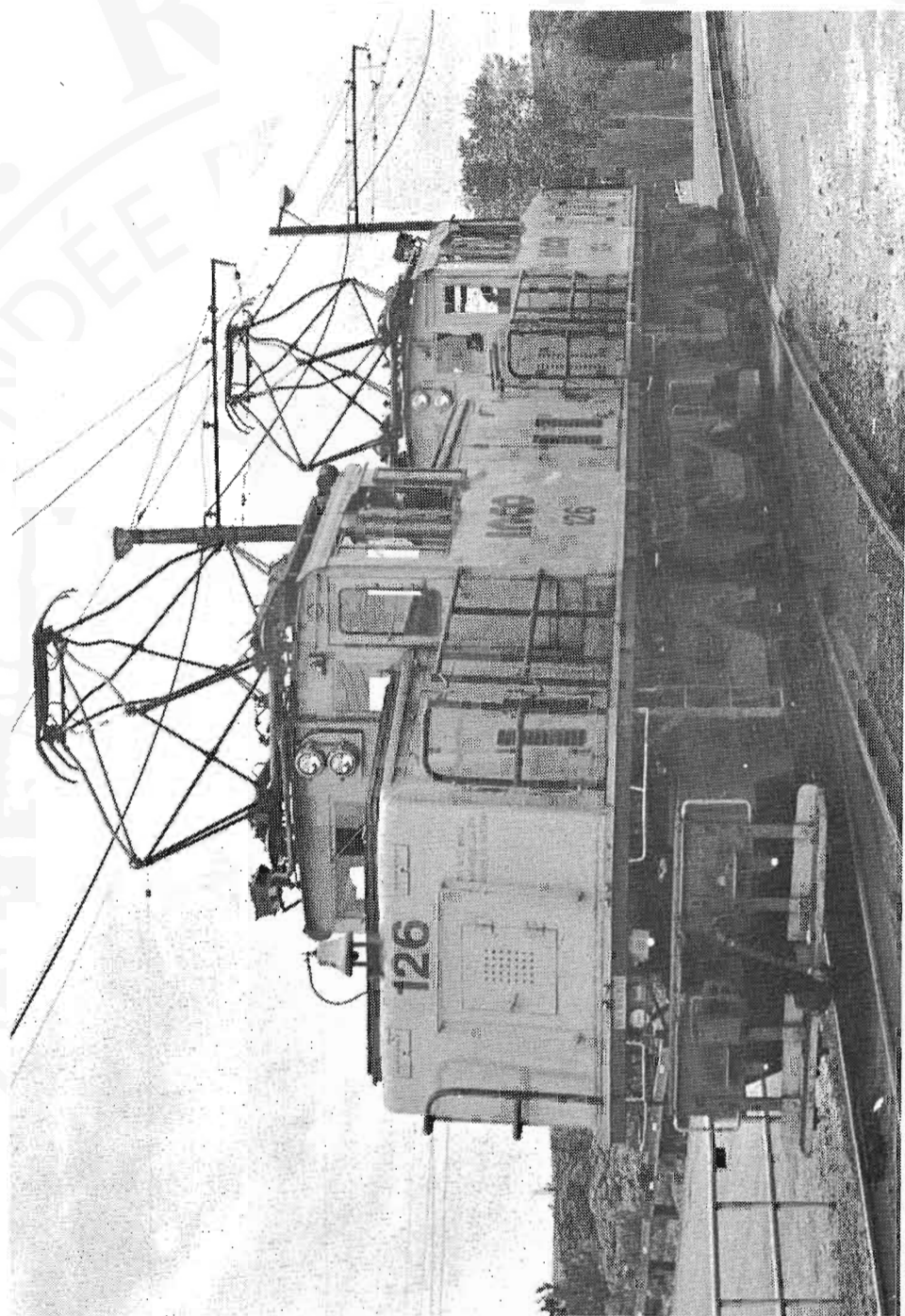
NOW OUT OF SERVICE, No. 109, a 50-tonner built by Westinghouse in 1919 is depicted in the old colours of the INCO Railway.



THREE GENERATIONS IF INCO RAILWAY LOCOMOTIVES are shown in the shop at Copper Cliff Ontatio in January 1980. From left to right we see No. 101 (Westinghouse 50-ton 1919), No. 113 (G.E. 100-ton 1938) and No. 119 (G.E. 100-ton 1953).



PULLING SLAG CARS FROM THE SHELTER at the INCO plant at Copper Cliff. The locomotive in the building is No. 118.



A PAIR OF G.E. 85-TONNERS built in 1950, Nos. 124 and 126 set out to the mine.

BERMUDA'S RATTLE AND SHAKE RAILWAY

By: DAVID E. STEPHENS Curator, Musquodoboit Railway Museum.

It cost more per mile to construct than almost any railway line in the world; its operation was one of the most care-free; it was out-done by the automobile; and its loss is still mourned by those who loved her. That was the old "Rattle and Shake" railway of Bermuda.

The British Colony of Bermuda is a group of self-governing islands in the western North Atlantic, about 600 miles from North America. Because of the warming influence of the Gulf Stream, Bermuda has just two basic seasons - summer and not-quite-summer. The Colony is only 21 miles long and has an average width of one mile.

Prior to the end of the Second World War, the only means of public transportation on land, other than bikes and horse-drawn vehicles, was a motor bus known as the "Scarlet Runner", which poked along between St. George's and Hamilton. Even though it operated with the permission of the government, the machine had such a bad effect on horses that the experiment in public transit soon ended.

In 1924, the House of Assembly took up the issue of a railway. As the government wanted to keep Bermuda "unhurried", it was argued that a railway would aid in keeping out the automobile. On the other hand, some felt that such a venture would have financial and esthetic side effects. One critic of the railway said it would be like placing an "iron serpent in the Garden of Eden". Eventually the idea for a railway won support, and construction began in 1926.

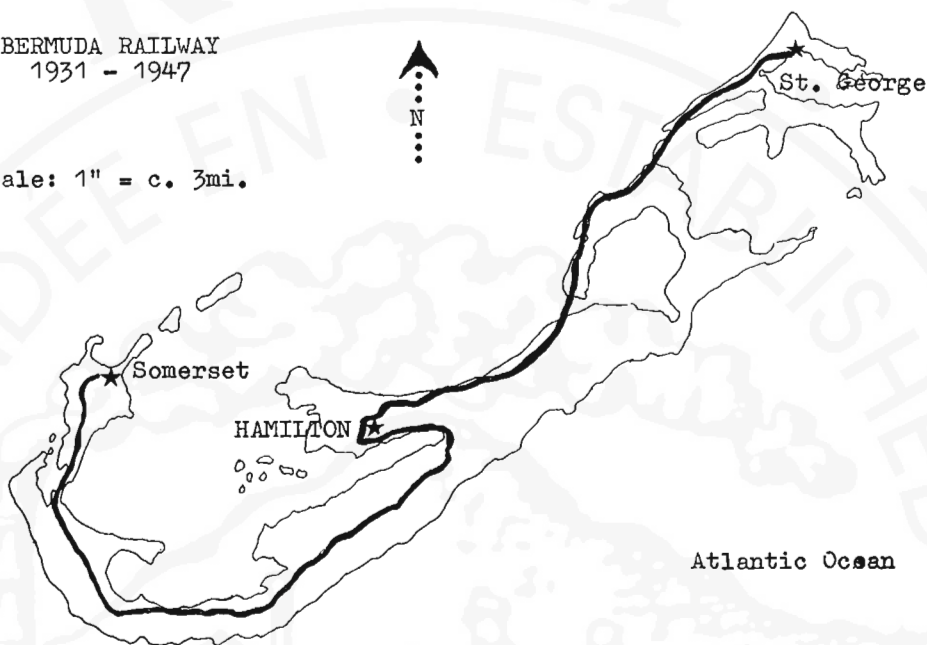
Investors from England put up over £750,000 for construction and equipment. Although the total cost of the line was never known for sure, estimates run close to a million pounds (about \$3 million). It had the reputation of being one of the most expensive railways per mile to build.

The Bermuda Railway was officially opened on October 31st (Halloween), 1931, when the western half from Hamilton to Somerset was completed. Travelling in the primrose yellow coaches was the Governor, His Excellency Sir Thomas Astley Cubitt, KCB, CMG, DSO, as well as about 150 other notables. Leaving Hamilton for the twelve mile trip, the small gasoline-driven cars couldn't make a steep grade and most of the passengers had to detrain and walk up the hill. The inaugural run of twelve miles took over an hour to complete.

When it was finally completed, 25 miles of narrow-gauge track had been laid. One of the problems related to construction costs was the fact that over two miles of track was constructed on 22 steel bridges and 34 wooden trestles. The line crossed sections of open ocean nine times, with the longest bridge across the span of water from Coney Island to Ferry Point, at the entrance to Castle Harbour.

BERMUDA RAILWAY
1931 - 1947

Scale: 1" = c. 3mi.



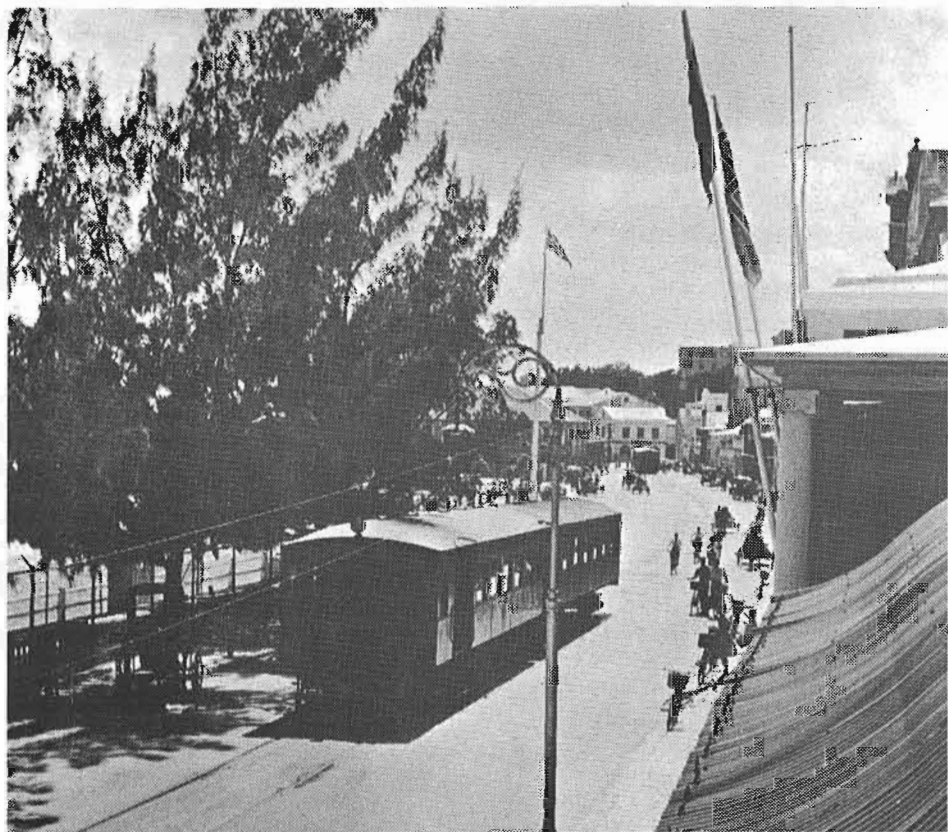
MAP DRAWN BY THE AUTHOR

While it may have been one of the most expensive lines, it also was one of the most beautiful. Skirting the coral shore line, dipping through limestone cuts, hedging large estates, and banded by miles of flowers, it provided locals and visitors alike a rare and fantastic view of the islands. On a windy day, the little cars would sway their way across open trestles, with the sea licking up into waves below. If the day provided a little rain, passengers might have to jump off and toss a few handfuls of sand under the slipping wheels. Schedules were printed, but seldom adhered to, and once in a while the train would develop "a sort of galloping paralysis" and it wasn't uncommon for it to just stop altogether. While this didn't exactly please all the passengers, it wasn't considered too great of a disaster. In those days, in Bermuda, no one really was in a hurry anyway, so what to some was a delay, to most was just a chance to relax. With 45 "scheduled" stops (stops were called "Halts"), the trip from St. George's to Somerset took two hours, if no problems were encountered.

One trip is recounted as the day the driver fell out of the cab, leaving the train without an engineer. Using great will-power, the superintendent caught up to the train, by chasing it on foot, as it slowed down on an upgrade. Jumping on board, he was able to safely complete the trip for the driver. There seems to be little wonder that it became known as "Old Rattle and Shake".

While the line did pay operating costs, there wasn't a cent left over to cover depreciation of equipment, let alone a profit for the investors. When the government decided, after the war, to allow one automobile per family, the days were numbered for the little railway. The Bermuda government purchased, in 1945, the failing line for 115,000 and attempted to operate it for a short period. While efforts were made through public opinion to maintain the railway, progress finally won out and the line was sold to the old British Guiana government for 86,000.

At midnight, the 31st of December, 1947, the "last spike" was the first one to be removed by railway officials and a small group of interested citizens.



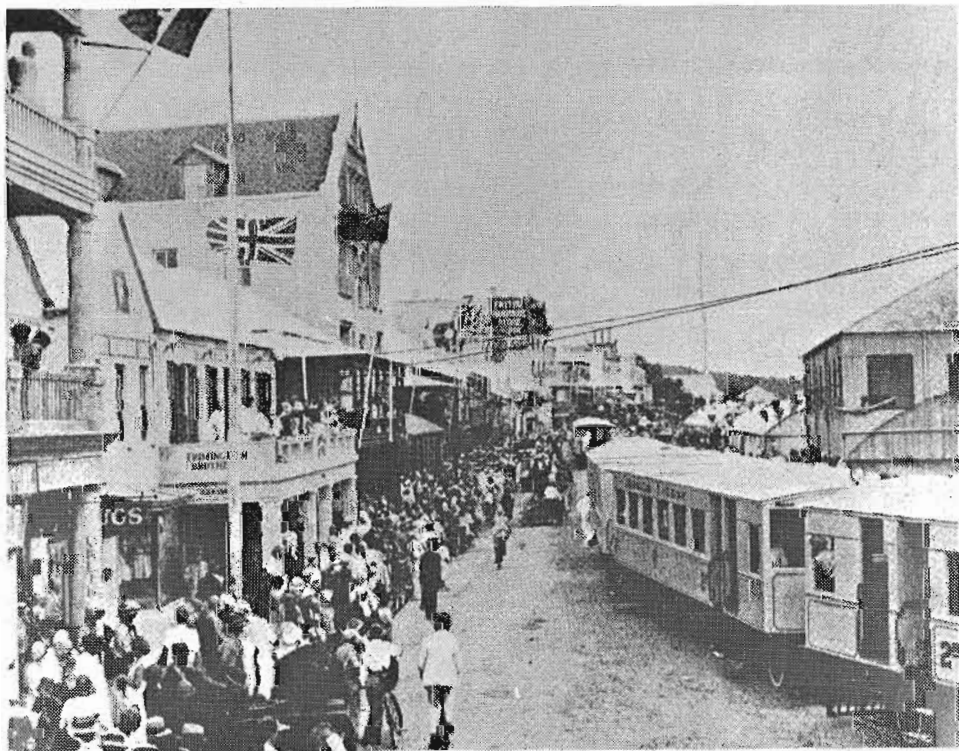
ONE OF THE CARS OF THE BERMUDA RAILWAY heads into the capital city of Hamilton during the early 1940's. Opened in 1931, and closed in 1947, the railway gave way to the age of the automobile.

Bermuda News Bureau photo.

During a decade and a half of service, the tiny line of 25 miles had carried over 14 million passengers over 3 million miles.

An old friend of writer Ronald C. Mahnke once told him, "It don't make no sense to me, tearin op'e r'ad. Now ahm got t'board 'e bus and ride to town all cramped op. Boy don't tell me that old railroad didn't make money! Just look at those uniforms 'e conductors weah! They look like bloomin generals, with all 'at brass and khaki 'n stuff. Make no error 'bout it mate, it was de worse thing they coulda did." And there are still many people in Bermuda who even today, 30 years later, still wish that the railway was back again and that cars and trucks were no more on their island.

Today, much of the old right-of-way can still be found. While all that remains of many of the bridges are hugh stone pillars, most of the line of land has been retained as walking trails, bicycle paths and horse riding trails. From the former roadbed can still be seen some of the most beautiful scenery on the islands. So if you plan a trip to this Garden of the Atlantic, be sure to retrace one of the most romantic railways in the world.



THE BERMUDA RAILWAY when it made its first trip into the capital city of Hamilton in 1931, drew a huge crowd of spectators. The railway lasted only sixteen years.

Bermuda News Bureau photo.

WHAT'S IN A NAME ?

By Mervyn T. Green.

People have always dreamed up nicknames for the things about which they feel strongly, and railroads have been no exception. From the very early days in England, men have been inventing names for rail companies, usually reflecting that company's hopes and failures. One of the earliest such names was applied to the Great Western Railway, which provided a route from London to Plymouth by way of Bristol. Built by Brunel (and now the scene of Britrail's Inter-City 125 trains), this route was known as "The Great Way 'Round", until new cutoffs were built at Westbury and Frome, so reducing the Paddington-Exeter-Plymouth-Penzance distance via Newbury by 20.4 miles. Subsequently, pride in the GWR was shown by many of its employees, who would refer to their line as "God's Wonderful Railway". An amusing nickname was also used on the Manchester, South Junction and Altrincham Railway (a commuter line, shorter than its cumbersome title): "Many Short Journeys and Absolute Reliability".

Canada soon adopted similar habits, with nicknames for many of the local lines planned in the last century. In B.C., the main target of such names has been the British Columbia Railway (Bennett's Crummy Rip-off), particularly when it was known as the Pacific Great Eastern and development was stalled, with construction only completed between Squamish and Quesnel. It has been variously known as:

Premier's Great'Eadache
Prince George Eventually
Patience, Guts and Endurance
Past God's Endurance
Please Go Easy
Provincial Government Expense
Pretty Good Effort
Province's Great Enterprize

In other provinces, similar efforts have been made to characterize rail lines. A selection follows:

Algoma Central and Hudson Bay Rly

All Curves and Hard-Bumps
All Curves, Hills and
Bumps

Brockville, Westport & Sault
Ste.Marie

Bad Wages, Seldom See
Money

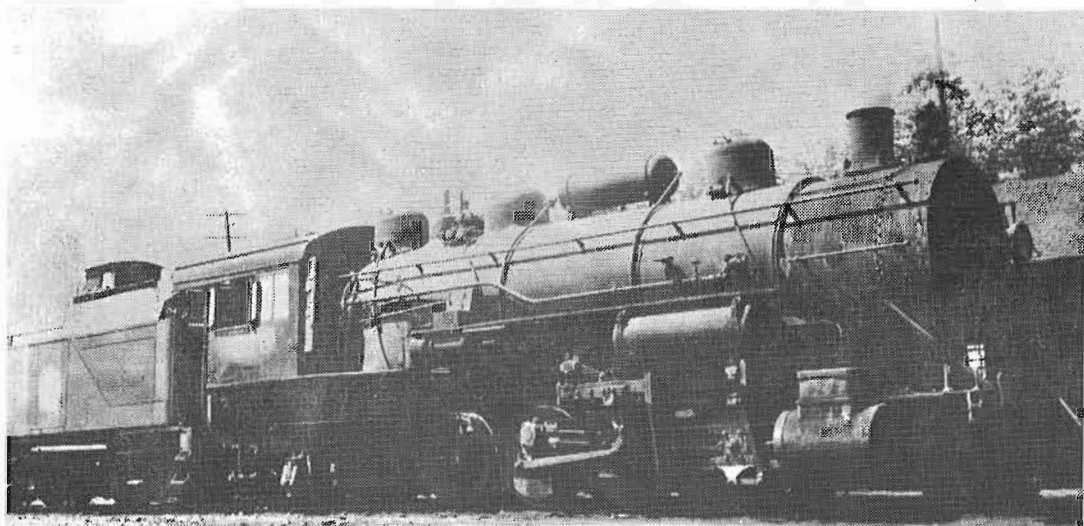
Kingston and Pembroke Railway	Kick and Push
Lake Erie and Northern Railway	Late Every Night Lose Each New Rail
London and Port Stanley Railway	Liverwurst and Pork Sausage Lost and Presumed Sunk Late and Poor Service Lousy and Poverty- Stricken
Northern Alberta Railways	Not Always Running Never All Right Nights Are Rotten
Ontario, Simcoe and Huron Union RR	Oats, Straw and Hay
Pontiac, Pacific and Junction Rly	Push, Pull and Jerk
Port Arthur, Duluth and Western Rly	Proverty, Agony, Distress and Want
Quebec, Montreal and Southern Rly	Quel Maudit Service (What Damn Service)
Temiskaming and Northern Ontario Rly	Time No Object Truly No'Ope
Toronto, Hamilton and Buffalo Rly	To Hell and Back Tired, Hungry and Broke Taken Home (to) Bed Tramps, Hobos and Bums

We would appreciate help from our readers to add to these samples, so that we can publish a further selection in a future issue.

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Mystery Locomotive



Our member Dale Wilson of Sudbury Ontario sent this photo with the suggestion that someone might be able to identify this locomotive.

Some years ago it seems as if someone thought it was an Algoma Central locomotive. However Mr. Wilson says that "Nothing I've been able to dig up even BEGINS to suggest that this locomotive, or anything like it, ever saw the ACR."

There are some unique features that make the loco stand out: The number 216 is clearly in place by the headlight and on the cab; the "doghouse" on the tender wasn't used by too many roads; the extra air tank on the top of the boiler.

Our guess is that the machine belonged to one of the iron ore carriers, probably in the Lake Superior country in the United States.

Any information as to the identity of this engine will be very welcome.



The business car

ON APRIL 27, THE DEPARTMENT IMPLEMENTED A ONE YEAR EXPERIMENTAL transit-taxi service in the Riverdale community.

The Riverdale Transit-Taxi service will test the idea of a fixed schedule and fixed route type of subsidized taxicab service. This transit-taxi service will replace the regular bus service in Riverdale at night, on Sundays and on statutory holidays.

For two years, Edmonton Transit has examined various methods of providing a functional level of transit service for the Riverdale community (outside of regular service hours) which would not contribute a significant loss to the Department's revenue. A study conducted by Edmonton Transit in 1979 showed that after 6:00 p.m. and on Sundays and holidays, the transit service provided to Riverdale was under-utilized. The cost of operating a conventional transit vehicle in this area was inefficient and therefore the Transit-Taxi service will reduce the cost of the service to the City and still provide the necessary and desired transit service in Riverdale. A brochure providing complete details about the Riverdale Transit-Taxi service is available from the dispatch office at the various garages.

At an age which would be past retirement for most, a new "worker" has applied to join Edmonton Transit. The LRT construction project is to be aided by an electric locomotive purchased from British Columbia Hydro, its second owner. The engine was built in 1912 for the Oregon Electric Railway, which in the days when railways and locomotives were built "sound as a dollar" operated a network of passenger and freight lines south from Portland.

The new employee is at Cromdale, where she is being given a physical. If hired, a "training" program will follow.

(EDMONTON TRANSIT NEWS)

FIFTY-FIVE YEARS AGO THIS YEAR, A FAST TRAIN BEARING A SPECIAL cargo of silk from Japan steamed out of Vancouver on a 74-hour run to the east-coast hosiery mills and manufacturers.

This first CN "silk train" carried about \$6 million worth of silk and the heavy insurance costs, based on elapsed time in transit, made it imperative the train cover the distance in as little time as possible.

Another reason for the fast run was that silk deteriorates if not kept dry and the bales and their contents were easily damaged. Silk was also sold on the east coast on a commodity market and it was important to deliver it for sale before prices changed.

As a result, silk trains ran at top speed and had priority over all other traffic. While regular passenger traffic took 107 hours to operate between Vancouver and New York via Toronto and Buffalo, the silk trains barrelled through the run in an average 74 hours with all other traffic obliged to make way.

Upon arrival, the silk was sold to manufacturers for making into ribbons, neckties, wall hangings, ball gowns and most important of all, silk stockings for the ladies.

The bales of silk worm cocoons which arrived on swift ships from the Orient were moved in special cars lined with varnished wood, sheathed in paper, airtight and sealed so that neither moisture nor thieves could attack the cargo.

During the years between 1925 and 1932, CN operated more than 100 silk trains. Also in the silk train business were some American railways and the Canadian Pacific.

However, the advent of synthetics and "nylons" instead of silk stockings and the Depression brought this great era to a close in the mid-thirties. The Second World War put a final end to silk imports from the east and the silk trains passed into railroading memory.

KEEPING TRACK

TWO DECADES AFTER OFFICIALLY STRIKING STEAM LOCOMOTIVE SERVICE FROM the engine roster across Canada, CN Rail is retiring Mountain-Type 6060 from special duties.

While locomotive 6060 is retiring from the CN Rail roundhouse, she is returning west to be turned over to the province of Alberta, possibly to play a role in the province's 75th anniversary celebrations.

Known to her fans as Bullet-Nosed Betty, 6060 was built at Montreal Locomotive Works in 1944, as the last new steam engine design for the CNR. She was designed for fast passenger train service on the Montreal-Toronto and Montreal-Ottawa lines.

SENT WEST IN '55

Then in 1955, when diesel-electric passenger locomotives took over, 6060 was sent out west with an oil-burner conversion, making her ideal for a territory where oil was readily available.

But her days were again numbered. In 1944, when she was built, CNR had 2,524 steam locomotives on the roster. By the end of 1959, only 965 steam locomotives remained, with many of those only on standby duty.

On December 31, 1960, that fateful two decades ago, all remaining steam power was struck from the books and most of them faced the cutting torch and the scrap pile.

SOME WERE SAVED

Some, however, were given new stationary homes near railway stations, with rail museums and in historical collections.

And so it was that 6060 was placed on a pedestal, a concrete slab, to be exact, at the CN station at Jasper, Alberta.

She rested there from 1962 to 1972 when she was recalled to special duties as a CN steam excursion locomotive.

"We've given 6060 a good shot since 1972 when she was taken from that concrete display platform," recalled Howard Easton, general manager, passenger, CN Rail.

Most of her excursion running has been out of Toronto and Montreal and her last live operation under CN Rail auspices was scheduled for Toronto on July 26."

LAST EXCURSION ENGINE

Although steam ended officially on CN lines at the end of 1960, locomotive 6060 was the last of various steam locomotives which CN maintained over the last 20 years for steam excursion purposes. Oldtimers, and some not so old, will remember engines 6153, 6167 and the famous 6218.

The transfer of locomotive 6060 to the province of Alberta, which in turn is placing 6060 in trust with the Alberta Pioneer Rail Association, also brings her closer to an old and steady friend named Harry Home.

Harry, a CN Rail locomotive engineer, admitted in an interview; "I'm biased towards the old girl.

"I looked after her when she was on the concrete slab and I think she still has 20 years left in her.

HIS ENGINE RETURNS

"As far as I'm concerned, I'm getting my engine back. I came down east on my own time to help bring her back west from Toronto."

The 47-year-old locomotive engineer is local chairman of the Brotherhood of Locomotive Engineers, Jasper school board chairman and thus the town's unofficial "mayor," and a member of the board of directors of the Alberta Resources Railway, the first employee and union man to be given a seat on a railway's board of directors.

Still to be decided for 6060 are an extension of her boiler certificate, due to expire in September, and eventual retubing, a major and costly steam locomotive repair task.

But whatever happens, 6060 is back home in the west again, an oilburner in Canada's oil province.

KEEPING TRACK

IN 1980, CN RAIL WILL BUY ABOUT 300 MILLION GALLONS OF FUEL TO MEET transportation and heating needs.

Keeping in mind rising fuel costs and eventual oil scarcity, CN Rail has launched a special fuel conversation campaign which is aimed in particular at locomotive engineers.

Studies made by the CN Rail technical research centre here and a one-year testing program on the Prairie Region have demonstrated that it is possible to reduce fuel use by a new locomotive-handling procedure.

The procedure consists of placing locomotive throttles at a lower level or position and avoiding braking action, if possible. If braking is necessary, then brakes are applied as lightly as possible while reducing the throttle position even further.

Through this program now being initiated, CN Rail hopes to reduce its fuel consumption per gross ton-mile by at least one per cent, which would mean a savings of \$1 million.

To achieve this saving, CN Rail is counting on the co-operation of locomotive engineers and master mechanics.

As part of the goal of selling the concept to train personnel, Paul Branson, regional master mechanic, has criss-crossed the St. Lawrence Region in his travels since March 1.

He invited locomotive engineers to attend an information session at their home base, a session which included a slide-sound presentation explaining the new operating methods. There was a general discussion following each slide presentation.

Mr. Branson said he was delighted that so many locomotive engineers had attended the sessions and that they had become active participants in the program.

"The reaction of the locomotive engineers is positive. I believe they are more and more conscious of their role in energy conservation.

"It's principally on them that we are counting to attain our objective, because the success of our program wouldn't be assured without their co-operation."

He explained that during the period when the railway bought fuel for 13 cents a gallon, CN didn't trouble itself too much about saving fuel. At that time, the operating procedure was to have the throttle in the highest position and apply maximum braking as required.

Studies have shown that trains can be operated with lower throttle settings and moderate brake application and still meet schedules and avoid excessive train slack action.

The program includes other fuel conservation measures such as using automatic stop-valves when filling locomotive fuel tanks, checking locomotive fuel purchases and usage more closely and also heating railway buildings with natural gas instead of oil.

(KEEPING TRACK)

THANKS TO A JOINT MARKETING CAMPAIGN WORKED OUT BY CN AND A NUMBER of U.S. railways, fruits and vegetables from south of the border are moving in greater volume at a lower unit cost to the Ontario market.

This means lower consumer prices for fresh produce, said Al Burns, CN Rail's regional freight sales manager.

"California growers can ship large volumes of cabbages, citrus fruits and grapes to food terminals at a lower unit cost by rail than they can by road.

"This means a real saving for the family grocery buyer," said Mr. Burns.

The metropolitan area alone received more than 365 mechanically refrigerated cars a month from CN Rail at the height of last year's import season. The largest increase was in grape shipments which went up 125 per cent over the previous year.

The key to this latest push to capture more of the perishables business is the priority given to this through traffic from California - some of it destined as far away as the Atlantic Provinces.

"This allows us to provide freshness and dependable service," said Gus Cosentino, U.S. general sales manager for CN Rail, who negotiated the interline arrangements.

The specially handled produce is brought more than 4,000 miles through the international gateway at Sarnia where the cars are inspected and switched into eastbound CN Rail freight trains.

Trucks, which transported much of the perishables traffic in the seventies, are now only slightly faster than railways - California tomatoes take four days to get here by truck and six days by rail, due to the interchange connections the trains must make.

But, Mr. Burns explained, the train's ability to move bulk loads compensates for the speed advantage of the truck.

However, trucks don't always compete with the railway. Occasionally they complement each other. CN Rail is experimenting with piggyback service to carry fresh produce. Ramp-to-ramp time is cut to five days by shippers who move their own truck trailers on rail flat cars.

"We are having some success with California oranges transported this way to Toronto," said Mr. Cosentino.

The basic service, which calls upon the combined resources of major U.S. railroads, with over 10,000 refrigerated cars, extends to other produce along the route.

"For instance, the U.S. railroads may pick up onions in Oregon," he added.

Larger volumes also mean less fuel consumption. The growing cost of keeping trucks on the road underlines the energy efficiency of the railways.

Trains move twice the freight that trucks do when all commodities are considered - yet they use half the amount of fuel.

"Soon that will make a real difference in the cost of each tomato or orange," said Mr. Burns.

A key connection for CN is its U.S. subsidiary, the Grand Trunk Western, which operates in the U.S. midwest. GTW, in turn, is linked to a wide variety of railways.

"Some are quite large, such as the Southern Pacific and the Union Pacific which have an excellent reputation for a service they call the Salad Bowl Express," said Mr. Burns.

"The other major route starts with the Santa Fe railway."

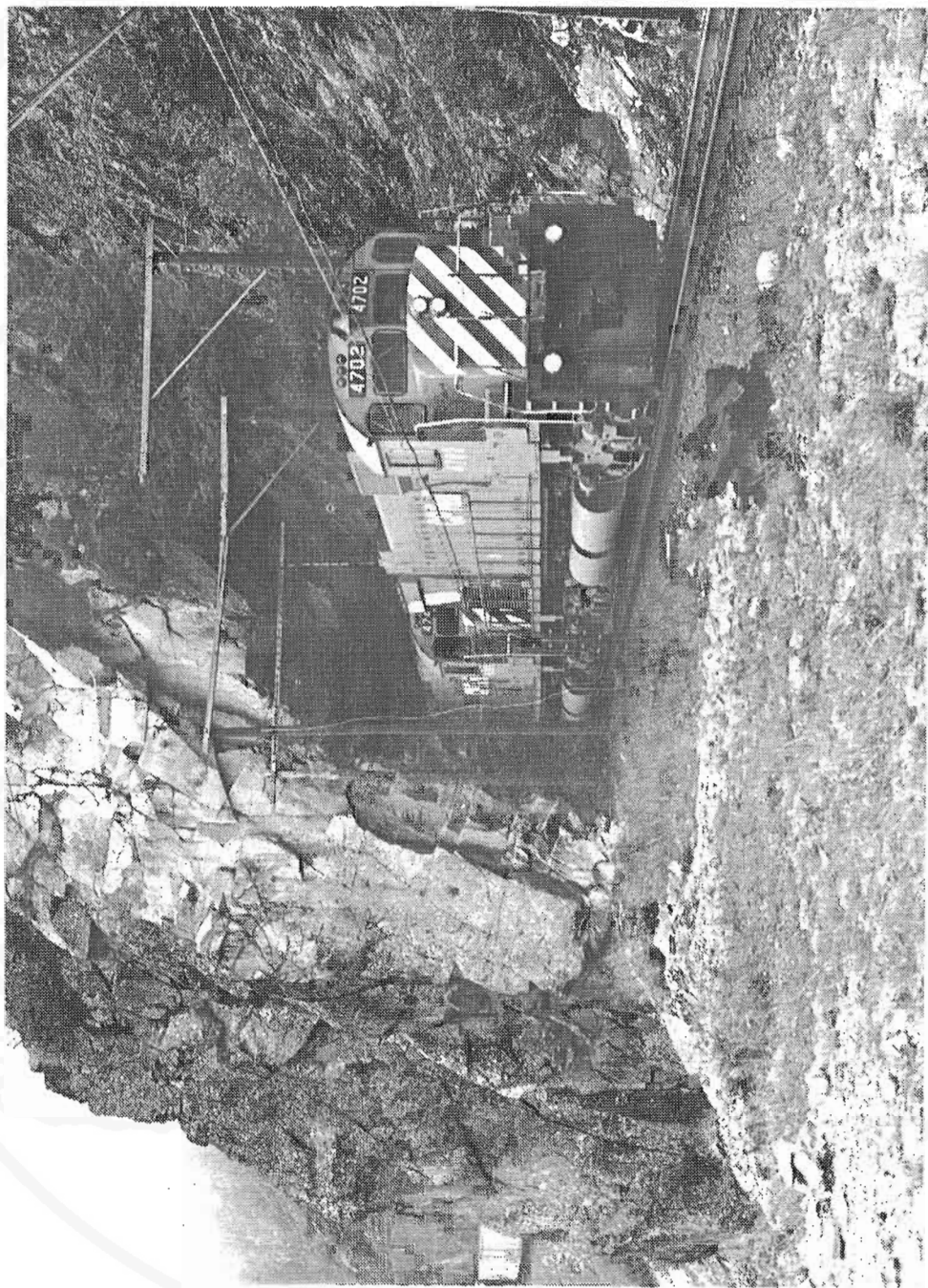
It is perhaps a sign of our energy conscious times that distribution costs are becoming such a large portion of the total price charged for consumer goods.

Mr. Burns said he believes this new rail service will help keep produce prices from climbing out of reach of the consumer.

(KEEPING TRACK)

CP RAIL TO MALONE: CANADIAN PACIFIC HAS BEEN ACTIVELY NEGOTIATING with Conrail to acquire its' subsidiary, St. Lawrence & Adirondack, which CR wants to drop account difficulty with Canadian and Quebec regulations. CP wants in to growing industrial areas at Valleyfield and Beauharnois. The original charter was for service Malone to Montreal, thus CP would acquire operations right into Malone, NY. A CP hi-rail has already been observed covering the entire line. (Northern RR Ass'n)

(VIA THE 470)



ON THE NORTH SHORE OF LAKE SUPERIOR, at Canadian Pacific's Mink tunnel (Mileage 79.2 Heron Bay Sub.) on Monday June 2 1980. This view shows 4702 and 4741 just emerging from the tunnel, at the head-end of a long freight train. This tunnel is in a very remote location, and is a three-mile walk from the access at Caldwell.

Kenneth A.W. Gansel.

ROBERT BANDEEN, CN PRESIDENT AND CHIEF EXECUTIVE OFFICER, TOLD a news conference held by Transport Minister Jean-Luc Pepin that the next phase of CN development is "a major building program almost as large in scope as the original building of the transcontinental railway."

Mr. Bandeen said CN believes it has successfully extended its existing capacity about as far as possible with the existing plant, and that the next step involves double-tracking "those areas which represent the priority needs" - mainly main-line sections in western Canada.

"Our traffic projections show that the major traffic growth will continue to be in the west and primarily west of Edmonton. We are, therefore, concentrating our energies and available capital where it is most needed and where it will do the most good.

"The key area is the so-called 'throat' between Edmonton and Red Pass Junction where there is at present no alternate route. The first 20 miles west of Edmonton has already been done. Another 10-mile section is under way.

"Work has begun on parts of a 70-mile section east of Red Pass, and this is scheduled for completion by 1985, and we expect to have to complete the balance in this throat by 1988.

"Construction has started on a 12-mile link between Valemount and Tête Jaune which will provide a dual connection between the B.C. north and B.C. south lines. This project, in effect, gives 28 miles of double track common to both lines.

"On the B.C. north line to Prince Rupert, our annual traffic is some 10 million gross ton miles at present and we feel that, without extensive adjustments, this level can be doubled. Beyond that, there would need to be heavy spending on track foundation and centralized traffic control systems.

"West of Valemount to Vancouver, we are studying double-tracking alternatives and a \$3 million feasibility study is now being conducted.

"East of Edmonton to Winnipeg, the existence of the prairie north line offers some relief, particularly for traffic which is not time-sensitive. With the siding program and the building of selected small sections of double track, we feel we can increase the traffic carried on this stretch without embarking on a major double-tracking program at this stage.

"But study on this and other projects is a continuing exercise for the railway."

Mr. Bandeen added that no discussion of traffic growth would be complete without specific reference to the movement of grain.

"This is already a major part of our operation, in that 35 per cent of the trains we operate west of Edmonton, and 26 per cent of our total gross ton miles, are devoted to grain. But as I've pointed out many times, less than four per cent of our revenues come from grain.

"This whole plant expansion program is based on our ability to provide most of the necessary capital out of retained earnings. You can see, therefore, that it is essential that we are paid commercial rates for any commodity - and especially one which represents about a quarter of our workload.

"We need commercial rates for hauling grain so that this important commodity - for CN and for Canada - will contribute to the generation of the capital which is vital, not just to the building of the necessary double track, but to its continuing maintenance."

(KEEPING TRACK)

WELCOME TO NORTH COUNTRY RR: THE NORTH COUNTRY RAILROAD CORP. WHICH began operating on April 3, between headquarters Ogdensburg NY and Conrail, 20 miles, to DeKalb Jct, NY, using an Alco 1000HP, ex PRR #4828, their #100, painted yellow and green, similar to MeC. They are operating Mon-Fri to Dekalb plus switching St. Lawrence Pulp & Paper Corp. mill on weekends. The line is still owned by Penn Central, although St. Lawrence County is preparing to buy the property. NCRC is equally owned by Genesee & Wyoming Industries, (owner of G&WRR) and ATE Management and Service Co. NCRC has already approached the Northern RR Ass'n concerning their 500 line coaches, account being interested in running excursions with them this summer. (Nor. RR Assn)

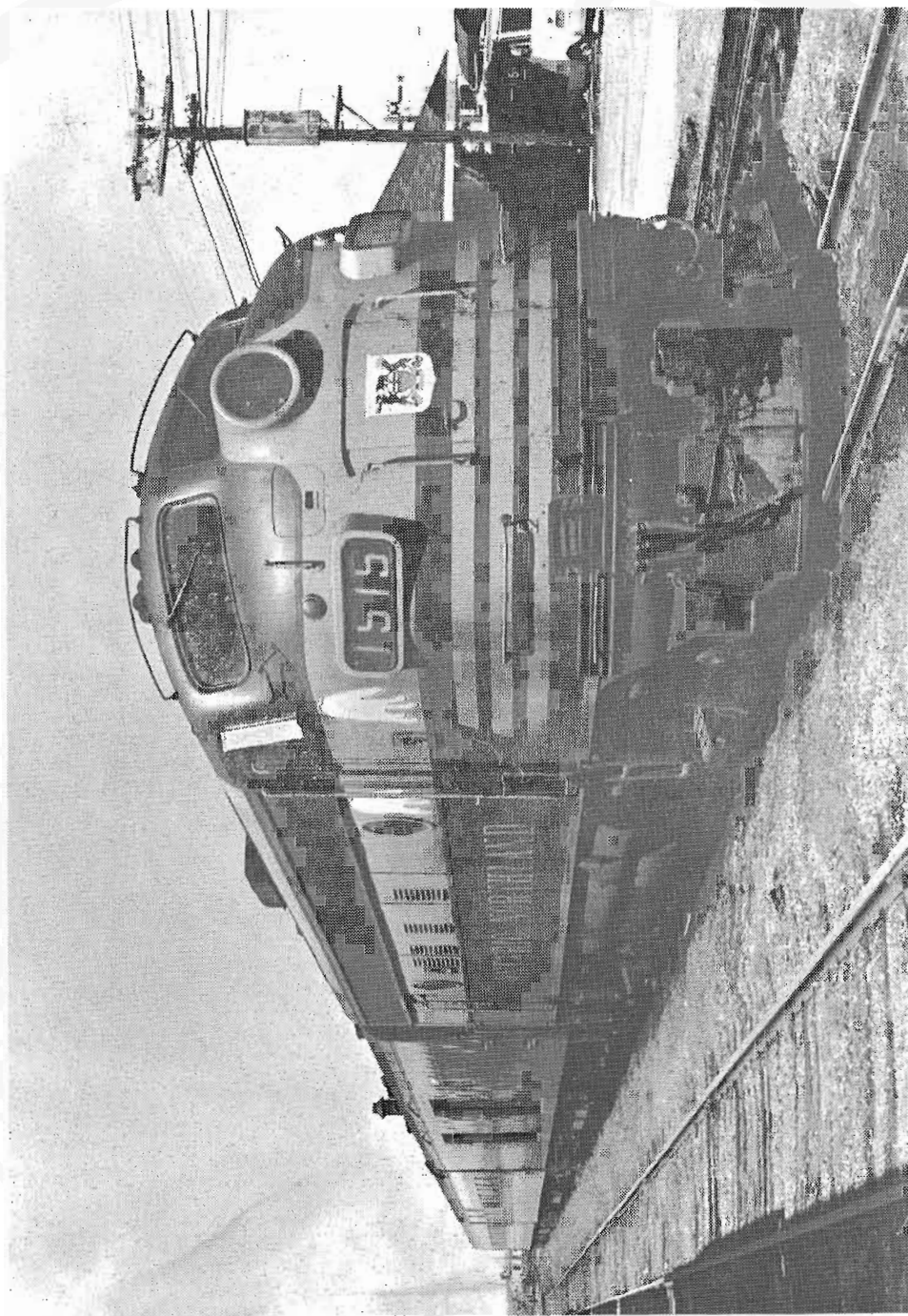
(VIA THE 470)

ST. LAWRENCE SERVING OTTAWA: THE ST. L. HAS NOT ACQUIRED THE OLD CP car ferry and rail line across the seaway, but E.B. Eddy Co, the Canadian Paper manufacturer, located in Hull Quebec, has found that international freight rates are so much higher than interstate rates, that it is cheaper to truck paper across to Ogdensburg NY and trans-load them in box cars for U.S. destinations. (Nor. RR. Assn)

(VIA THE 470)

CONRAIL'S 4 SMALL CANADIAN LINES: CANADIAN TRANSPORT COMMISSION has approved CR's continued operation of the DETROIT RIVER TUNNEL CO., CANADA SOUTHERN RAILWAY CO., NIAGARA RIVER BRIDGE CO. and the ST. LAWRENCE ADIRONDACK RLY CO., but they must await a final decision from C.T.C. after CR has laid out a plan to correct operational deficiencies before they can acquire bankrupt Penn Central's interests in the roads, which they sought to do in 1980. (WHK)

(VIA THE 470)



ONTARIO NORTHLAND FP7-A No. 1515 on C.N. train THE NORTHLAND at Kapuskasing, Ontario in July 1978, awaiting the return trip to Toronto.

Scott B. Anderson.

A GIANT DOOR HAS BEEN OPENED TO SOUTHERN UNITED STATES FREIGHT traffic with the Grand Trunk Western's stock purchase of the Detroit, Toledo and Ironton Railroad for \$25.2 million.

GTW president John Burdakin said: "The successful consolidation will be good for the public and a boost for rail transportation.

"We have the potential of increasing greatly the traffic now moving via the DT&I through the Cincinnati gateway."

The last hurdle for GTW, a subsidiary of Grand Trunk Corporation, a wholly-owned subsidiary of Canadian National, is Interstate Commerce Commission approval of the purchase agreement.

The ICC gave us approval to negotiate a purchase of the DT&I last December 3. The commission will now review the purchase agreement to ensure that it is within their approved guidelines," Mr. Burdakin explained.

Adding the 588 miles of DT&I trackage, which includes a mainline route between Detroit and Cincinnati, brings total GTW mileage to 1,517 miles.

GTW has had friendly connections with the DT&I that have worked for years, with both railroads competing with the larger eastern carriers.

The combined system will increase efficiency, provide better service and produce greater financial return than the two railroads in independent operation.

"As a modest railroad system, we will have greater economic resources and provide more formidable competition in the market dominated by the N&W, Chessie and ConRail," Mr. Burdakin said.

The DT&I is being purchased from the Pennsylvania Company, a subsidiary of the Penn Central Company.

Mr. Burdakin said the DT&I operated independently of the Penn Central and that "the DT&I property has been well-maintained but we plan on eventually spending \$12 million to further improve track and signal equipment.

"We also are acquiring 12 diesel locomotives - some with less than 100,000 miles of service - and 700 freight cars from the Rock Island railroad. This helps us meet our over-all anticipated equipment needs over the next few years," Mr. Burdakin said.

"We think the consolidated operation will help us weather traffic fluctuations, such as we are experiencing currently with the cuts in production in the automotive industry," he added.

The ICC's approval last December confirmed an initial decision in July by the ICC administrative judge favoring control by GTW rather than joint control by the Chessie System and Norfolk and Western.

The commission, in its December ruling, viewed the GTW end-to-end merger as preferable and would result in maintaining competition in the Detroit-Cincinnati corridor. It also said it considered the

Chessie-N&W proposal anti-competitive, a claim made by GTW in its argument before the ICC.

The battle for control of the Detroit, Toledo and Ironton Railroad began in October, 1977, when Chessie and the N&W offered to buy the railroad for \$23.6 million, plus advances and interest to consummation, bringing the total now to \$30 million.

GTW immediately challenged the move as detrimental to competition and to the financial future of smaller railroads. It countered with its own proposal to merge the DT&I with GTW.

The GTW merger position gained powerful support from the anti-trust division of the U.S. Department of Justice. Ford Motor Company, Procter and Gamble Company, Rail Public Counsel and others.

In approving the GTW proposal, the ICC made ruling concerning labor protection. Barring severe decline in traffic, the agreement does not allow any reduction of the work force, except by retirement, death, and discharge for cause. It also includes various employee benefits involving retraining, relocation and reimbursements.

GTW has already reached agreements with labor unions representing all employees on both railroads.

Absent from the ICC ruling were traffic protective conditions, normally included in any merger approvals.

In its ruling, the commission said "... we see no need to impose traffic protective conditions on small and geographically limited carriers here for the protection of large, operationally competitive and financially healthy carriers."

Mr. Burdakin summed up GTW's feeling about the merger by saying: "This is a great moment for us."

(KEEPING TRACK)

CP RAIL INTERMODAL-PHASE II: A \$20 MILLION APPROPRIATION TO cover 525 containers, 175 cars with cushioned couplers and 3 container handlers, is a second phase of intermodal expansion by CP Rail. The new containers are 44'3" long, equipped with new type rubber door seals, extra strong doors with 4 lock-rods and cams, two porthole windows on each side for increased visibility, interior plywood, logistics tracks and square-load restraining bars line both walls and ceilings. The new units provide increased train capacity, with a mile long train handling 114 containers, as against 92 trailers, up 24%. The new container handlers have the advantage of the so-called "trombone" or telescopic chassis, which can adjust to handle containers from 20' up to the new 44' 3" units, thus handling any container in use world wide. Eventually CP Rail will be experimenting with a whole new range of container, stake and rack (now being tested in prototype), heated, refrigerated, even types to carry liquid and dry bulks. This expansion will eventually provide service coast to coast. (CRRail News)

CONSTRUCTION HAS STARTED ON THE NEXT PHASE OF EDMONTON'S LIGHT rail transit (LRT) line, extending the LRT westward beneath Jasper Avenue from Central Transit Station to 107 Street.

Work is underway at the west end (101 Street) of Central Station where crews are erecting a series of walls at the mezzanine and platform levels. These walls will act as noise and dust buffers separating the construction area from the public access area.

"Disruption to the public and to adjacent businesses will be minimal. Jasper Avenue traffic and pedestrian movement in the area will not be affected at this time", says Garry E. Weese, manager of engineering for the Department.

"The work taking place now", explains Mr. Weese, "is to prepare the west end of Central Transit Station for the arrival of the 'mole', a huge excavation machine which will bore the twin tunnels from Central Station underground to 107 Street. It is anticipated that this excavation work will commence in the next few months".

Edmonton City Council approved this \$70 million extension in November 1979. Edmonton Transit's LRT extension project will take several years to complete. It is projected that LRT service will be operating to the 107 Street area by early 1984.

(EDMONTON TRANSIT NEWS)



RS-10 locomotives Nos. 8475, 8587, 8750, lead units of C.P. freight No. 911, at a service stop in Webbwood Ontario in June 1977. Number 8125, a SW1200RS, handles switching chores in the Webbwood, Espanola area.

Scott B. Anderson.

UTDC AWARDED RESEARCH AND DEVELOPMENT CONTRACT BY LONDON TRANSPORT.

London Transport, one of the world's largest and most respected urban transit operators, has awarded a contract to the Urban Transportation Development Corporation Ltd. (UTDC) to develop technical designs for a steerable, rapid transit suspension system for use on the London underground system.

This contract comprises the first of a three-phase London Transport program aimed at reducing noise and wheel/rail wear problems on the underground. Later phases will include prototype testing and design work for production equipment for use in revenue service.

The current phase involves a contract of approximately \$200,000. Later phases are expected to entail several million dollars of engineering work.

Commenting on the agreement, UTDC President, Kirk Foley, says: "We are pleased to have been awarded the contract because it indicates the increasing international recognition and confidence in Canadian expertise in this field."

London Transport is one of the world's largest urban transit operators with a network serving 630 square miles and a staff of 60,000 to manage, maintain and operate 6,700 buses and 4,300 subway cars.

A steerable suspension system, or 'truck' permits vehicles to negotiate tight corners without producing a high degree of friction thus reducing noise and wear on rails and wheels. This reduction of wear contributes to significant savings in maintenance costs.

UTDC is a pioneer in the field of steerable suspension systems and has conducted work for the U.S., Canadian and Ontario governments. During its program to develop an advanced technology Intermediate Capacity Transit System (ICTS), the corporation gained a leading position in the research and development of steerable trucks.

UTDC Press Release



THE NORTHLAND in Kapuskasing, Ontario in July 1978, awaiting the return trip to Toronto. FP9-A No. 6528 is followed by FPA-4 No. 6772.

Scott B. Anderson.



BACK COVER

THE SAME PLACE, THE SAME TRAIN, but now it is Winter, March 1978 to be exact, as FP9-A No. 6529 and FPA-4 No. 6776 are waiting to haul the NORTHLAND on its return trip to Toronto.

Scott B. Anderson.

