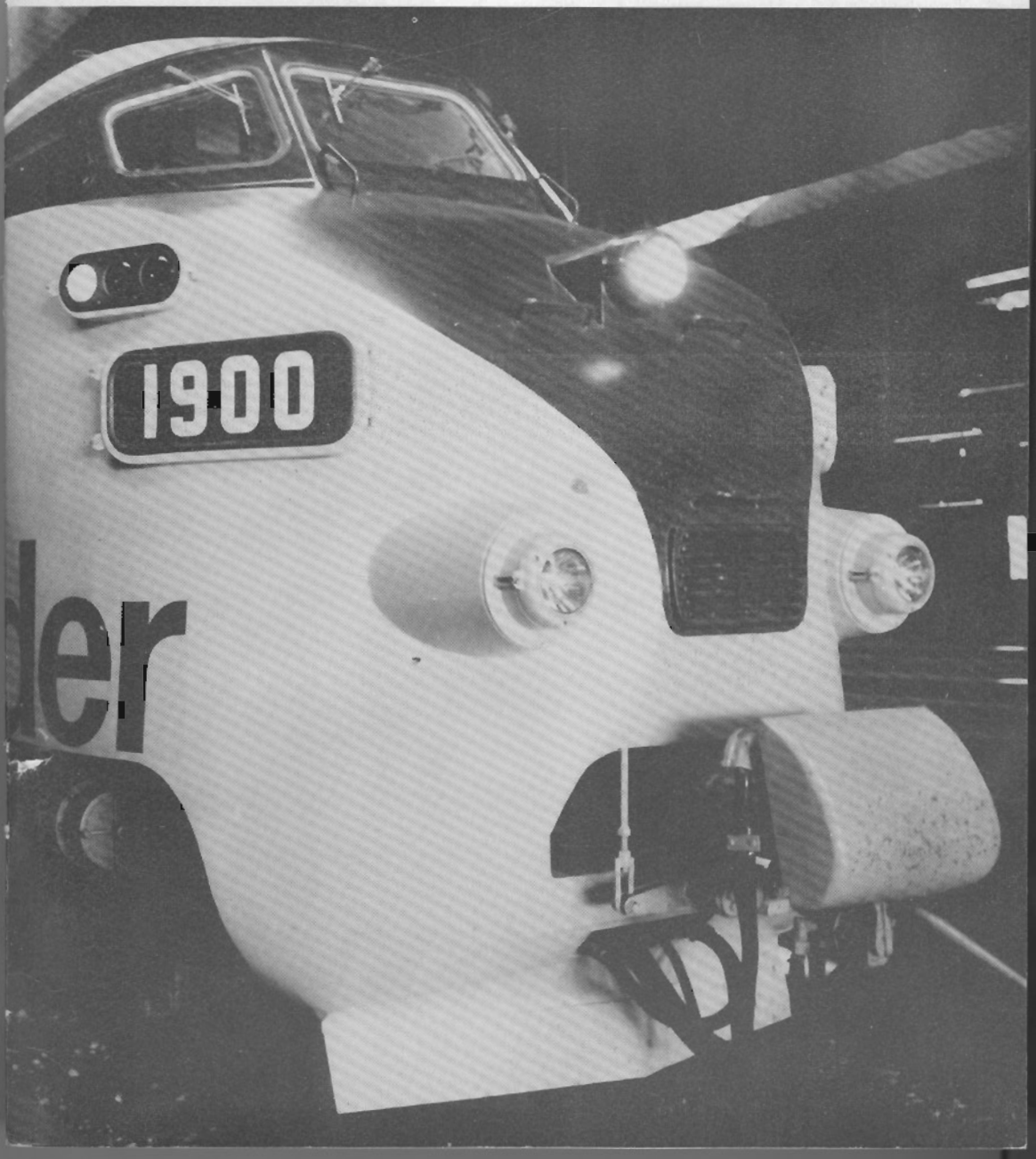
Canadian Rail

No.307
AUGUST 1977




1900
1900
CN Washago

CANADIAN RAIL

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OPPOSITE
CN Washago, Ontario as the sleek ex-TEE streamliner makes a northbound station stop. The old classic wooden water tower now serves the needs of the town.

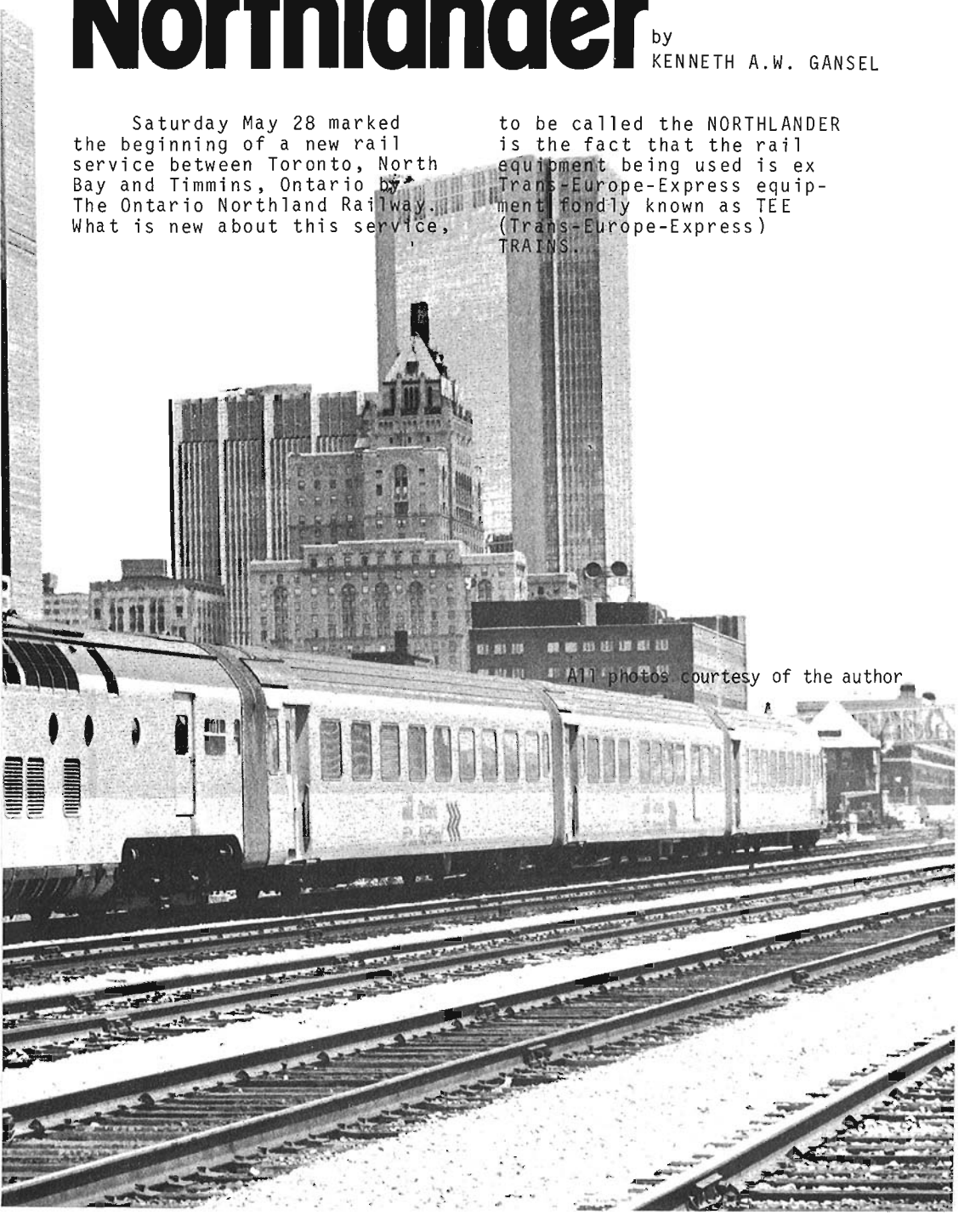
FRONT COVER
Fresh for the inaugural run of Ontario Northland Railway's "NORTHLANDER" is lead unit 1900 and train awaiting the highball in Toronto's Union Station on 28 May, 1977.

With Toronto's i
line in the back
Northland's Nort
for North Bay an
July 2, 1977 as

North by Northlander

by
KENNETH A.W. GANSEL

Saturday May 28 marked the beginning of a new rail service between Toronto, North Bay and Timmins, Ontario by The Ontario Northland Railway. What is new about this service, to be called the NORTHLANDER is the fact that the rail equipment being used is ex Trans-Europe-Express equipment fondly known as TEE (Trans-Europe-Express) TRAINS.



All photos courtesy of the author

The two sets which ONR has on lease from the Urban Transportation Development Corporation (UTDC for short) for five years came from Holland and Switzerland. These diesel sets were made available in 1975 when the Dutch railway completed electrification. It was in 1975 that UTDC first became interested in purchasing this equipment. Since then the equipment has been completely refurbished and painted in the dynamic colours (yellow and blue) of the ONR. Testing was also carried out to see how well this equipment would perform in the Canadian North during the winter months.

The TEE trains arrived on the docks of Toronto from Rotterdam in late April and since then the ONR has been putting the finishing touches on them getting them ready for the inaugural trip.

THE INAUGURAL TRIP

The inaugural trip became quite an event with a red carpet at the entrance to Union Station in Toronto and a big yellow and blue banner proclaiming the Inaugural Run of the NORTHLANDER. Also there were a number of provincial and Canadian flags on the lower concourse of the station with more signs pointing the way to track 6 and it's 8 A.M. departure time.

There were about 100 invited guests for the trip to North Bay and there was also another NORTHLANDER (the other train set) departing from Timmins at the same time for North Bay also. I made my way up the stairs and out onto the platform only to come face to face with the train taking on a form of a smiling cheschire cat, this was formed by its three headlights and slanted cab windows. The seating on board consists of two types - an open coach type of car with two rows of seats allowing two people to sit together on one side and one person to sit by himself on the other. The other cars consist of individual compartments european style in which six people can occupy these compartments. This is an ideal way for business people to carry on a conference enroute. The cars are extremely soundproof and one cannot hear outside noises.

On the dot at 08:00 we departed from Toronto Union Station eastward to the Don River and the line for Washago, Huntsville and North Bay. We slipped up the Don Valley in the morning sunshine with a smoothness which must be experienced to be appreciated. As we reach the top of the valley we cross over the Toronto freight access line and enter the Bala Subdivision and begin to accelerate to our track speed of 70 MPH. We are on our way and breakfast consisting of coffee and danish pastry is served to the guests and dignitaries such as the Minister of Transportation (Ontario) JAMES SNOW, who is aboard for this trip as well as Ray Williams, Vice-President of Canadian National Railways plus a number of people connected with the Dutch and Swiss National Railways. By 09:00 we are out in the country with Toronto far behind us as we pass through places with names like Zephyr, Beaverton and along the shores of Lake Simcoe. Our first stop comes at 10:00 at Washago, a railway junction town which still has a wooden water tank which now serves as a water supply for the town. We are here for 20 minutes allowing Mr. Snow to meet with the mayor and local members of provincial parliament.

Further up the line the inaugural train calls at Huntsville, Ontario, ONR is hoping to lure passengers back to the rails with the modern service provided.

One musn't forget that there is an election on in Ontario and this train is important for votes too. In regular service the stop at Washago will be about 3 minutes, just long enough for the train dispatcher to set the switches to allow us to proceed to the town of Gravenhurst, our halfway point from Toronto to North Bay.

Gravenhurst is a crew change point on the CN, here the engineer and conductor are replaced by new personnel familiar with the territory ahead. Just after leaving Gravenhurst the first call to a buffet lunch is announced. When the train is in regular service a full meal service will be offered at appropriate times as well as snack services at all times. The meals will be served on china plates with plated flatware, none of the plastic airline quality will be allowed on the NORTHLANDER. The scene outside the window is always changing as we get further north, the windows are large and have a venetian blind type shade between the glass.

After lunch a stop is made at Huntsville on Lake Vernon a most impressive sight as we round the lake and come to a stop at the station. Huntsville gives us a chance to stretch our legs and look over the train. An official from the National Research Council of Canada (NRC) Railway Division is conducting tests on the amount of movement of the axles and from time to time replaces a thin rod of solder taped to the side of the truck. These solder rods will be examined in Ottawa to see as to how much movement there is in the axle, as railway tracks in North America do not match the very high quality of European lines.

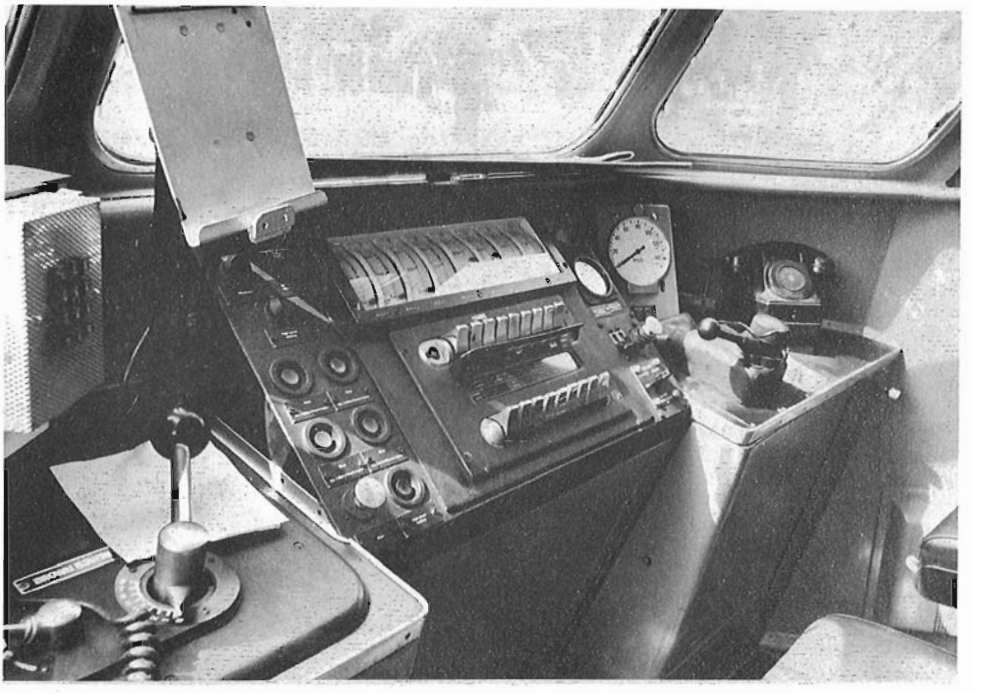
North Bay, Ontario as the southbound train from Timmins with unit 1901 in the lead meets our northbound special with sister locomotive 1900 on the point. Most passengers transfered to the southbound train at this point in order to make it back to Toronto that same evening.

Only eighty miles from North Bay as we pull away from Huntsville, about an hour out of North Bay we have a meet with a South bound freight train No. U868 the Iron Ore train from Sherman Mines enroute to Hamilton, (Ont.). This is just one of the important links with the South, as these ore trains provide the raw material for steel making in Hamilton.

More signs of life return as we approach North Bay, where we meet our counterpart train from Timmins. Both trains are placed nose to nose in front of the North Bay CNR/ONR station. There is a celebration and the usual speeches from the Minister of Transport, Mr. Snow, on a commitment to the North to provide improved rail service.

A transfer is made from one train to the other for those people returning to Toronto as the train which came from Timmins will continue on South and vice-versa. By 15:30 we are ready to depart back to the big city of "TO" (a nickname for Toronto). It seems that most of the people on the train returned to Timmins or in all the excitement left the train at North Bay, in any event it has been a great trip and one looks forward to the evening meal being prepared in the diner.

As we pass through Huntsville the first call for dinner is being made but there is just enough time to get off for one last photograph of the day, as the NRC are checking the



An engineers eye view of the compact yet modern control console. All indications appear to be in the mectric system probably making the train a forerunner of this system of measurement which is presently being introduced nationally.

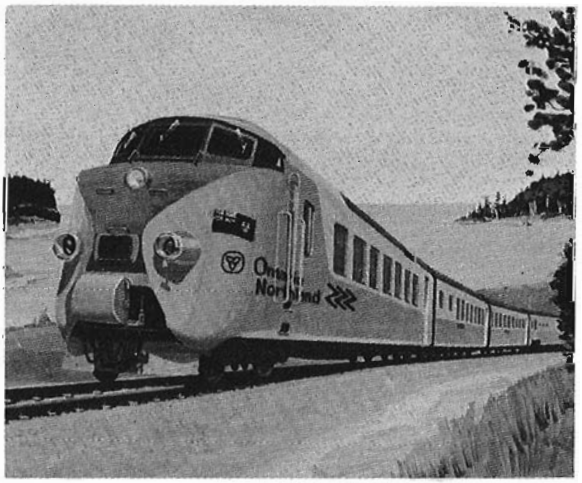
Ontario's Minister of Transportation Mr. James Snow greeting guests on the inaugural trip of 28 May, 1977.

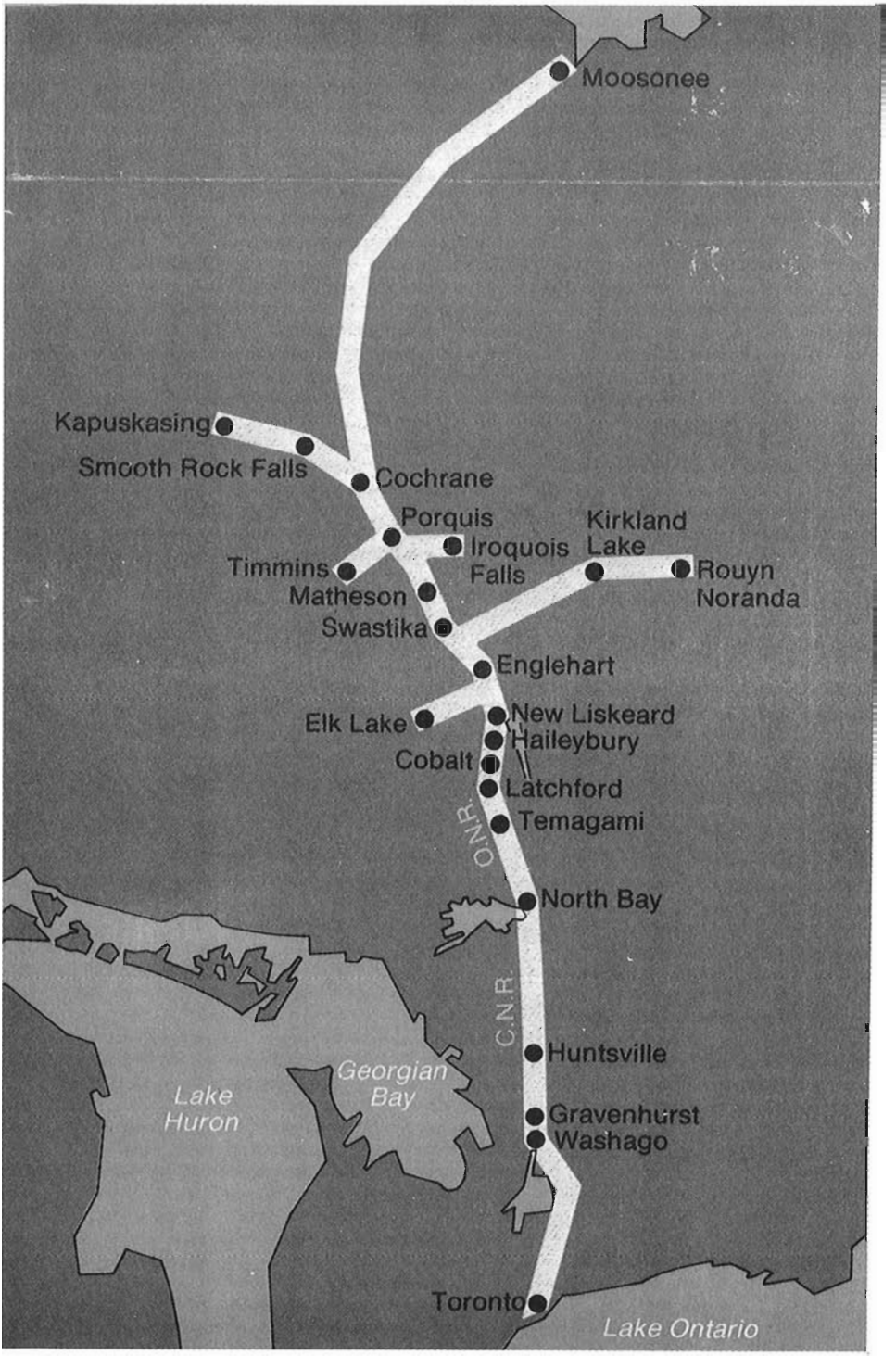
front truck. Things begin to pickup as the wine flows in the diner and other parts of the train. WOW what a trip.

By dark we are just entering the suburbs of Toronto having completed the trip from Washago in record time. At points we were going 75 MPH. It is quite an experience to rocket down the bala sub at such speeds especially from the cab of the NORTHLANDER, I was up in the cab for about 10 minutes just to get a feeling of the operation from the engineers point of view.

Just before reaching Toronto we have a meet with Freight Tr. 219 (The Western Hotshot) and with the NORTHLAND the standard equipment overnight train to Timmins. We are back at Union Station some 13 hours from our start, the crowd heads for the stairs, well it's all over but on June 9th it will be back on one of the greatest trips in Canada. So if you are in Ontario remember the NORTHLANDER, the food is out of this world, so is the train.

This souvenir medallion was presented to passengers on the inaugural trip wy proud railway and government officials.




Moosonee
Kapuskasing
Smooth Rock Falls
Cochrane
Porquis
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Timmins
Matheson
Swastika
Englehart
Elk Lake
New Liskeard
Haileybury
Cobalt
Latchford
Temagami
O.N.R.
North Bay
C.N.R.
Huntsville
Georgian Bay
Lake Huron
Gravenhurst
Washago
Toronto
Lake Ontario

NORTHLANDER

Fact Sheet

Technical Description

Track gauge	4' - 8-1/2"
Train length	318'
Maximum width	9' - 6"
Maximum height	13' - 7"
Floor level	45-1/4"
Power for traction (main diesel motor 2 x 1000)	2000 HP
Auxiliary power unit	300 HP
Traction Motors (4)	1550 HP
Maximum Service Speed	87.5 mph
Maximum permissible speed (test only)	93.0 mph
Acceleration 0 to 43.5 mph	180 sec.
Braking, service, 87.5 mph to 0 on level	3936'
Braking, emergency, 87.5 to 0 on level	3116'
Fuel consumption average including auxiliary power (under European conditions)	0.929 gal./mi.
Fuel capacity	1268 gal.
Total train weight, ready to run	248 tons
Maximum axle load, power car	41,895 lbs.
Maximum axle load, trailer car	21,500 lbs.

Additional Features

Capacity per train	114 seated passengers

Air conditioning	To accommodate external temperatures as high as 140 degrees F.
Heating	To maintain a passenger compartment temperature of 70 degrees F at 60 mph at outside temperatures to - 40 degrees F.

Low centre of gravity design

Streamlined design - double-ended configuration

Weatherproof, sealed passageways between cars

Large vestibule areas

Venetian blinds fitted between panes of double-glazed windows

Low interior noise level

Panoramic windows

Public address system

Fluorescent lighting

Electrically heated windshields in cabs

Multiple-unit capability

Units Numbered: 1900 and 1901

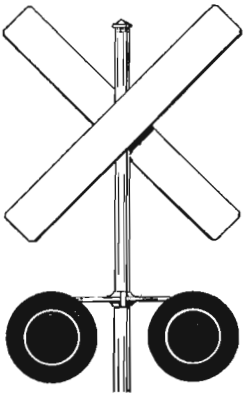
Two other train sets to be delivered to Toronto before 15 September 1977. They will be numbered 1902 and 1903. The numbering is for the entire train set as each car is not numbered plus number boards are the same at each end of the train set.

Train sets are made up of a Diesel unit and 3 cars; 1st car is a coach type, 2nd car is the meal service car, 3rd car has 7 compartments each seating 6 and the end control cab.

Due to safety regulations the engine unit will always be leading.

Because of duplication within the CN computer ONR Northlander train-sets had to be re-numbered soon after being placed into service. 1900 is now 1980 and 1901 becomes 1981, here we see 1980 being serviced at North Bay on 14 June, 1977. A slight rearrangement in operation has also been made with trains 121 and 122 now operating via the Newmarket Sub, while trains 123 and 120 operate via the Bala Sub. This avoids turning the train in Toronto as the engine must be leading for safety reasons.

ONR'S new paint scheme is also being applied to their diesel power. Here we see their first newly painted unit a GMD FP-7a road number 1518 resplendent in shiny new livery.



BOOK REVIEW

The STEAM AGE IN WESTERN ONTARIO continues into 1977 even if only with CNR's last and only operating steam locomotive 6060. Pictured here on the Jordan Trestle (a favorite spot for railfans) Ken Gansel caught the oil burning relic on June 11, 1977.

Three members were kind enough to submit reviews of the recently published work 'The Steam Age in Western Ontario' by Dr. George. Fortunately the remarks made by both Mr. Ray Corley of Toronto and Mr. Stafford Swain of Winnipeg agree with the review as presented by Mr. S. Robert Elliot of Barrie, Ontario.

Western Ontario is arguably one of the most fascinating areas of Canada as far as railroad history is concerned. Great Western, Grand Trunk, Canada Air Line and now Canadian National, Canadian Pacific; a host of minor lines including the Preston and Berlin, Galt and Guelph, Port Dover and Lake Huron and U.S. lines such as the Pere Marquette, Michgan Central and the Wabash, all made their imprint. Many are forgotten, although the recent controversy over the ownership of the Canada Southern suggests that the past may not really be so far behind. Yet the area has not received the coverage it deserves.

Dr. George has attempted in his words to, "as least put something into this gap". His book is essentially a succession of first-hand reminiscences set largely in the area immediately around London, Ontario. As such, it is full of names of his acquaintances, some of their tales and photographs, some of which show them. But as an historical document it leaves a great deal to be desired. Nor does he attempt to make it otherwise and to unravel the generally obscure and complex history of the lines that served that area. He does give general coverage of some lines, essentially to put his very personal narrative into context. His style is literate and easy, but not profound. He obviously derived a great deal of pleasure from putting on paper the memories of years past.

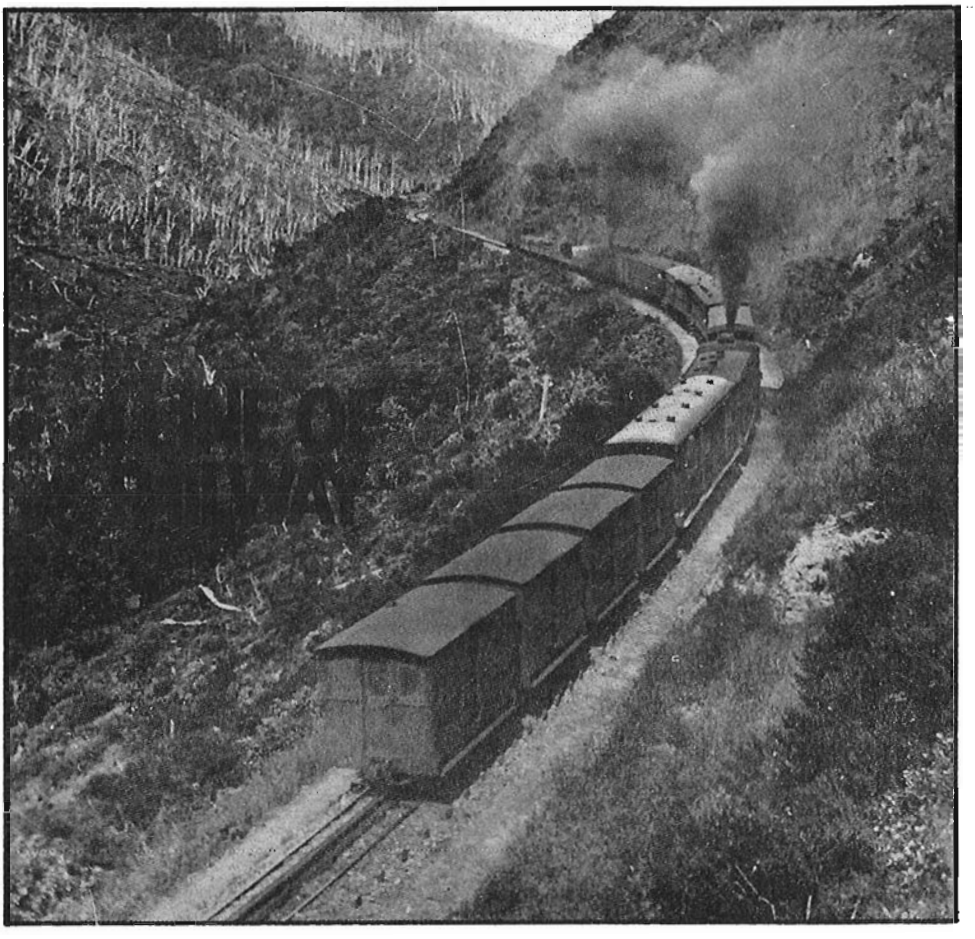
His 225 illustrations are a very mixed bag indeed, ranging from builders' prints to copies of post cards and timetables, through a clutch of amateur personal items. Composition is therefore patchy. And he has not been well served by either his photo editor or his printer. Too many should have been cropped and enlarged. Too many could have been greatly improved by technical assistance in reprinting. He uses good-quality rag-stock glossy paper and the reproduction, when he has good material, is good. His index of them is first class as far as equipment is concerned.

There is a general map of the area west of the Toronto, Grey and Bruce (Toronto-Owen Sound). Again this is a photocopy of what was obviously a coloured original. Though it is a pull-out, which I appreciate, the reproduction is not very clear and some of the names, both of towns and roads, are hard to read. It does give an idea of the complex network of lines which existed in the area. But a sketch or trace, showing less political detail, would have given this better.

Regrettably, there are a number of errors. For example, CN 1535 is not in Barrie. CN 1531 is. Clegg and Corley say that she was not a GTR engine but was built for the Canadian Northern in Montreal in 1910 as 1321. The electric line out of London was not the "London and Southwestern Traction Company" but, as his copy of a newspaper picture and the Statutory History show, "Southwestern" only. Perhaps its absorbtion by the London & Lake Erie and the passage of years may have led to the confusion.

Personnaly I buy this sort of book for a number of reasons: to support Canadian talent, because I've nothing on an area in which I 'train-watched' over many happy hours, partly because there is little else on railroads in a fascinating region. At $22.50 it is expensive and, unless you have ties to the area, it is more a curiosity than an essential reference book.

THE STEAM AGE IN WESTERN ONTARIO: George, Prof. E.B. Ph.D., Litt. D. 218pp; 1 sketch; 225 photographs including 15 documents, 174 locomotives or powered stock, 35 miscellaneous, Map.
F.J. Ram Publisher, London, Ontario 1975



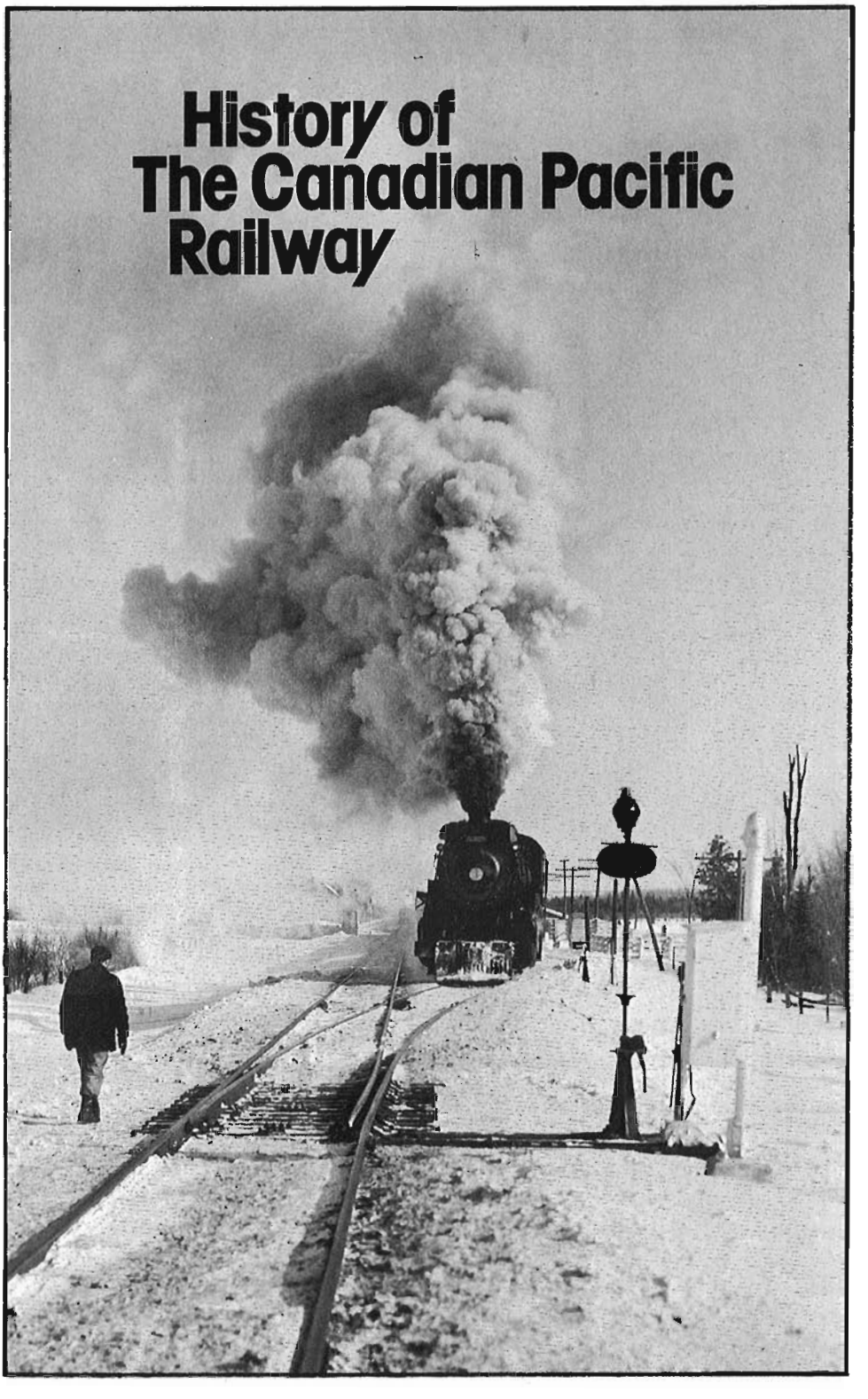
This work has been published by our sister society the New Zealand Railway and Locomotive Society and is subtitled 'The Railway Conquest of the Rimutakas'. This 336 page title amply deals with the third rail Fell system as employed north east of Wellington in order to surmount the formidable Rimutaka Mountain Range. The book is well written, amply illustrated and extremely thorough, indeed it is most difficult to find fault with it.

It deals with early exploration and survey work between Wellington and Masterton, the evolution of the Fell system, its construction, operation and demise, details of the locomotives, stations, train workings and accidents associated with this part of the line and the final demise brought about by the opening of the 9 KM Rimutaka tunnel in 1955. All in all a very good buy for those interested in railway history 'down under'.

A LINE OF RAILWAY - The Railway Conquest of the Rimutakas by W.N. Cameron 336 pages size 6" X 9" hard bound
ISBN 0-908573-00-6
Published by The New Zealand Railway and Locomotive Society Inc. P.O. Box 5134
Wellington, New Zealand

Cost to CRHA members NZ $10.50 ea.

History of The Canadian Pacific Railway



Covering the period from 1850-1972 the author, a former Dominion Archivist, goes into considerable depth to study both the growth and development of the Company. The book does contain a great deal of interesting statements of a historical nature which reveal much about the part the Company played in the growth of the Canadian nation. Many of these facts have never before been published and their revelation here lends credence to the book's interest. The author goes to great lengths to cover the history of the various component companies which merged to form the company we now know as the "Canadian Pacific" and follows their subsequent development within the confines of the Company. The later developments of varied diversionary companys under the broad control of Canadian Pacific Limited is also covered extensively.

While detailing a good number of financial and numercal details and statements throughout the course of the book, the author is well able to maintain the interest of the reader by maintaining a continuous flow of interesting facts and historical data. This lessens the fact that some might well claim the book is a financial statement of sorts and provides a continuing interest for the reader to continue.

As far as the photographs used to illustrate are concerned, these are both many and varied and appeal to both the average reader, the railfan and the railroader alike. The basic text of the book provides hours of reading and is supplemented by the addition of a good number of pages of appendices and notes relating to each chapter in the book. These appendices contain a wealth of interesting and factual information which only add to the reader's interest in the history of the Canadian Pacific.

All considered, "History of the Canadian Pacific" by W. Kaye Lamb is an excellent book, well worth the price and makes excellent reading.

History of the Canadian Pacific Railway

- W. Kaye Lamb

First Edition 1977 - Published by Collier MacMillan Canada Ltd.

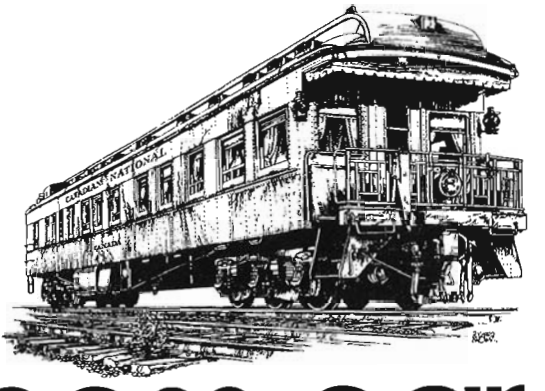
- part of the Railroads of America series - 5th volume

Hard Cover 476 pages 78 photographs 6 maps

2 reproductions Cost $17.95

Comments by Harvey W. Elson

To illustrate our review of the HISTORY OF THE CANADIAN PACIFIC RAILWAY we have chosen one of the numerous excellent photos contained in the photo albums in the CRHA Archives. This shot probably from the camera of Jim Shaughnessy of Troy N.Y. shows CPR No. 5329 lifting out of the hole in Quebec's Eastern Townships sometime back around 1955.



The business car

THE QUEBEC GOVERNMENT HAS CALLED FOR A REDUCTION IN NUMBER OF transcontinental passenger trains crossing the province en route to the Atlantic provinces in order to improve regional service in Quebec. A brief to the Canadian Transport Commission, June 15, recommended the elimination of two of the three daily trains now linking Montreal and the east. The resulting $15 million in estimated savings should be reinvested by the railways to improve inter-city service in Quebec, said the provincial transport department. The Quebec study said the present trains cost about $26.9 million annually on Quebec territory; this could be reduced to $11.9 million annually if the three trains were replaced with a single daily train. The savings could then be used for rapid trains linking Montreal, Quebec, Sherbrooke and other towns in eastern Quebec.

(Montreal GAZETTE)

AT THE FIRST PUBLIC HEARING BY THE CTC INTO PASSENGER TRAIN SERvices in Atlantic Canada (May 17), Transport 2000 (a nationwide coalition of transport users) proposed:

- restructured schedules to permit fast direct service between major centres at convenient times of the day, e.g.;

  Sydney-Halifax - 4 trains
  Halifax-Saint John - 3 trains
  Moncton-Halifax - 4 trains

- retention of three through trains between the Maritimes and Montreal but on faster timings to allow two all-daylight schedules;

- reductions in subsidies by taxpayers by at least $17 million, achieved through increased ridership, improved labour productivity, and new equipment designed for higher capacity and simpler maintenance;

retention of existing regional rail services and addition of coordinated bus service to other areas, providing an integrated public transport network throuthout the region.

BIRTHDAY FOR GO - MAY 23/77 WAS THE 10th BIRTHDAY FOR GO TRANSIT which reports that the original rail equipment of 8 locomotives and 49 cars has grown to 19 locomotives. 9 auxiliary power units and 123 cars; forecast maximum daily carryings of 15,000 has been exceeded to the point where the average daily total now approaches 35,000 and the annual total has gone from 4,540,500 in 1968 to 9,158,000 in 1976; the GO bus fleet has increased from 15 vehicles in September 1970 to the present 130 buses, and route miles from less than 200 to more than 600. GO's 80 bi-level cars will start going into service by year-end 1977, it is expected. The new cars provide 75 per cent more seats than conventional GO cars.

(GO Transit)

FROM THE ORIENT EXPRESS, AN ENGINE AND EIGHT CARS HAVE BEEN BOUGHT by the Koyo Hotel, Otsu, Japan, for use as an extension to the hotel. Price paid - $327,000.

(Toronto GLOBE & MAIL)

A RAIL RELOCATION STUDY AT NORTH BAY, ONT. WILL LOOK AT THE POSsibility of removing CN or CP Rail tracks from the downtown area and combining all rail traffic on a single line, according to a federal government announcement. Governments (federal, provincial and municipal) will contribute a total of $300,000.

(Toronto GLOBE & MAIL)

CN's TRANSCONA SHOPS CURRENT PROGRAM INCLUDES CONVERSION OF SEVEN sleeping cars to Dayniter coaches, reconditioning 337 box cars with standard single doors for Class "A" service, construction of 169 flat cars to carry living units for work gangs, and preparation of 23 generator cars to provide work gangs with independent electrical service.

(CN "Keeping Track")

LRC TESTS BY AMTRAK ARE SUMMARIZED IN A JUNE 13/77 NEWS RELEASE by Bombardier-MLW Ltd. (MLW Industries Division), builders of the prototype locomotive and coach used in these safety tests. Earlier this year, AMTRAK (National Railroad/Passenger Corporation of the U.S.A.) signed a lease/purchase agreement for the LRC (light-rapid-comfortable). Initially, two train sets of one locomotive and five coaches each have been ordered for service between Vancouver-Seattle-Portland. The order was contigent on the LRC meeting Federal Railways Adminis-

tration safety standards. These standards have been met and surpassed, according to the news release. Design details are now being finalized before production of the trains begins. The trains are slated for two years' revenue service in the Northwest and will be carefully monitored by AMTRAK with a view to applying this equipment to other areas where curved track exists and to exercising its option for an additional ten train sets.

IN THE OLD COUNTRY, THE BRITISH GOVERNMENT ENDORSED THE VIEW OF A Commons Select Committee that high speed rail travel can best be improved by developing conventional trains on wheels, rather than by introducing novel concepts of "advanced ground transport" (AGT.). AGT involves new and difficult technology, such as propulsion by linear motors of trains which would be suspended magnetically over specially constructed tracks. The Select Committee on Science and Technology reported last year that there is no point in investing in this new technology unless a domestic and international market can be seen for the product. Development of conventional trains on wheels, like British Rail's 125 mph and 155 mph advanced passenger trains, offered a more practical way of benefiting rail users. Any economies in the running of AGT were considered "highly speculative" and there was not much prospect of it proving cost effective in Britain before the turn of the century, the Government's White Paper stated.

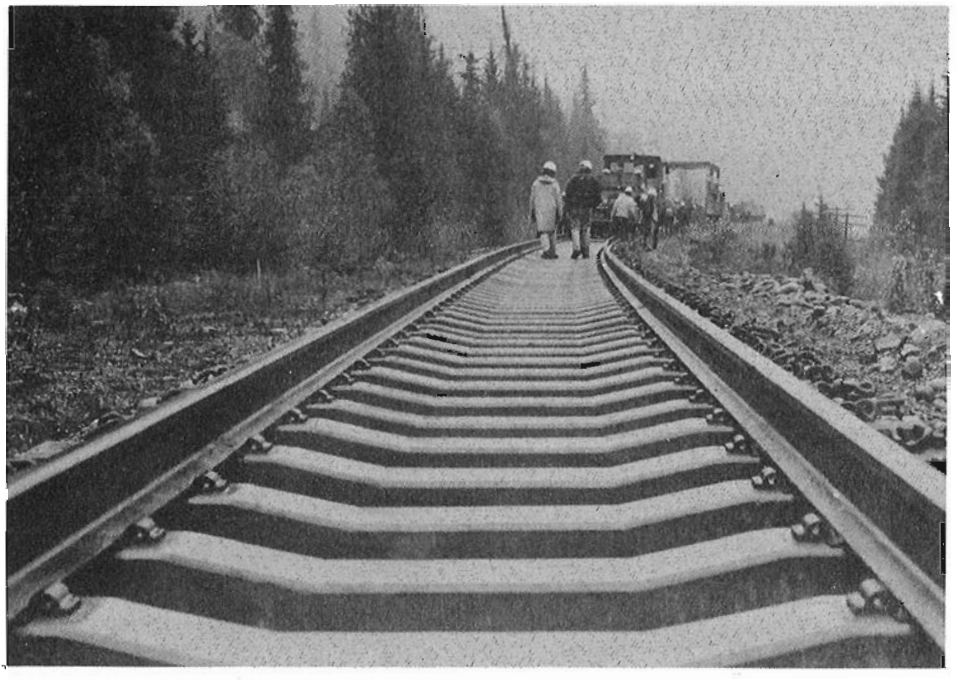
(The GUARDIAN - London and Manchester)

AND A FOOTNOTE TO THE ABOVE - A BRITISH RAIL INTER-CITY 125 TRAIN from Swansea to London ran the 191 miles in a record 2 hours 22 minutes, June 11/77. This was 20 minutes faster than the usual high-speed runs and a full hour quicker than a year ago.

(The Daily Telegraph - London)

FLYWHEEL ENERGY-RECOVERY SYSTEMS ARE PROPOSED FOR NEW YORK CITY subway cars by the Garrett Corporation. Such systems capture the energy generated - and usually vented to the surrounding air as heat - when the motors of each car of a subway train carry out braking to slow the train. In flywheel-equipped cars, the braking action, similar to the reversal of thrust in jet engines when an airliner lands, speeds up the flywheel. When the train is to start again, the spinning flywheel turns an electric generator to drive the motors, thus removing the need to draw a surge of electric power from the third rail. In tests covering some 14,000 miles on New York subway lines last year, two cars of the RS-2 type saved between 20 and 40 percent of the normal power usage, depending on the number and frequency of stops made by the cars. The Metropolitan Transportation Authority is considering placing 200 flywheel-equipped cars in service by Oct. 27, 1979, the 75th anniversary of the opening of New York's first subway. According to a study by Garrett, installation of a flywheen system would save an average of 6.2 cents worth of electircity for each mile the car travelled during an expected lifetime of 23 years. Total saving of $690,000 would generate a net saving of $500,000 a car. Cost of the program is estimated at $40 million.

(New York Times)



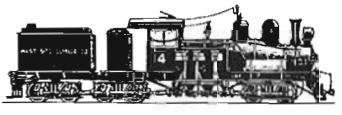
CONCRETE TIES ON CN ARE BEING LAID ON THE MAIN LINE WEST OF Spence's Bridge, B.C. at a rate double the production target of 1,400 feet and 700 ties a day. In conjunction with the tie program, new continuous welded rail is being laid and ballast renewed. Work to be completed this year on the Mountain Region includes 42 miles of concrete ties and welded rail on the Ashcroft Sub and an additional 13 miles on the Albreda Sub. 20 miles of work on the Ashcroft Sub will include the first CN installation of 136-pound rail, heaviest on the system.

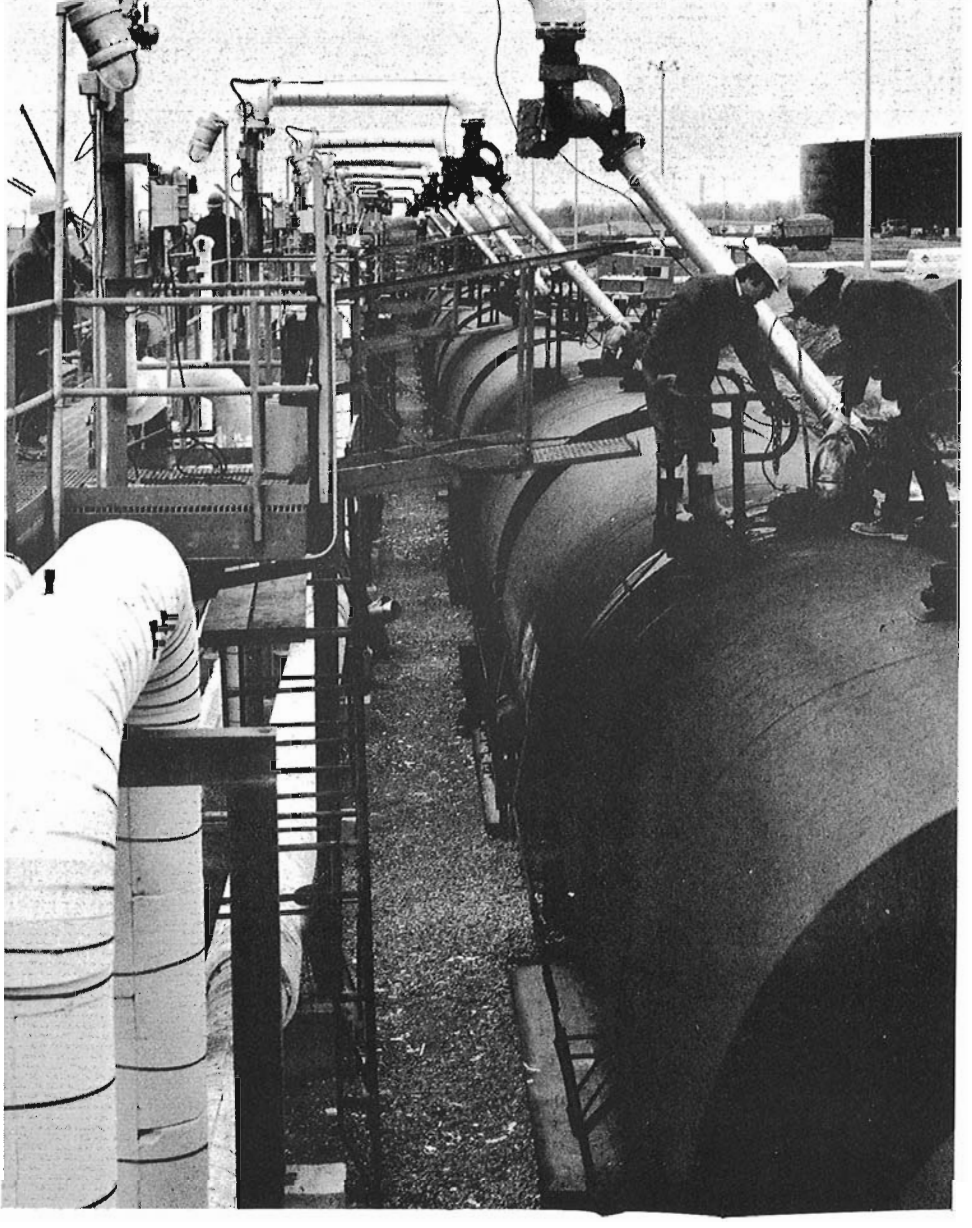
(CN "Keeping Track")

BRITISH COLUMBIA RAILWAY'S DERAILMENT COSTS FOR 1976 TOTALLED $2.5 million, according to documents filed with the Royal Commission inquiring into the provincially-owned line's affairs. Worst record, in terms of mishaps versus mileage, occured on the 243-mile extension between Fort St. John and Fort Nelson, which handles only one train a day; 39 derailments in 1976 cost $788,732 in all.

(Toronto GLOBE & MAIL)

NEW CP "BYGONES" CATALOGUE IS NOW AVAILABLE AT A PRICE OF $1.00 (refundable on first order) per copy from CP Bygones, Room 117, Windsor Station, Montreal, Quebec, H3C 3E4. No charge for the catalogue if accompanied by an order; cheques or money orders to be made payable to Canadian Pacific Limited, please.





ANOTHER CN UNIT TRAIN SERVICE STARTED RECENTLY, RUNNING FROM THE new $650 million Petrosar petro-chemical plant at Sarnia, Ont. to Ontario Hydro's generating plant at Douglas Point, Ont. The new train (initially of 55 cars carrying 850,000 gallons of oil) will operate over the 441-mile round trip route six times a month. As production at Petrosar increases, the unit train operation will be increased to 12 times a month, the additional shipments going to a generating plant at Bath, near Kingston, Ont. A second unit train will also be introduced. This will be a 60-car train carrying more than one-million gallons to a generating plant at Essexville, Michigan. It will operate five times a week and use Grand Trunk Western lines. The heavy residual oil, known as Bunker C, requires loading at 180 degrees F. and speedy transport in insulated tank cars to permit unloading before the temperature falls below 130 degrees.

(CN "Keeping Track")

BRITISH COLUMBIA'S MUSEUM TRAIN WAS SCHEDULED TO START ITS SUMMER tour June 25th, from Port Moody, and winding things up at Kelowna, Sept. 6. Timetable No. 3 (eight pages) gives details of the schedule, features of the train and a useful map. Should this issue of CANADIAN RAIL reach you in time, here are the last three publicly-advertised stops: Armstrong (Aug. 24-25), Vernon (Aug. 27-30), Kelowna (Sept. 2-6). Train is open 10 a.m. to 9 p.m. each day.

RAIL PASSENGER CHIEFS URGE RETENTION OF DOWNTOWN STATIONS IS THE heading on a June 28/77 news release of the Saskatchewan Rail Committee which quotes from separate letters to the Commitee by J. Frank Roberts, head of Via Rail Canada Inc., and Garth C. Campbell, vice-president of passenger marketing for Canadian National. The two executives blame removel of train stations to the suburbs for some "catastrophic" drops in intercity rail traffic.

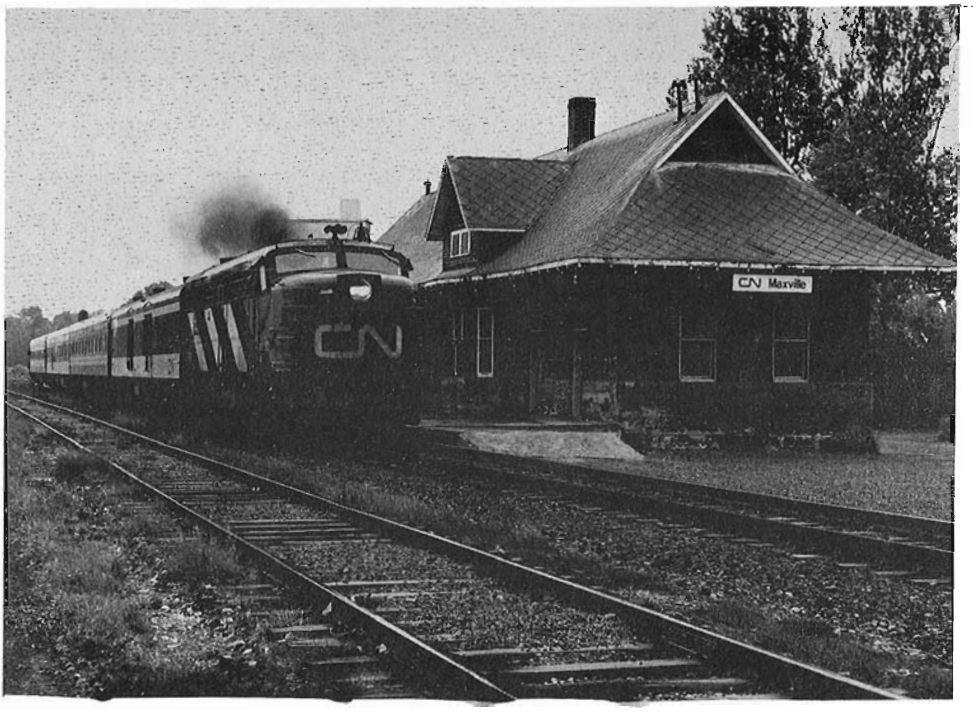
THE RAIL COMMITTEE HAS BEEN PRESSING FOR A MODIFICATION OF Regina's total relocation plan, to allow retention of the CP main line and of the downtown Union Station and as intermodal rail-bus terminal.

THE SOVIET RAILWAY ADMINISTRATION IS TESTING ENGINES AND TRACKS for a high-speed train between Moscow and Leningrad that will cut the trip between the Soviet Union's two largest cities from six hours to three, Pravda (the Communist Party newspaper) reported June 1/77. It said the train would cover the 396 miles at 136 miles an hour.

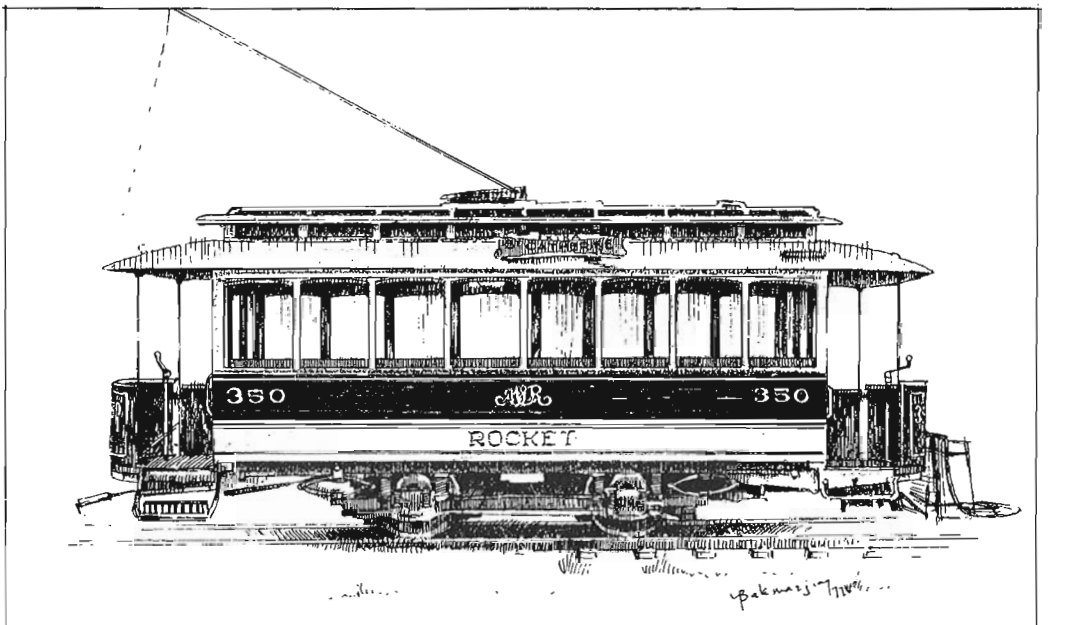
BOTH RAIL EXECUTIVES CITED PAST EXPERIENCE IN CANADA AS PROOF that station relocation causes a drop in passenger traffic. Mr. Roberts said that the 1965 relocation in Saskatoon of the CN station resulted in a 75 percent decline in Regina-Saskatoon rail patronage within 1¼ years, lost to bus which had retained its downtown terminal. In Ottawa, rail traffic to Montreal fell by 45 percent in 1968, the year following removal of the Union Station to the city outskirts. More recently, Montreal-Quebec carryings have declined 15-20 percent due to closure of Quebec's downtown station a year ago, replaced by a CN station at Ste-Foy and in CP station in St-Sacrement. Mr. Campbell, citing the changes at Ottawa, Saskatoon, Quebec City and, to a lesser extent, Windsor, Ont. said that "in all cases, loss of traffic directly attributable to the relocation of the station has been immediate and substantial. At present, our loss in Quebec City is of the order of 20 percent in one year alone.. .. Ironically, there were instances where public officials encouraged the relocation of railway terminals only to later cite the relocation itself as evidence of the railways' lack of interest in passenger service and as proof that trains are outmoded as a means of transportation....Unfortunately, if railway tracks and terminals are removed, they are impossible to restore at a future time. The best example we have is Ottawa, where it would be virtually impossible to re-establish a railway terminal in the downtown area." He added that good transit access to a suburban station, while better than nothing at all, is a "very poor second choice" to a downtown station.

OUR ROVING REPORTERS HAVE BEEN AT IT AGAIN AS GORD TAYLOR OF LAKE-side Ontario submitted this photo of MLW, RSC 13 shown here in the London,Ontario reclaimation yard of Canadian National. Officials had stripped useable parts from the unit in order to help keep other aging MLW power on the road. This unit along with some sister units had already been sitting in the yard for over a year at the time the photo was taken back in mid March, 1977.

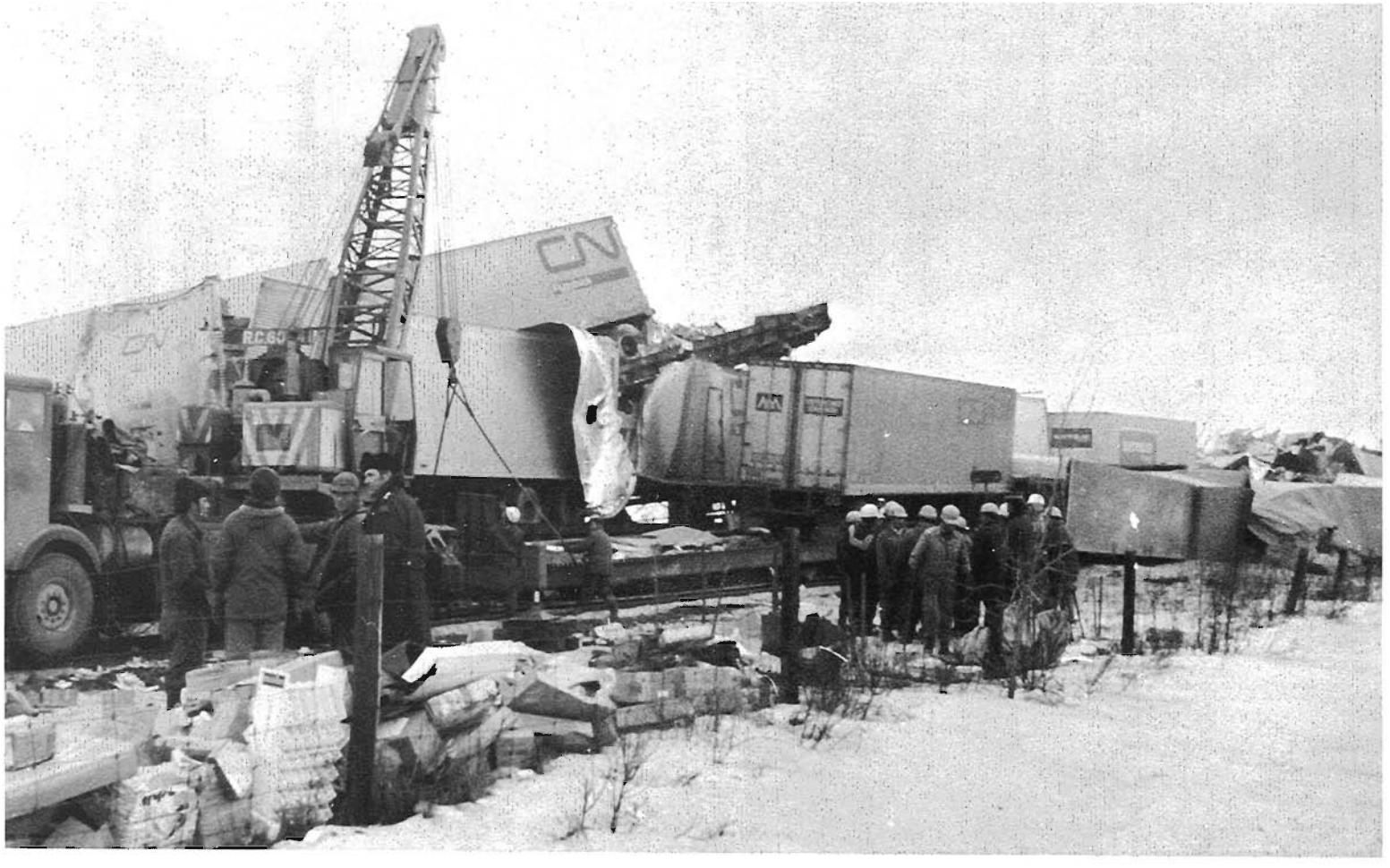
Meanwhile Gord reports that CPR's 5500 and 5600 series units have been showing up recently in the London area, complete with the newly installed ditch lights. Almost every unit in the line up sports some different kind of paint scheme, multi mark application, reflective striping, etc.



Further East, Kenneth Gansel caught CN's train #34 (Ottawa - Mtl.) highballing through Maxville, Ontario on a rainy Sunday, 12 June 1977.



Le 350 ou "Rocket" (1892)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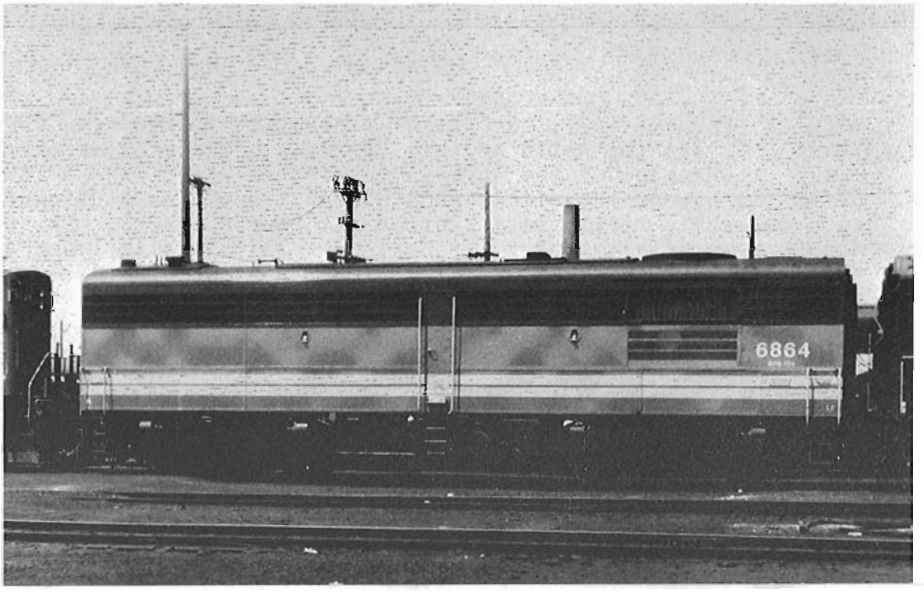
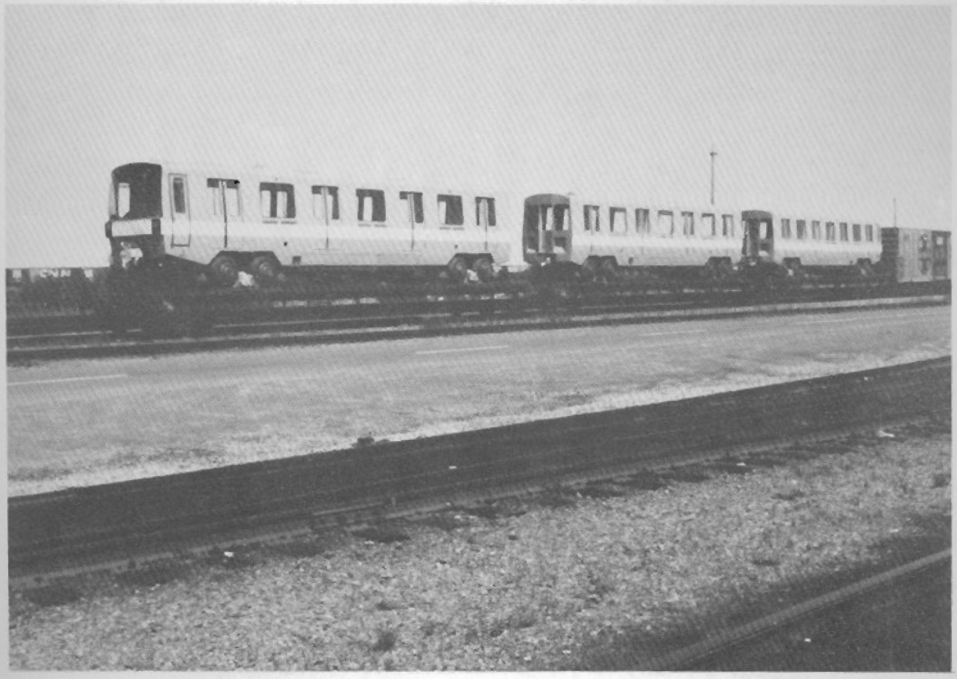
BACK IN FEBRUARY 1977, 20 CARS OF A HAMILTON TO MONTREAL FREIGHT left the rails at some 50 m.p.h., three miles east of Napanee on the Toronto to Montreal main line of CN. Officials blamed the mishap on a broken tie-bar on a US owned car, meanwhile tracks were blocked for some 24 hours. Passenger trains were diverted over the Napanee - Smiths Falls lines as witnessed by CN's FPA-4s #6779 & 6765, complete with five car train rumbling past the Napanee River Bridge in Yarker on February 24, 1977. Photos and information courtesy of Mr. I.C. Platt of Sydenham, Ontario.

As yet another color scheme enters the Canadian Railway picture with the bold blue and yellow of VIA, our members have been out busy capturing the event on film. Pierre Patenaude caught two units recently outshopped from Montreal's Pointe St.Charles Shops, Budd Car 6302 and FPB-4 unit 6864 on 21 May, 1977.

Other local events Pierre caught were the arrival of a set of new Montréal Metro cars at the Plateau Youville from their manufacturer 'Material de Transport Bombardier' located at St. Anne de la Pocatiere. Pierre snapped the action on July 10, 1977.

Just 'passing through' was Cartier Railway C-630 road number 34 pictured here at the Port of Montreal on 19 March, 1977. Pierre Patenaude caught the unit before being loaded and shipped down the St.Lawrence River to her future home.



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