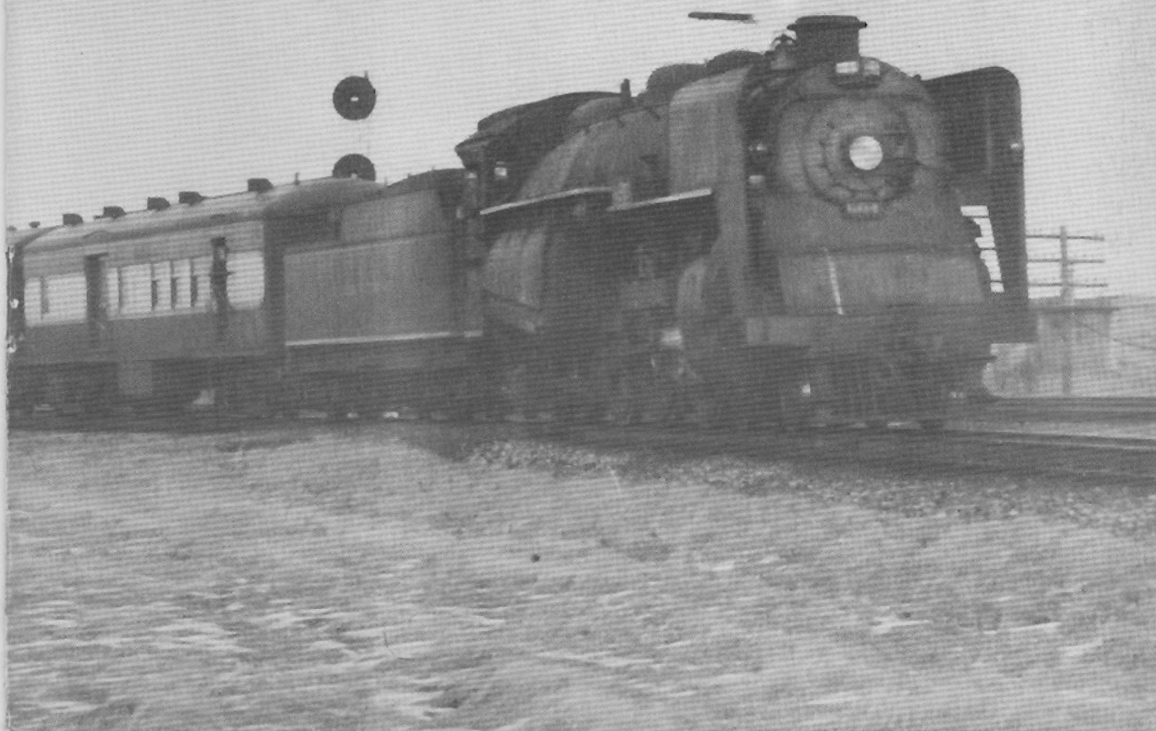


# Canadian Rail



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EDITOR: M. Peter Murphy  
EDITOR EMERITUS: S. S. Worthen  
BUSINESS CAR: J. A. Beatty  
OFFICIAL CARTOGRAPHER: William A.  
Germaniuk  
LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN  
L. M. Unwin, Secretary  
60-6100 4th Ave. NE  
Calgary, Alberta T2A 5Z8

OTTAWA  
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## FRONT COVER:

At precisely 9:59 AM, "on the advertised", elephant-eared D&H Pacific 604 steps lightly through the interlocking at Delson with No. 34, the southbound "Laurentian". On the CPR, D&H passenger trains carried CP train numbers (No. 34 was CP 220), a practice which lasted until D&H passenger service ceased (for the first time) in 1971. Note the vintage rolling stock in 34's train, particularly the truss rodded wooden baggage car.

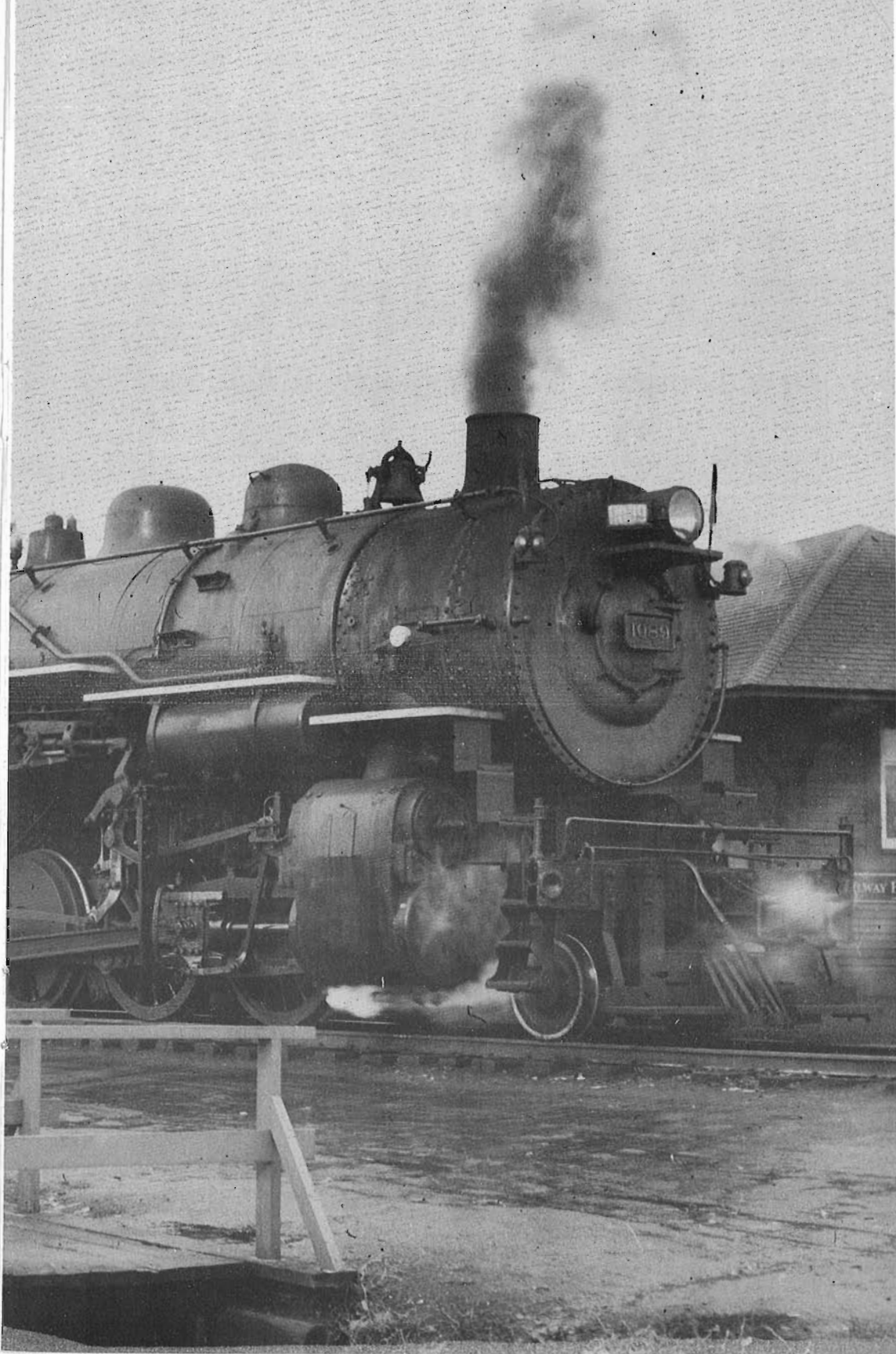
## OPPOSITE:

A winter sun highlights the exhaust of NJ 2-8-0 1089 as she switches her train in the interchange yard at Delson. Note that cupola-less "buggy" 31 has already been placed on the tail end of 1089's freight which will leave Delson for Rouses Point on block of No. 34, the southbound day D&H passenger.

Napierville Junction Consol 1089 displays her obvious D&H heritage exemplified by the Wooten firebox, designed in the Loree years to burn anthracite coal, immense cylinders (25 x 30), brow mounted headlight and a cab that appears to have been added as an afterthought! NJ 1089 began life as D&H 1089 and was built by Alco in 1914. She was scrapped in Canada in 1951.

In this photo Extra 1089 South is safely in the clear on the still extant NJ "loop" track waiting for No. 34 to pass.







# BOXING DAY AT DELSON

by S. J. Smail

Photography: E. A. Toohy

Delson is a Canadian railway place name familiar to readers of Canadian Rail and CRHA members everywhere. Many associate the name Delson with the Canadian Railway Museum near Montreal. Still others correctly identify Delson with Delaware and Hudson, the American railway which gives the town its name.

When the Napierville Junction Railway was built north of Rouses Point, New York, the interchange point between the CPR and NJ was named Delson Jct, in anticipation of a lively transfer of carload freight between the two carriers. The Delaware and Hudson actually acquired the NJ outright in 1907. October 1, 1917 saw the diversion of D&H passenger trains from their Grand Trunk routing into Bonaventure Station to a more direct NJ-CP access using the latter company's Windsor Station. NJ freight trains continued to terminate at Delson until 1950 when CP's then-new St. Luc Yard was opened.

Delson's first line of railway was actually what is now the present day Massena Subdivision of the Canadian National Railways. Constructed in 1883 under the auspices of the Montreal and Champlain Junction Railway, the line was later acquired by the Grand Trunk. Since the Canadian Pacific was the second railway to reach Delson (in 1887), responsibility for track and signal maintenance at the diamond crossing is largely assumed by CP. For years, an armstrong-levered, tower-controlled interlocking protected the diamond at Delson. This installation was replaced in the forties by a small electric interlocker located in the depot. Today, CP's Quebec Division dispatching office controls Delson interlocking as part of the Adirondack Subdivision CTC system.

Legions of railfans have descended on Delson through the years always in search of the unusual and the American. In 1939, CRHA member Leonard Seton found the Royal Train highballing north-bound at dawn behind doubleheaded D&H Pacifics. Latter day fans posed the famous D&H PA's on passenger no matter what the weather and in 1949, Montreal railfan Allan Toohy often visited Delson - by train.

This month, Canadian Rail is pleased to feature a selection of photos from the E.A. Toohy collection which depict a different Delson from today. On December 26, 1949, Toohy journeyed to Delson from Montreal, probably on CPR No. 202, the morning passenger to Sherbrooke. The resulting rail activity which appeared before his erstwhile camera is engaging, to say the least!



E-8's are rare in Canada and diesels were rare anywhere in 1949. About to whallop the CNR diamond in brand new CP E-8 1801, northbound with No. 213, morning local from Newport, Vermont. CP received three E-8's from EMD in December 1949 as part of the Vermont lines dieselization program. Therefore, this photo is quite possibly one of the first railfan pix taken of the famous CPR E's.

1801 met an untimely fate in a head-on collision with a freight train at Lachevrotiere, Quebec in 1969. Sister 1802 survives into the VIA era while 1800, the class leader, faces an uncertain future on a St. Luc junk line.

Canadian National's single track Massena Subdivision traverses the double track Canadian Pacific Adirondack Subdivision at an interlocked railway crossing at grade. In this photo, CNR H-6-d class 4-6-0 1325 chuffs southward across the diamond, likely bound for Beauharnois. As long ago as 1949, CNR passenger service to Beauharnois was non existant, except that the Official Guide admonished:

"Passengers will be handled on freight trains between Ste. Martine and Beauharnois - Freight train permits not required" Mr. Toohey, were you aware?

Ten-Wheeler 1325 was renumbered 1533 (2nd) in the mid fifties and survives today as an operating exhibit on the New Hope and Ivyland Railroad in Pennsylvania.



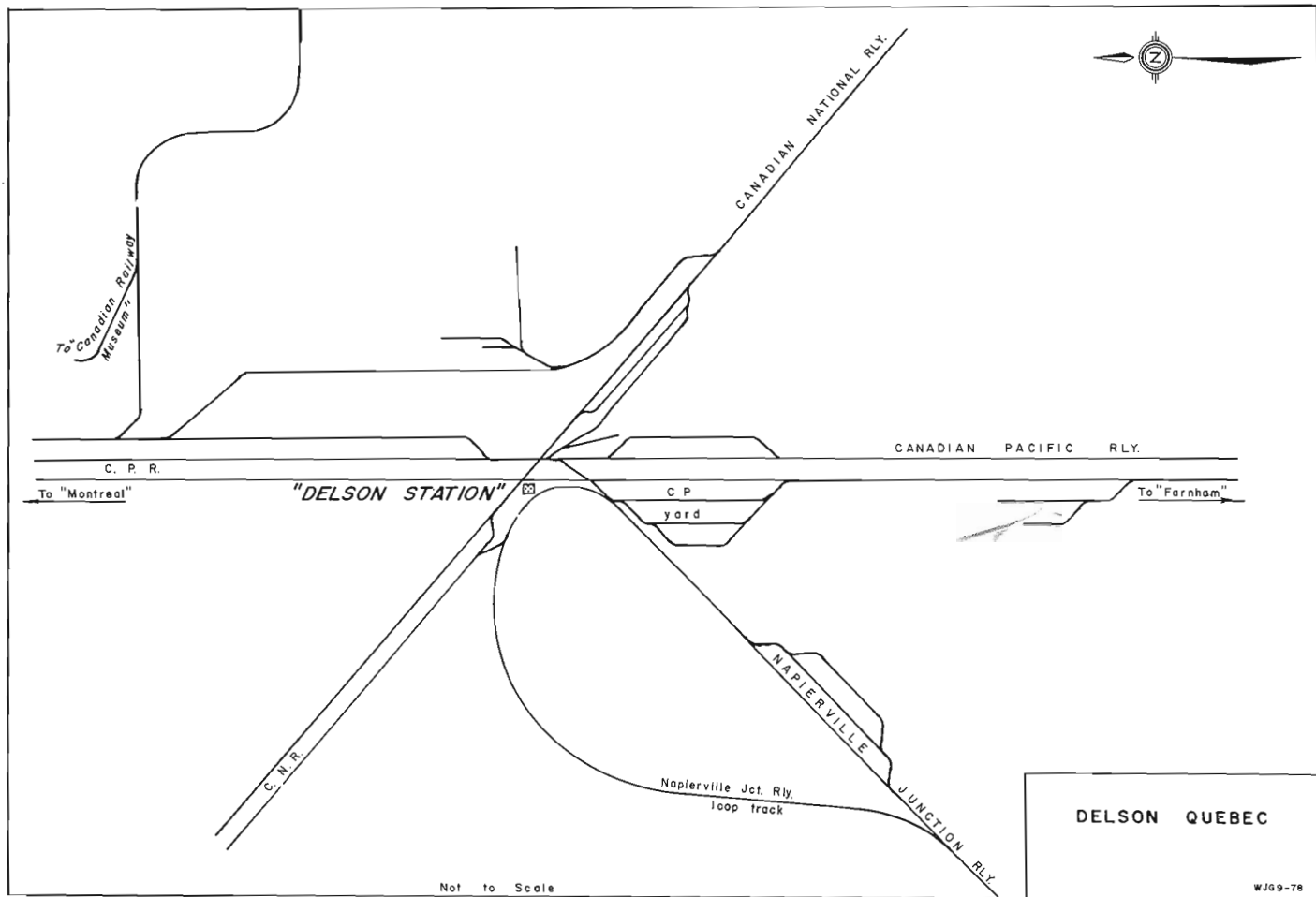


Local freight traffic between Delson and Montreal was handled by "Delson turns" which originated in CP's Outremont Yard in Montreal. These turns were necessary to switch the sizable brick yard at Delson and to provide a transfer service for freight traffic received in interchange from the Napierville Junction Railway and the CNR. Here we see CP N-2 class 2-8-0 3751 about to commence a daily ritual practised for years at Delson - that of switching the brick yard. 3751 was built by Canada Foundry of Toronto in 1913 and features an enclosed cab.



At 10:59, a melodius chime whistle and strident exhaust to the south heralds the approach of First 39, a passenger train from Saint John, N.B. In 1949, Canadian Pacific passenger service between Montreal and Saint John consisted of two daily services. Usually, 39 and 40 handled the local work while 41 and 42, "The Atlantic Limited" did the high-balling. Maroon-trimmed Pacific 2453 seems to have her eight car consist well in hand as she crosses Rue Principal, green flags indicating yet more to come.





Not to Scale

WJ9-78

CPR D-10's were as ubiquitous in the steam era as the road-switchers which would replace them in the diesel years. However, when this photo was taken diesels were distant and December 26, 1949 became D-10 day at Delson as No. 1020 arrived from Montreal with a transfer job. That's sister D-10 1031 fouling the interlocker with the north way freight from Farnham.

The "Spans the World" lettering on the boxcars dates the scene as the familiar "Canadian Pacific Railway" billboard lettering was applied to rolling stock only in the early fifties. Speaking of boxcars, check that classic ACL "watermelon service" box with the slatted doors on a brickyard siding!

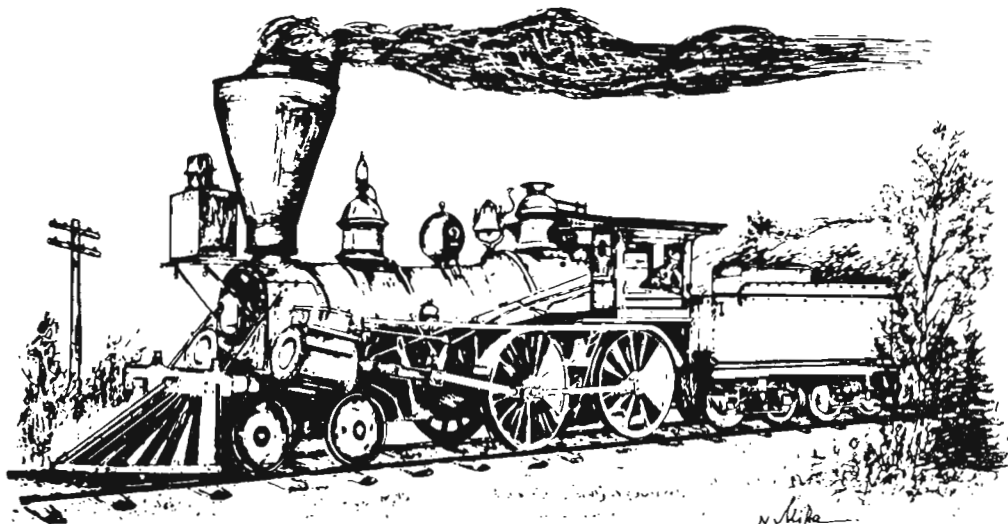






# The Locomotive "TORONTO" of 1853

by Fred Angus



## *"Toronto" - First Locomotive built in Canada - 1853*

One hundred and twenty five years ago this year Canada's locomotive-building industry began when the locomotive "Toronto" was outshopped from the Toronto Locomotive Works. This factory was situated near the corner of Queen and Yonge streets in its namesake city, and had been established by Mr. James Good in October, 1852. The "Toronto" was ordered in February 1853 by the Ontario Simcoe and Huron Railroad, later the Northern Railway of Canada, which was then building its pioneer line North from Toronto. On April 16 the locomotive was completed and, as the factory was not connected to the railway, it was moved down Yonge street on temporary wooden rails made in sections. As the engine was moved slowly along by crowbars, the section behind would be lifted and placed in front; this whole process took five days! On arrival it became O.S. & H. R.R. No. 2, joining Portland-built No. 1, the "Lady Elgin" which had been in use on construction duties since October 7, 1852. It was soon followed by the New Jersey-built "Josephine" which became No. 3. As is well known, the "Toronto" achieved another claim to fame when, on May 16, 1853, it hauled the inaugural train of the O.S. & H. This train departed from the small temporary station on Front street near Bay for its thirty mile run to Aurora, then the terminus of the line. The "Toronto" was, therefore, the first locomotive to pull a train in regular service anywhere in Ontario.

In this issue we present a scale drawing of this historic locomotive as it appeared when new. The drawing was first

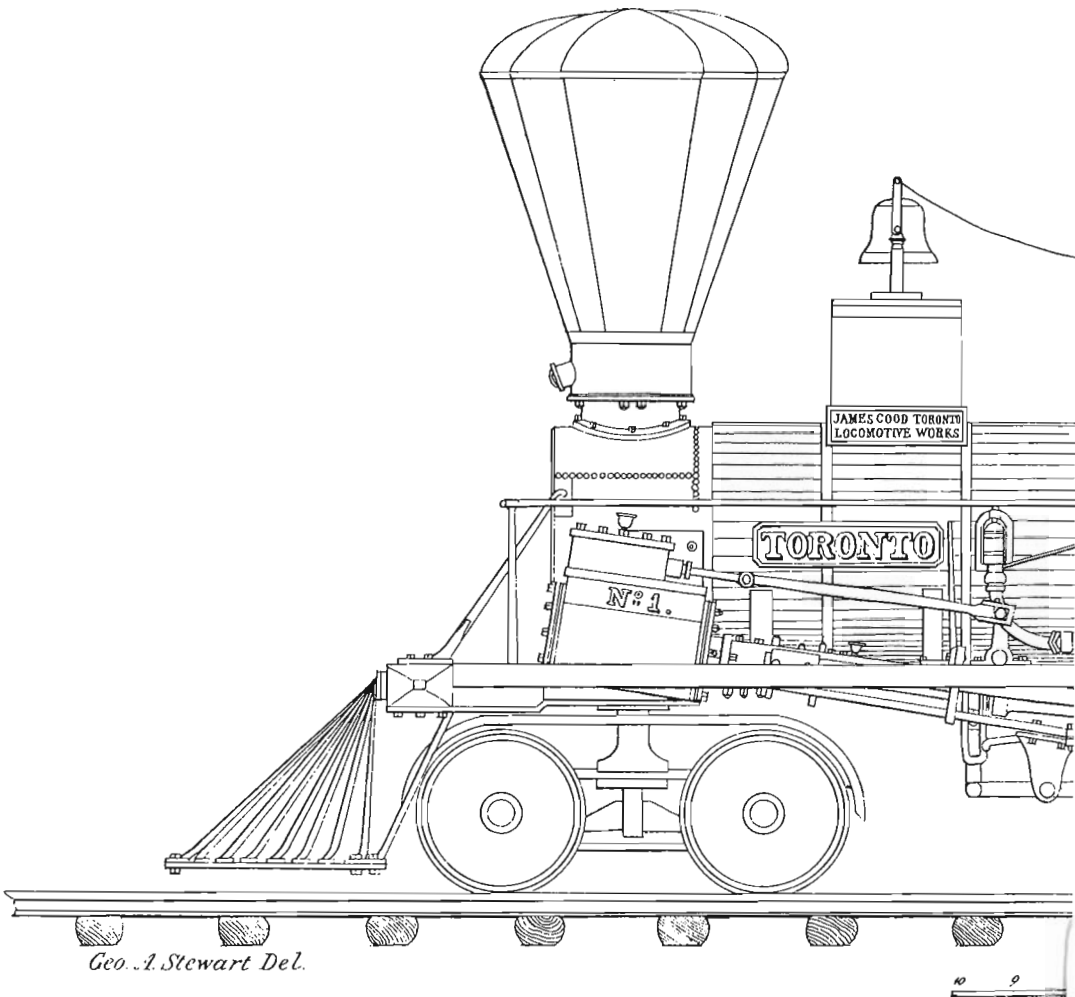
published in the "Canadian Journal" for October, 1853, and to the best of our knowledge has not appeared since. It was drawn by George A. Stewart and the lithography was the work of Hugh Scobie. This must have been one of Scobie's last works as he died on December 7, 1853, at the age of 42. Some of the dimensions of the "Toronto" were as follows:

Cylinders: 16 inches in diameter by 22 inch stroke.  
Driving wheels: 5 feet 6 inches in diameter.  
Track gauge: 5 feet 6 inches.  
Fire box (inside dimensions): 4 feet 6 inches long,  
3 feet 5 inches wide,  
5 feet high.  
Boiler: 150 tubes, each 11 feet long and 2 inches in diameter.  
Weight of engine alone: 25 tons.  
Weight of engine and tender with wood and water: 50 $\frac{1}{2}$  tons.

The "Toronto" was described at the time as "certainly no beauty", but it was well built and functional, and it gave many years of good service.

Comparison of the drawing with the photograph reveals several differences. This is understandable since the photo was taken about 1880 just before the engine was scrapped, and modifications had been made during its 27 years of service. Among the changes one can see that the longitudinal frame member outside the wheels has been removed in the intervening time, and the wooden boiler-jacket has been replaced by the more utilitarian sheet metal. It is interesting that the distinctive spherical sand box was not originally present, and the bell was mounted atop the front dome, the whistle being farther back. In 1853 there was no large oil headlight to grace the front of the "Toronto", the one in the photo being a later addition. This is not surprising since at that time and into the 1860's most railways in Canada, even the Grand Trunk, carried only small lamps, similar to those used in Britain. Another change, not quite so obvious from the photograph, is the size of the driving wheels. The drawing, as well as contemporary reports clearly indicate 5 ft. 6 in. drivers. However, by 1858 these wheels had been replaced by ones 4 ft. 6 in. in diameter, no doubt to obtain greater tractive effort with lower speed more suited to the track conditions. The smaller wheels were probably also made by Good as they appear of similar design to those on the drawing, although differing in some details besides their size.

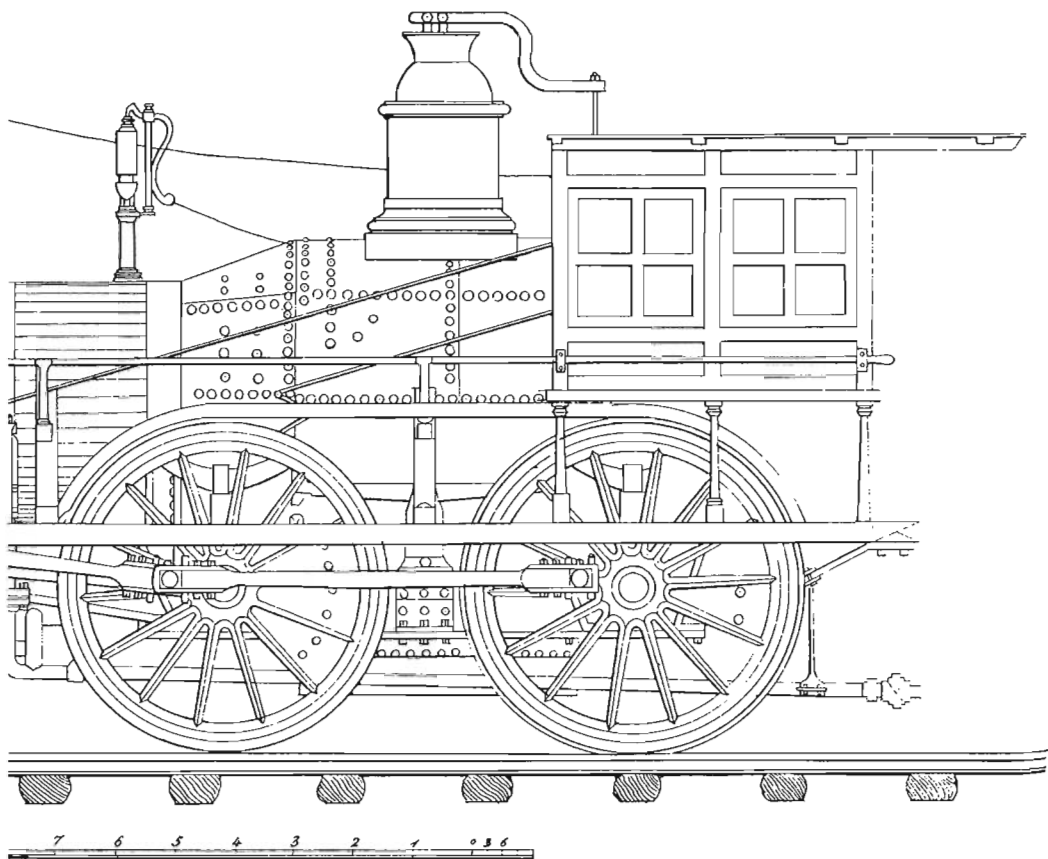
The "Toronto" had a fairly long life by contemporary standards. The Northern Railway did not convert its gauge from 5 ft. 6 in. to 4 ft. 8 $\frac{1}{2}$  in. until 1879, more than five years after the Grand Trunk. The "Toronto" was never converted, and, along with the "Lady Elgin" and "Josephine" was scrapped soon after. It is unfortunate that this pioneer locomotive was not preserved, but this is not to be wondered at since there was little interest in saving such relics at that time. Fortunately, all three were photographed before being cut up and the photo of the "Toronto" has often been reproduced in the ensuing years, sometimes with a caption incorrectly stating that this is how it looked in 1853. In actual fact however its appearance in 1853 must have been quite neat and smart in contrast to the tired old veteran that is depicted in the photo. By consulting the 1853 drawing as well as the photo one can imagine how this historic locomotive looked on that long ago day when its inaugurated the era of the steam railway in Ontario.



## M<sup>r</sup> GOOD'S LOCOM

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*Scale of Feet.*

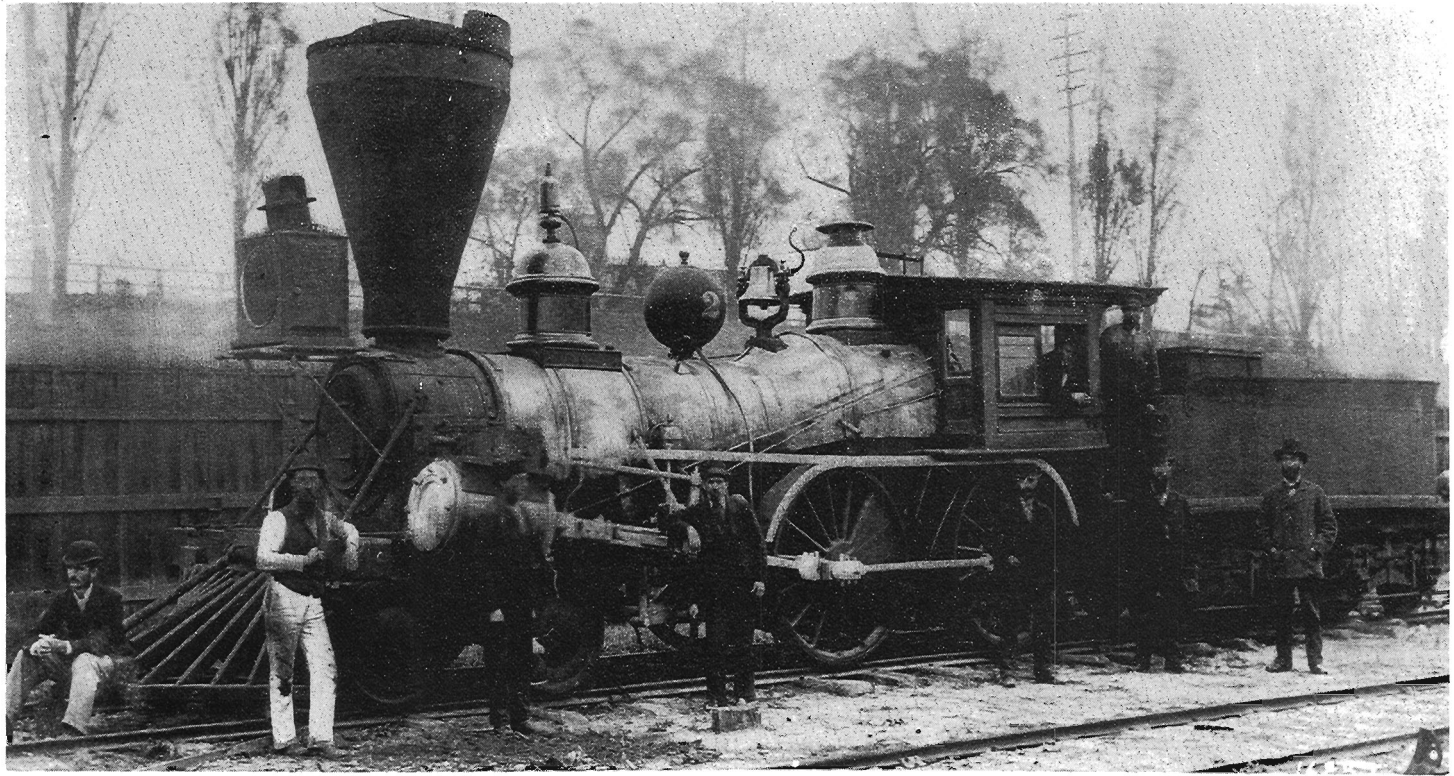
## LOCOMOTIVE ENGINE TORONTO.

Hugh Scobie Lith. Toronto.

### NOTES CONCERNING DRAWING

The drawing was published in October, 1853 to a scale of  $\frac{3}{8}$  in. to the foot ( $\frac{1}{32}$  of actual size) but has been reduced slightly to fit the page. The scale at the bottom will indicate the size.

The inscription "No. 1" appearing above the cylinder obviously refers to the builder's number, since the road number of the locomotive was No. 2.



The "Toronto", first locomotive built in Canada, as it appeared about 1880, just before it was scrapped. The man sitting on the cowcatcher is W.H. Adamson, while the six standing are (from left to right) John Broughton, Joseph Benson, Daniel Sheehy, James Armitage, John Harvie, Charles Storey. Looking out the cab window is Joshua Metzler, while James Phillips stands on the top step. John Harvie is said to have been the first conductor of the line.

Photo: Canadian National Railways No. 16257.



# "THE CANADIAN"

## end of an era

### by Stephen Wray

Saturday, October 28, 1978 will most definitely go down in history as a very sad occasion for Montreal and Ottawa area railfans for on that day the very last Canadian Pacific train left for the west coast, severing a link which had existed for over ninety years. As the time of departure loomed closer for train number 3, "The Canadian", many railfans and media people were in evidence to record on film the last departure of what had probably become Canada's most famous and loved train.

The consist for the final run was really no different than that which had become common for the train during the non-tourist season in its last few years of operation out of Montreal. There, sitting in Windsor Station, was a six car train consisting of baggage-dormitory car 601, coach 105, skyline 506, diner "Fairholme", sleeper "Chateau Laval", and observation car "Prince Albert Park". Perhaps the only thing special about the train was the motive power. CP Rail had given a new coat of paint to lead FP-7, number 1412 and had an A-B-A lash up on the head end consisting of the aforementioned 1412 followed by 4478 and 1432.

There were no CP Rail officials on hand to see the last train off save the company photographer but what was lacking in official ceremonies was made up by the large number of people out all along the route to Ottawa to see the passing of an era. On board the train coach 105 was nearly filled to capacity with people making one last trip. Because it was the last departure from Montreal many people went to eat in the dining car and still others asked for and received permission to ride in the first class lounge in "Prince Albert Park" where a toast was proposed in honour of a great train and its continued success albeit running only between Toronto and Vancouver.

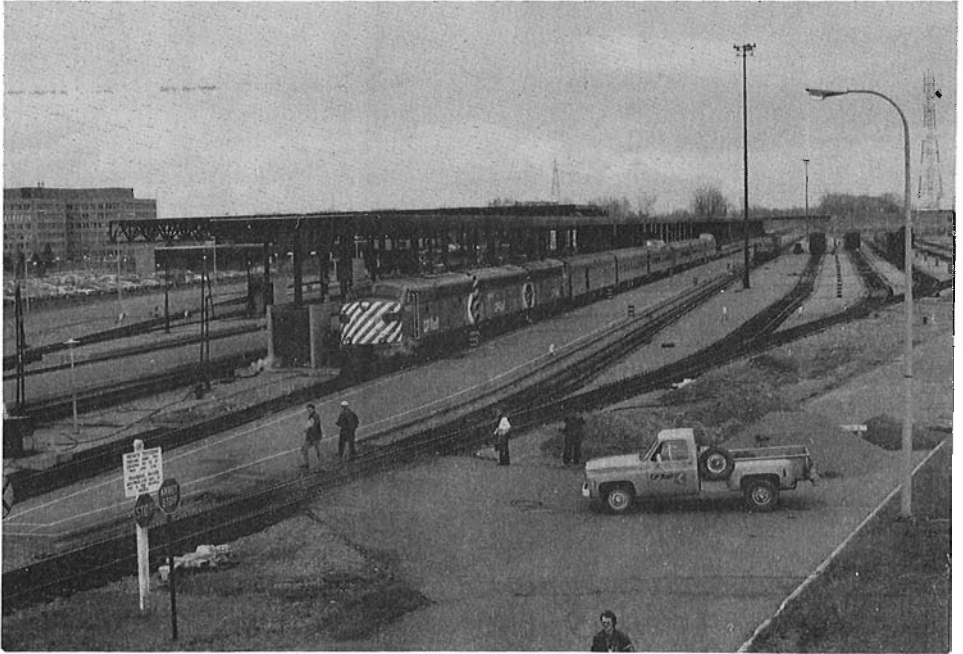
VIA's takeover of transcontinental operations made for some interesting movements in the last week or so of the west-bound "Canadian" from Montreal. Due to the fact that "The Canadian" would only be running out of Toronto following the change of time on October 29th CP Rail had to have the bulk of its stainless steel fleet in that city for the commencement of service under VIA's auspices, leaving only enough equipment in Montreal to cover the Montreal-Saint John "Atlantic Limited". As a result all westbound trains during the last week of service carried several deadhead cars as far as Sudbury where they were sent south to Toronto. Reports say that on successive days the train first carried five deadhead dormitory-baggage cars, five "2200" series coaches and four "Park" observation cars. Equipment shuffles were not limited to cars heading west from Montreal to Toronto alone. Because "The Canadian" would only be serving Toronto

power and equipment had to be found to operate the last few eastbound "Canadians" into Montreal ending on October 31st (it taking 3 days to get the final CP train from the west coast to Montreal). To cope with the problem the final trains to Montreal ran with an MLW RS-10 for power and a full baggage car (2700 series) rather than the normal baggage-dormitory car. This practice was typified by the October 28th eastbound train which consisted of RS-10 8579, baggage 2766, coach 122, skyline 501, dining car "Champlain", sleeper "Chateau Dollard", and observation "Assiniboine Park". Very rarely under normal circumstances did "The Canadian" have MLW power on the head end much less only a single unit from that manufacturer.

It might be added at this point that operational problems did not only exist for CP Rail. Because CN's Super Continental latterly had a four night three day schedule from Montreal/Toronto to Vancouver and vice versa it was found that to get the new VIA schedule working smoothly the train would have to be cancelled in its entirety on October 28th. This was due to the fact that under VIA's hand the "Super" has again



Just like your everyday 'CANADIAN', CP Rail's 1412 along with 2 other units and six stainless steel cars prepares to depart Montreal's Windsor Station for Winnipeg and Vancouver. This scene will be repeated no more for this was the last Canadian Pacific Transcontinental Passenger Train bringing to an end a service which commenced on June 28, 1886 when the first CP train departed Montreal bound for Port Moody B.C.

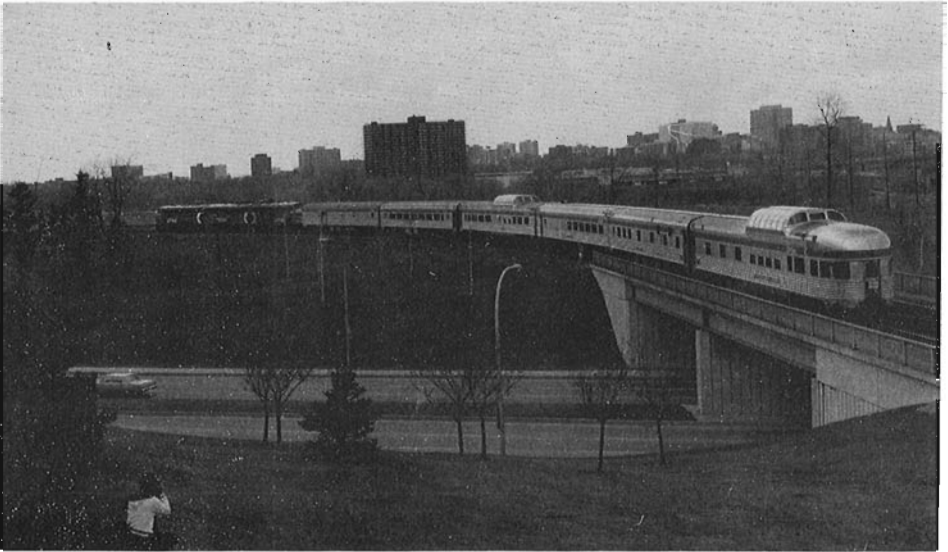


Station stop in Ottawa, the Nation's Capital ..... for the last time.

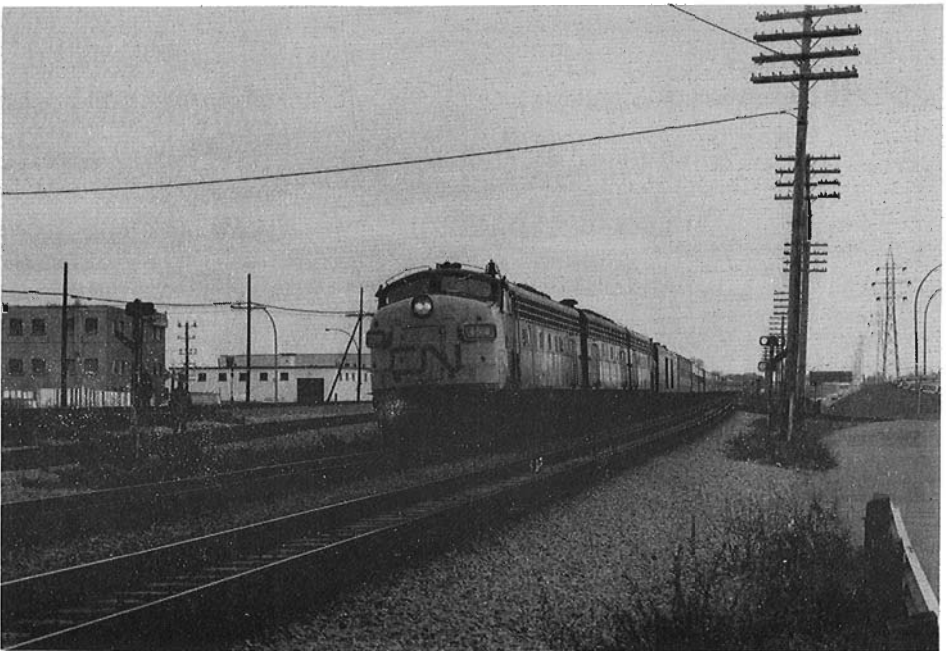
become a three day/three night affair albeit between Montreal and Vancouver only. Notices to the effect that the train was cancelled were posted everywhere - even at the CP Rail station in Sudbury of all places.

Sunday, October 29th saw the dawning of a new era with the introduction of VIA's "Super Continental" between Montreal and Vancouver and "The Canadian" between Toronto and Vancouver. Many people were on hand at VIA's Dorval Station to see the arrival and departure of the first "new" train. Right as advertised, VIA number 3, the "Super Continental" pulled into the former CN station at Dorval, Quebec - three engines and thirteen cars including CP Rail sleeper "Alymer Manor", a real surprise! From engine back the train consisted of VIA CN FP-9A 6516, VIA F-9B 6626, VIA F9-A 6524, VIA baggage 9660, VIA sleeper "Indigo" CN coach 5548, VIA coach 5654, CN lounge 758, VIA daynited 5735, VIA sleeper "Elmsdale", VIA sleeper "Elmira", VIA sleeper "Vogue", CN diner 1371, CP Rail sleeper "Alymer Manor", VIA sleeper "Au Courant" and VIA dayniter 5738. The only unfortunate aspect was the the engines were not reversed with the VIA locomotive leading. As it was railfans had to make do with a red CN lasy worm against VIA yellow on lead unit 6516.

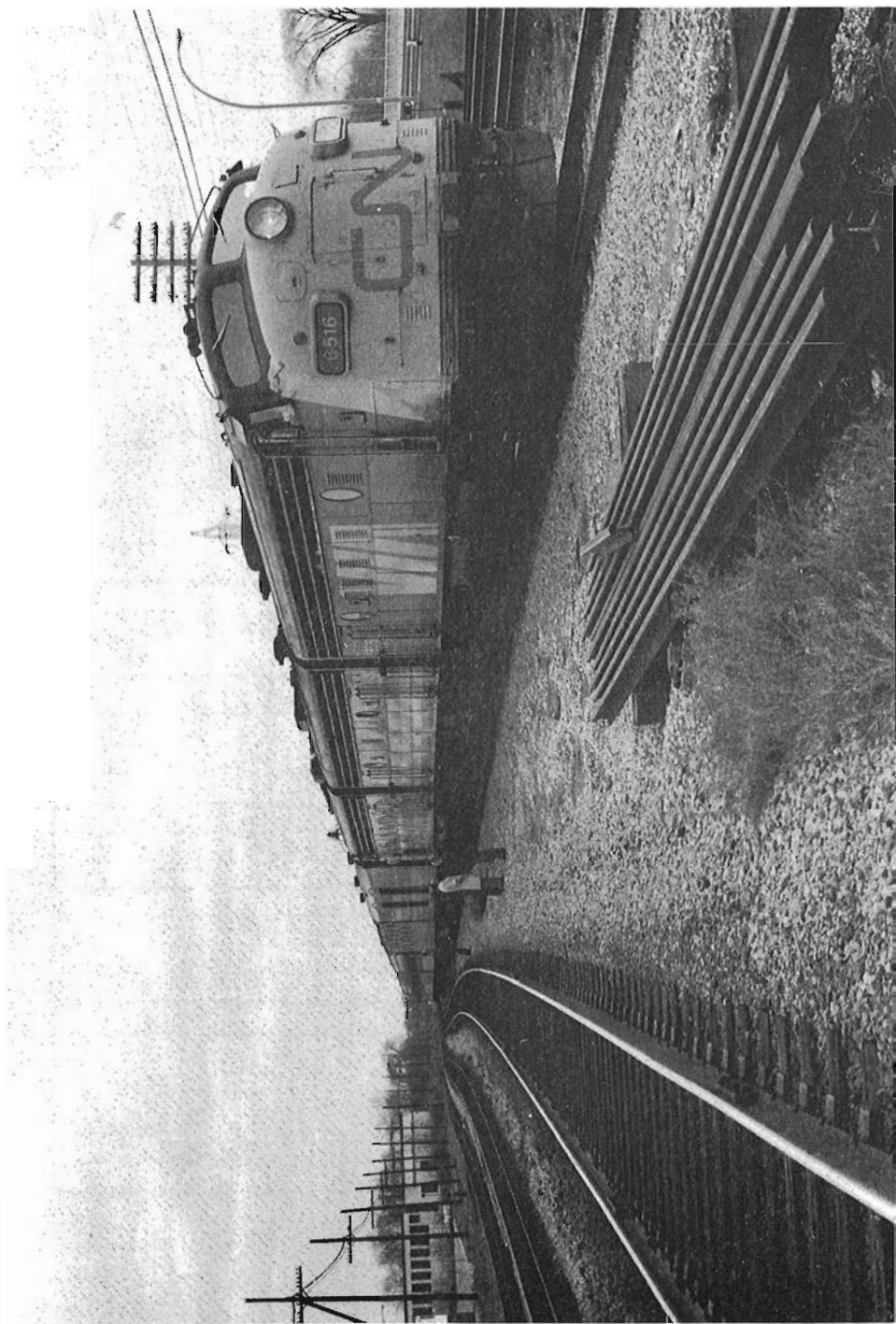
The most interesting aspect of the entire operation is, that to maintain passenger service over the CP's M&O Subdivision to Ottawa, VIA backs the entire train over the old pool train crossover onto the CP just east of CP's Dorval Station. Once onto



The final 'CANADIAN' rounding a curve near Ottawa on October 28, 1978.




Sunday October 29, 1978 the dawning of a new era in Transcontinental train travel, the VIA era. Train No.3 headed by VIA 6516 pulls into CN's Dorval Station. The track immediately to the left of the train is the old 'pool train' crossover from CP to CN whereupon the Super will back up on to attain the CP right of way which is further to the left again. This track was designed to permit westbound pool trains from CP to attain the CN line, the exact opposite of what is required in the VIA operation. You can refer to the cover of your July 1977 issue of Canadian Rail to see a former pool train virtually in the same location doing what the crossover was designed for.



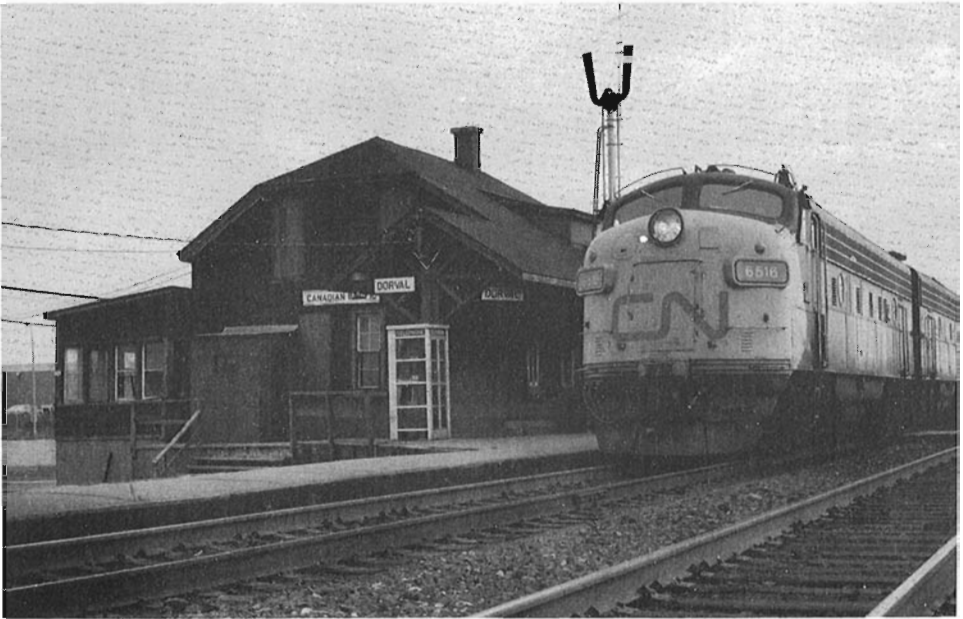
VIA Rail's No.3 on the crossover backing up from CN to CP right of way.



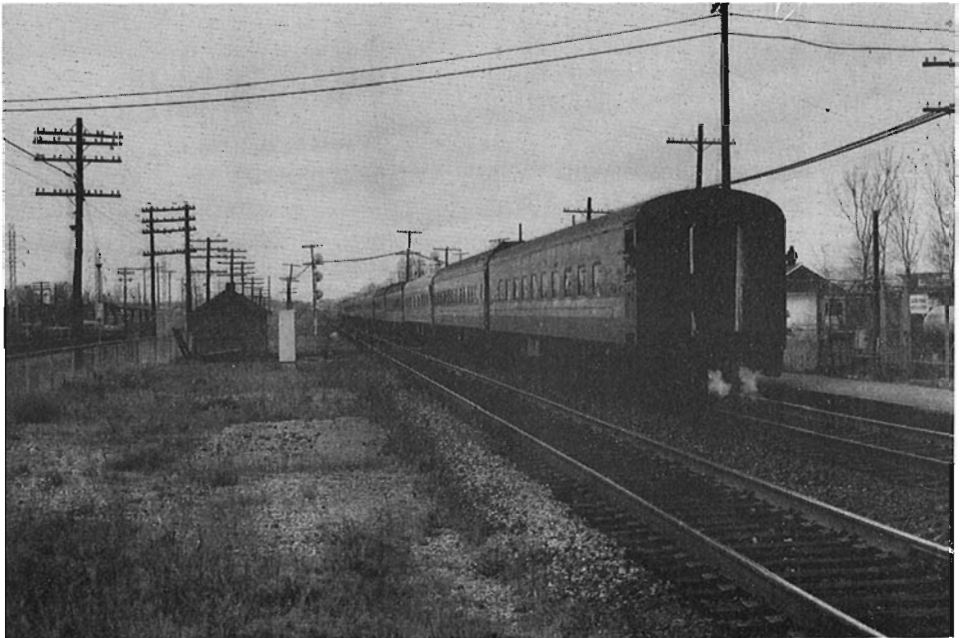
the CP main the "Super" picks up his orders on the fly and heads towards Ottawa. The entire operation took upwards of twenty minutes giving the "Super Continental" the longest run between Montreal and Ottawa except that of the Railiner over CP Rail lines through Lachute. It is too bad that a cross over between the two lines does not exist for the right flow of traffic. However, the old pool train crossover does involve an interesting movement considering it was built for trains coming out of CP's Windsor Station to switch to the CN at Dorval rather than the present where the "Super" leaves CN's Central Station and switches to the CP at Dorval. Rumour has it that a correct crossover will be built at either St. Annes or Vaudreuil, further west along Montreal's lakeshore. At this point train travellers and watchers should see a speed up in transcontinental scheduling.

<b>Clearance</b>		<b>CP Rail</b> 
Station	<i>Montreal</i>	<i>Oct 28</i> 19 <i>78</i>
Train	<i>603</i>	
Orders for your train are	<i>581-593-501-506</i>	
The next train ahead from this station left at _____		
OK at	Dispatcher	<i>J. Blouin</i> Operator
	Dispatcher	
	Dispatcher	
	Dispatcher	

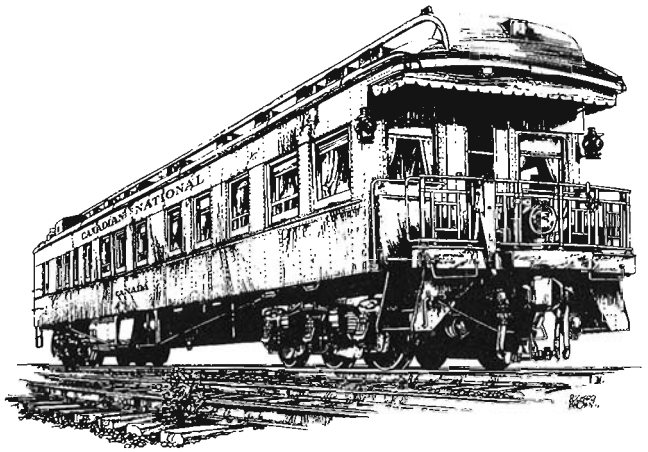
This is the last train order that will ever be issued for Train 3 'THE CANADIAN' for her Montreal departure clearance. Collection of Stephen Wray.



Now on the correct CP Rail track VIA's No. 3 approaches CP Rail's Dorval Station which is used only as a commuter stop nowadays.



And off we go the first 'integrated' Super Continental to Vancouver under VIA Rail. Note the third car from the rear the Aylmer Manor still lettered in it's CP rail multimark. Our sincere thanks to Stephen Wray for remembering to put in a roll of black and white film in this the era of spectacular color.



# The business car

THE PIECES ARE FALLING INTO PLACE. THE NEW VIA RAIL TRANS-continental service went into effect Oct. 29th. Essentially, there will be two routes: a daily train (Nos. 3 and 4) between Montreal and Vancouver, and one (Nos. 1 and 2) between Toronto and Vancouver. Trains 3 and 4 will use CN tracks Montreal-Dorval, CP Dorval-North Bay and CN North Bay-Vancouver. Trains 1 and 2 will use CN rails Toronto-Parry Sound via Barrie, and CP lines Parry Sound-Vancouver, except that they will use the CN station in Winnipeg. To accomplish this, Train 1 will cross over to the CN at Norcran (about six miles east of Winnipeg, proceed to the CN station, then use CN tracks to Portage la Prairie before returning to CP. Train 2 will do likewise in the opposite direction.

Each train will carry a full complement of equipment, including coaches, daynighters and sleeping cars between Montreal-Vancouver and Toronto-Vancouver. In addition, to accommodate through passengers travelling, for example, between Montreal and Calgary, or Toronto and Edmonton, a sleeper will leave Montreal on Train 3 for Winnipeg, where it will be transferred to Train 1 for Calgary and Vancouver. Likewise, a sleeper will leave Toronto on Train 1 for Winnipeg, where it will be switched to Train 3 for Edmonton and Vancouver. Similar arrangements will apply in the opposite direction on Trains 2 and 4. Coach passengers from Toronto destined to CN points in Northern Ontario can connect at North Bay with Trains 3 and 4 by using Trains 121-122 between Toronto and North Bay. However, coach passengers from Montreal and Ottawa proceeding to points such as Regina or Calgary will have to change cars at Winnipeg, or travel to Toronto to board through cars.

Schedules will generally be in line with those previously in effect for "The Canadian":

<u>Train 3</u>	<u>Train 1</u>		<u>Train 4</u>	<u>Train 2</u>
1030		lv Montreal CN	ar 2215	
	1600	lv Toronto CN	ar	1715
2130	2150	ar Winnipeg CN	lv 0855	0900
2255	2310	lv Winnipeg CN	ar 0730	0750
1510		ar Vancouver CN	lv 1130	
	1135	ar Vancouver CP	lv	1605

HOW BOSTONIANS DO IT - THE NATIONAL RAILWAY BULLETIN (NRHS) NOTES that Boston & Maine service from North Station is still all RDC and all service is suspended at 10:15 p.m. on nights when the adjacent Boston Gardens schedules rock concerts.

EVEN THE PENN CENTRAL LOOKS GOOD COMPARED WITH THE RECENT performance of Conrail, which was created in 1976 and given \$2 billion of the U.S. taxpayers' money to replace P-C and six other bankrupt lines in the Northeast. Conrail lost \$367 Million last year and \$216 million more in the first three months of 1978. Now Conrail has asked Congress for another \$1.3 billion. Meanwhile, reports of deteriorating service pile up, shippers are moving elsewhere, and "there is a continuing decline in traffic base". For example, Sea-Land Service, Inc., the largest ship operator in the U.S., recently said it was switching from Conrail to the D & H to move containers west from New York. (At about the same time, the D & H was reported heading into bankruptcy!).

(Business Week, July 10/78)

CN HAS THE GREEN LIGHT FROM THE CTC TO REMOVE STATIONS AND depot agents at eleven places in central and northwest British Columbia. Heated passenger shelters will replace stations at Red Pass Jct., Upper Fraser, New Hazelton, Giscome, Telkwa and Kitwanga. Kitimat station will not be replaced with a shelter because there is no passenger train service through the city. Agents will be removed at Vanderhoof, Houston, Burns Lake and Penny. These changes are dependent upon CN introducing a servocentre at Prince George to serve the area.

(Toronto Globe & Mail, Aug. 8/78)

CP RAIL HAS THE CTC OK TO CONSTRUCT A \$10 MILLION, 8,8 KILOMETRE second main track between Lake Louise, Alta., and Stephen B.C. The route will follow basically the existing line along the Bow River and Bath Creek. CP also has approval to relocate a siding and special tracks for turning snowplows, from Lake Louise to Eldon, Alta.

(Canadian Press, Aug. 8/78)

VIA RAIL CANADA HAS REACHED AGREEMENT WITH CN AND CP RAIL ON the purchase of their passenger locomotives and coaches, reported The Globe & Mail, Aug. 22/78. VIA will reportedly pay CN \$52 million for passenger equipment, including "the three Turbos". The price to be paid CP Rail "will be made known later". CP Rail has been seeking \$250,000 each for the domed-stainless steel cars used on its transcontinental trains, the story says. Inauguration of new transcontinental services authorized by the CTC cannot take place until operating agreements with the railways have been signed. Negotiations to this end are said to be in the final stages.

REPORTED ACCIDENTS ON CANADA'S RAILWAYS IN 1977 TOTALLED 4,285, according to a report of the Canadian Transport Commission. Here are comparable figures for previous years: 1976-4,619; 1975-4,574; 1974-5,254; 1973-4,684; 1972-4,818. And here is a breakdown by classification:

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Collisions	44	56	47	48	32	39
Derailments	323	299	422	330	301	316
Crossing Accidents	1175	1030	1074	982	923	877
Track Motor Accidents	76	72	72	52	41	63
Fires	460	520	492	534	63	37*
Dangerous Commodities	34	35	43	32	27	9
Train Service Incidents	58	71	79	42	84	52
Personal Injuries	2621	2579	2990	2941	3148	2810

\* 1977 figures does not include right-of-way fires

Collisions in 1977 were reported by CN (27), CP (10), ACR (1), BN (1). Derailments on CN (190), CP (108), Conrail (4), NAR (3), ACR (4), C&O (3), QNS & L (4).

"NEW" STEAM AT NIAGARA FALLS - THE MARINELAND AND GAME FARM OF Niagara Falls, Ont. has purchased two 0-6-0T locomotives as part of a \$75 million expansion program. According to the Injector (Ontario Rail Association), June-July /78, and the Toronto Star, July 12/78, the locomotives were bought from the Yugoslavian State Railway and have been rebuilt by them. Both are coal burners but will probably be converted to oil before being put into service hauling sightseeing trains sometime in 1981. They may also be fitted with ballon stacks, cowcatchers, etc. "The Injector" suggests that the original builder was Henschel of Germany, in 1939.

LRV UPDATE. ALL SIX PROTOTYPE CARS MANUFACTURED BY SIG HAVE BEEN delivered to the TTC. Deliveries were as follows:

4002 Dec. 29/77  
 4003 Feb. 24/78  
 4004 May 5/78  
 4005 June 22/78  
 4001 July 4/78  
 4000 July 13/78

Exhaustive testing of the cars has been carried out since their arrival in Toronto and LRVs 4002 and 4003 are expected to be accepted by the TTC in September (in time to permit delegates to the Fall American Passenger Transit Association to experience a tour of Toronto's downtown aboard the Canadian Light Rail Vehicle).



All predictions of the LRVs entering revenue service in the 'near future' have been dashed. It appears now that the cars will not enter service until early 1979 at which time

- all 6 prototypes will have been accepted;
- sufficient operating and maintenance personnel will have been trained;
- minor modifications to the overhead will have been made (section insulators must be lengthened as a precaution against a 'live' LRV in a regenerative mode entering a dead section where overhead crews may be working);
- some structural and way clearances will have been corrected (the skirting will not clear some subway station platforms and the car's greater height and length (over a PCC) has presented some problems at underpasses);
- deliveries of the 190 production models from Hawker-Siddeley will be underway.

The testing program carried out by TTC/UTDC has prompted several retrofits but most are in the nature of 'tuning' the vehicle for optimum performance. The TTC has established an elaborate check list of items to be gone over before final acceptance of each LRV. The Commission is quite aware of the Boston experience with the Boeing cars and it is not anxious to prematurely introduce them to riders. Acceptance of the production models, as they arrive next year, should not be nearly as prolonged.

Changes in the LRV body livery and interior decor and seating arrangement were decided by the TTC in late April but not before the six prototypes had already been finished in Europe. The exterior paint scheme will be modified so that the doors (originally painted white for economy and safety reasons) will carry the four colours of the body livery: red, black, white and grey. In addition, the black area around the front destination window will be changed to white to conform with the paint treatment around the rear destination window.



Toronto LRV 4002 on Queen Street near Neville Loop undergoing road tests on August 1, 1978. Photo courtesy of Ted Wickson, TTC.

The angled seating in the forward section of the car will be abandoned in favour of the traditional 2 and 1 transverse seating. Total seating capacity will therefore be 46, one less than the combination angled and transverse arrangement originally proposed. The interior decor on the prototypes is red and white; however, some second thoughts arose as the predominance of red inside the car became apparent. As part of the revisions, the seats will remain red but the red stanchions will become stainless steel and the red ceiling diffusers and other associated bracketry will be painted white. Car 4000, the last LRV to be delivered (but the first to be constructed), was painted and lettered correctly for its display at this season's Canadian National Exhibition which opened August 16th in Toronto (see photos).

There is no news to report on the two 6-axle articulated cars. A production contract has yet to be signed between the UTDC and SIG. Design of a suitable articulation joint continues to be the prime delaying factor. Besides, the UTDC's market opportunities for such a vehicle are now slim indeed, what with so many transit properties having ordered or already selected a competitor's design.

(THE ASSOCIATION'S REPRESENTATIVE FOR EUROPE, M. JEAN-MICHEL LECLERCQ of Divonne Les Bains, France, sends the following report on the main line of the Swiss Federal Railways from Vallorbe to Lausanne and the Simplon Tunnel.)

The Paris-Milan railway connection enters our country (Switzerland) in crossing the Jura Mountains (Mont d'Or Tunnel) at Vallorbe and leaves it through the passage of the Alps (the Simplon Tunnel) at Brigue. It is the responsibility of the French National Railways to maintain the Mont d'Or Tunnel as far as the Franco-Swiss frontier, while the maintenance of the Simplon Tunnel - which is really two parallel, single-track tunnels between Brigue and Iselle and is the longest tunnel in the world, 19,823 meters - is the responsibility of the Swiss Federal Railways as far as the entrance to the station at Iselle.

The Simplon main line, the shortest railway connection between Paris and Milan (819 km), can be considered as the backbone of the First District of the Swiss Federal Railways (CFF). It is traversed every day by 26 international trains, among which are the TEE trains "Cisalpina" and "Lemano". On the Sion-Brigue section, some 90 trains pass daily. At Brigue, the important traffic of the Berne-Loetschberg-Simplon (BLS) Railway joins that of the CFF to pass through the Simplon Tunnel.

On the eve of the Second World War, 93% of the 214 km of this route were double-tracked. The resumption of the international traffic after the hostilities persuaded the CFF to proceed with the improvement of this artery from 1957, notably by the reconstruction of the station at Sion and the extension of the one at Sierre.

In fact, the work of double-tracking the line from Loeche to Viege (20 km) went forward at a good speed. Begun in 1971, the work was completed in 1979 (the section from Loeche to Tourtemagne will be put in service on 13 June, next year). The right-of-way of the existing line being suitable, it was possible for the first time on the CFF network to plan a double-tracking project of which the geometry would permit speeds of 160 km/hr.

It was necessary to redesign several curves of the previous right-of-way, mostly located in the curves of the Rhone River. The completion of this double track necessitated the construction of several bridges and the elimination of ten level crossings; it required, in addition, considerable modifications to the station at Viege and the halt at Gampel Steg, where press representatives, recently invited by the management of the First District of the CFF, were able to make their own, on-the-spot, evaluations.

This presentation also included information on the Emossion hydroelectric complex, as well as a paper by M. Roger Desponds, Chairman of the Board of the CFF, on the total concept of transport.

RAIL-WATER ROUTES FOR THE ECONOMICAL SHIPMENT OF GRAIN ARE NOT confined to the St. Lawrence Seaway. The Milwaukee Road handles the grain in jumbo covered-hoppers from Marathon to Davenport, Ia., where it is turned over the Alter Co., a barge operator, for the trip down the Mississippi to Destrehan, La. for export. The arrangement reduces the through rate to \$11 per ton from the \$16 all-rail tariff, and gives the railroad much better utilization of its cars. (Business Week)

SOMEWHAT BELATEDLY, WE LEARN THAT TWO ANNIVERSARIES WERE OBSERVED in Alberta last summer - the 60th anniversary of the crossing of the Peace River by the predecessor of the Northern Alberta Railways, and the 50th year of operation of the N.A.R. itself. ("The Marker - APRA")

IF YOU THOUGHT THAT DEALING WITH MUNICIPAL GOVERNMENTS WAS difficult, you haven't read a recent issue of "The Marker" which describes the Canadian Northern's battle to secure a suitable location for their station in downtown Vancouver. In addition to obtaining running rights over the Great Northern from New Westminster to Main Street, the Canadian Northern had to, among other things (1) fill in False Creek to the extent of five million cubic yards (2) not less than \$4 million was to be spent reclaiming the lands, building a sea-wall and erecting suitable station facilities (3) a large trans-Pacific steamship service was to be inaugurated within eight years (4) two hotels were to be built, one on railway property there and the other, not less than 250 rooms, to be located in the City's downtown area (5) the approach of the railway to the terminal was to be "through high ground by a tunnel sufficient for a double track line to be electrified and subject to rigid smoke and noise controls" (6) a \$1.5 million bond had also to be deposited as evidence of good faith to complete all these undertakings! It isn't always as easy as it looks! The Saskatchewan Rail Committee (affiliated with Transport 2000) states in its September Bulletin that "recalling the disastrous results for rail passenger traffic of previous removals of downtown stations (Saskatoon, Ottawa, Saint John, Quebec City) SRC's position has been that the Regina relocation plan should be modified to allow use of Union Station as an intermodal rail/bus/airport passenger terminal, with retention of the CP main line through the city to permit worthwhile rail passenger service into the city core. While the City of Regina ignored SRC's recommendations, the Provincial Government, apparently, took them seriously. Seriously, that is, until the province turned the matter over to its Minister of Finance, who is also an M.L.A. from Regina. Sometime thereafter, lo and behold, both the City and Province reached an agreement that there would be a total relocation plan. So it's back to Square One for SRC.

