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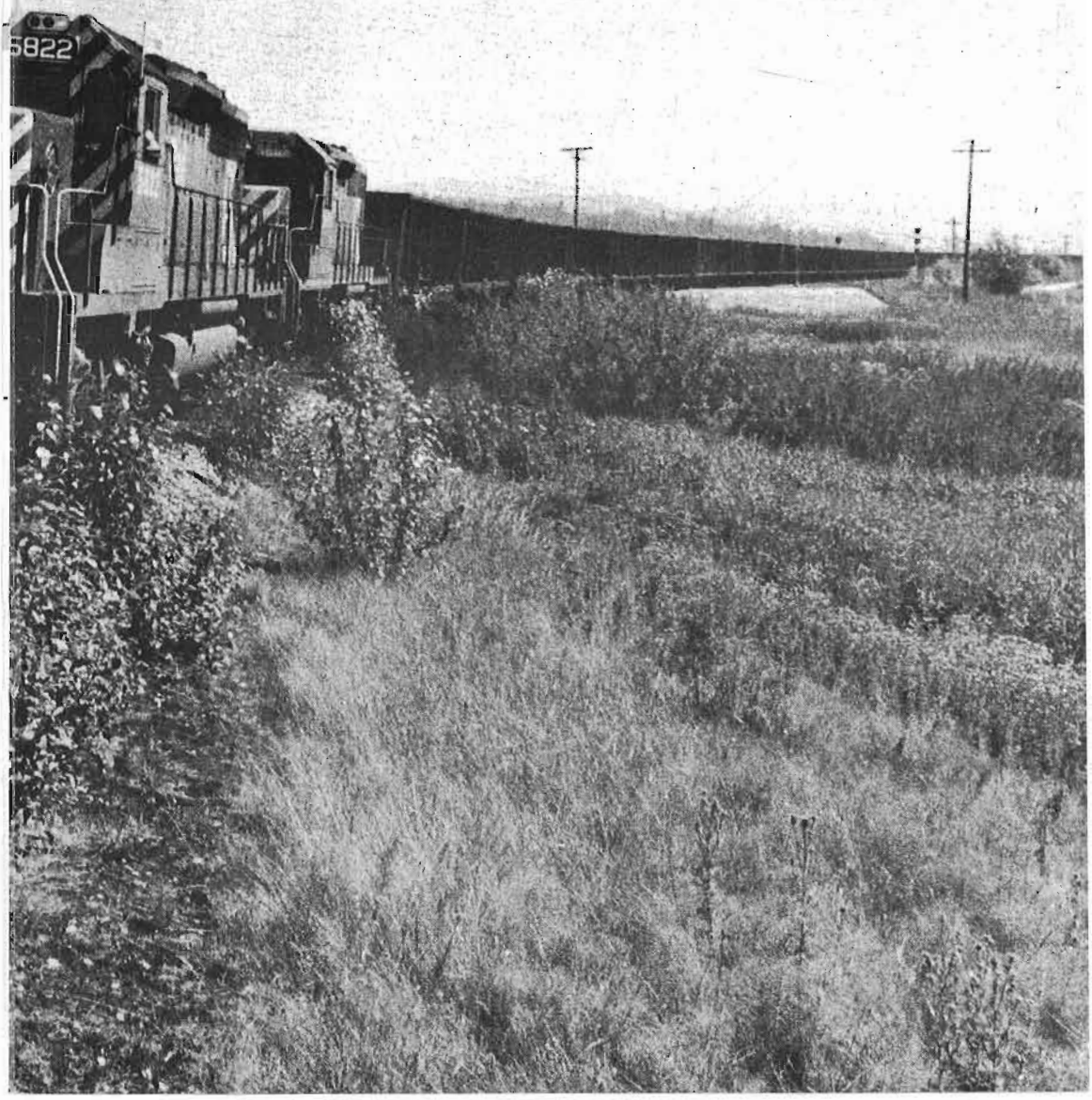
COVER:
Coal train en route to Roberts Bank where it will be unload.

OPPOSITE:
General view showing Conveyor, delivery tube, and ship being loaded.

ROBERTS BANK

SUPERPORT

by H.E. McGarry



ROBERTS BANK SUPERPORT

by H.E.McGarry

For more than 50 years, old established coal mines in the Crowsnest Pass area of Southeastern British Columbia supplied a ready market to railroad steam locomotives and coal stoves for home heating across Canada. When the use of steam was completely overwhelmed by development of the diesel-electric, and home heating went through several technological changes, coal mining was almost phased out as a major industry.

In the mid-60's the Japanese steel industry began a world-wide quest for a market that could supply vast quantities of metallurgical coal. The coal industry was about to be revived, and in 1967 Kaiser Resources became established in British Columbia and began development of mining and processing facilities at Sparwood, northeast of Cranbrook. A surface mining operation uses enormous stripping and loading equipment, including 15 and 25 yard shovels and 100 and 200 ton haul trucks. Overburden is hauled to disposal areas set aside for future planned reclamation and coal is hauled to an 8,000 foot conveyor belt passing through a 5,000 foot tunnel to a preparation plant.

Clean coal produced by the plant is ready for transporting by unit train over a 700 mile route to Roberts Bank Superport bulk loading facility south of Vancouver. The National Harbours Board built an island and causeway costing approximately $5 million and Westshore Terminals (a division of Kaiser Resources) leases the land, and spent $15 million building the loading and storage facility which operates 24 hours daily and employs 75 people. The area is large enough to stockpile one million tons and handle ships of 150,000 tons capacity. Between 6 to 7½ million tons is handled annually, roughly amounting to over 100 ships per year destined for Japan and Pacific Rim countries.

CP Rail uses 100-ton solid bottom gondolas with swivel couplings designed for automated rotary dumping. Inbound train crews leave their train at the entrance where a remote controlled indexing arm takes over the process of forward movement and positioning. An operator controls the tipping and dumping, and in less than 110 seconds the next car is moving into position.

A circular rail line travels the perimeter of the island, with the exit returning to a position parallel to the single entry track, which then becomes the route back across the three mile causeway to the mainland and subsequently retracing the 700 miles back to the mine. The complete trip outlined briefly begins on CP Rails' Kootenay Division at Sparwood, through the junction of the Fording River Subdivision # 17, on to Cranbrook Sub. # 16 5-mile

swan wooster

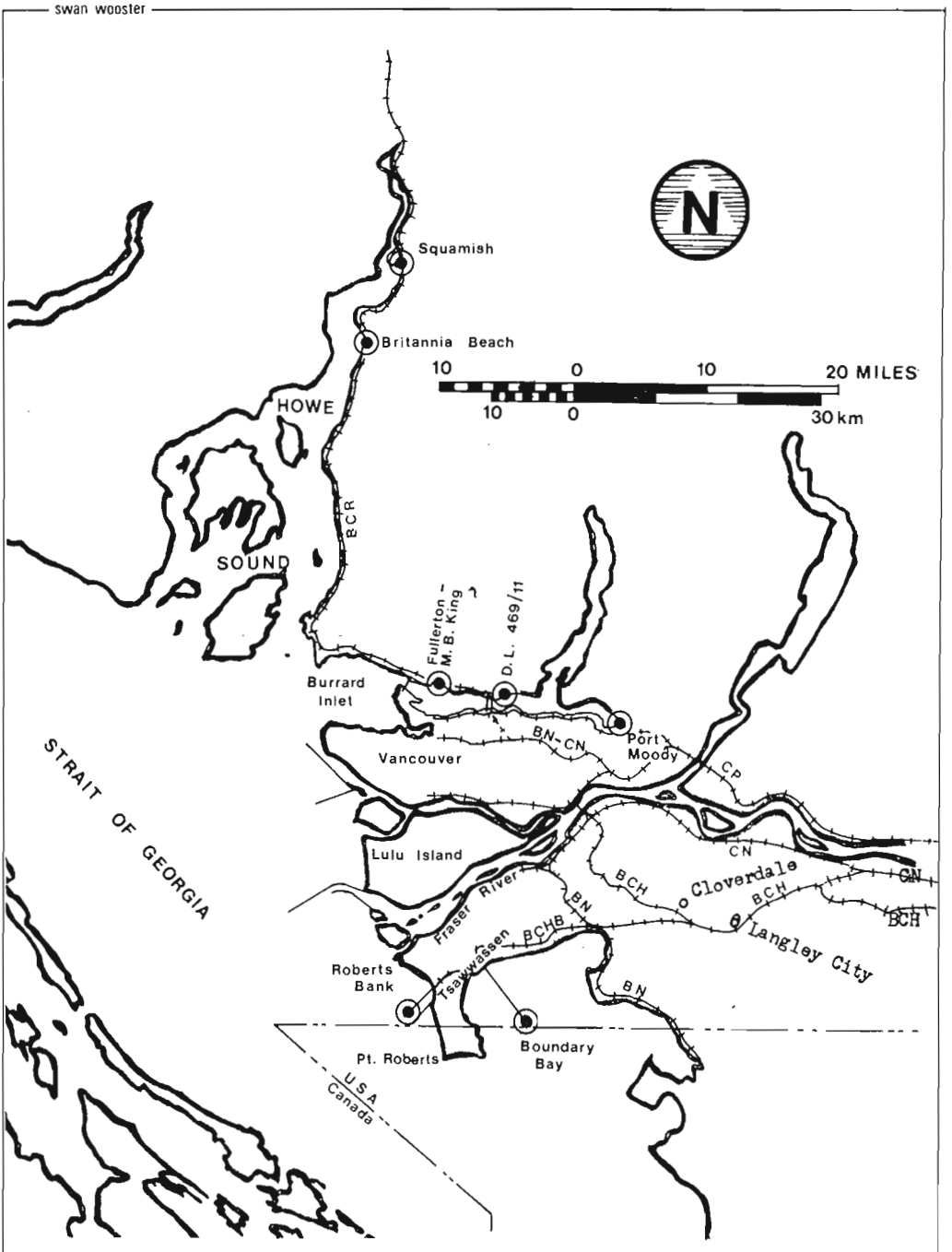


FIGURE 4 Southern Potential Bulk Terminal Sites

This is CN-Hydro Junction looking east, the CP Rail unit trains westbound leave the CN mainline towards the right center in the photo,

(All photos courtesy of the Author)

Here we see the three mid-train SD40's along with their robot control unit.

through Fort Steele and junction with the Windermere Sub. # 13, where it continues north to Golden on the Revelstoke Div. mainline, through the Selkirk Mountains and Connaught 5-mile Tunnel to Revelstoke, Kamloops, the Thompson and Fraser River Canyons and Fraser Valley to Mission City, 42 rail miles east of Vancouver. The # 6 Sub. starts with a branch line heading south on a rail bridge crossing the Fraser River to the south shore, crosses the CN mainline, continuing on to Huntingdon/Sumas on the U.S. border where it meets Burlington Northern for interchange traffic.

When Roberts Bank Superport was established in 1967, it was necessary to build a direct route for coal unit trains using existing rights-of-way where feasible, and filling the gaps between to make it easily accessible to heavy tonnage mainline equipment.

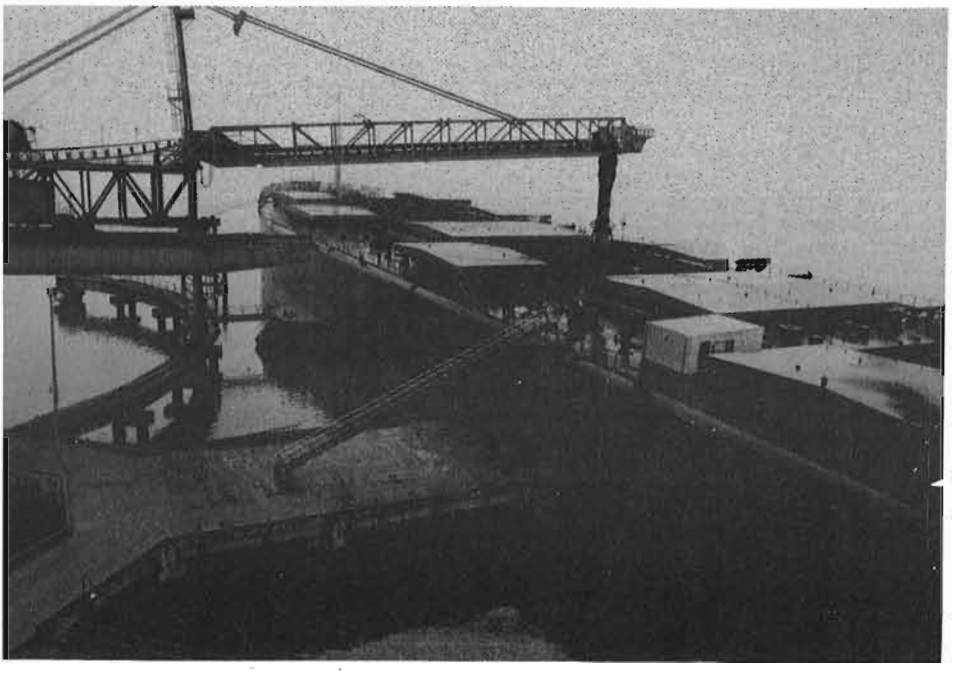
To go from CP Rail's mainline at Mission City in the general direction of the superport, requires going to the south shore of the Fraser River, and this was achieved easily because of the existing bridge. South of the bridge was an ideal location to build a "Y", making an east-west transfer that was proven advantageous when either line is blocked by adverse weather conditions in the Fraser Canyon, or by other traffic problems. Unit trains enter onto CN tracks and continue on mostly double track for approximately 16 m. to a point one mile east of Fort Langley. Now, the general direction requires another deviation from the existing rail route, and because of favourable terrain and a relatively narrow gap of $3\frac{1}{2}$ miles between CN and BC Hydro, a line was built to merge where Hydro turns sharply west toward Langley City.

This is the entrance where semi-automatic unloading begins, train crews leave the train and a pick-up service takes them to rest quarters located at the causeway entrance, three miles from the un-loading area.

The former BC Electric line served the Lower Fraser Valley with interurban and freight service until 1962, and is now the Provincially owned British Columbia Hydro Railway, still a thriving freight service line, Continuing west through Cloverdale, that line turns northwest, as shown on map. New trackage was laid westward, crossing the Burlington Northern Seattle/Vancouver mainline, and reaching the superport in approximately 23 miles.

Regular CN traffic and CP unit trains combined, makes the 16 miles between Page and Livingstone on CN (mostly double track) into a heavy volume line at times, and progress is controlled by both CP North Bend and Mission City dispatchers, and CN main control centre dispatch at North Kamloops, plus further intergration with BC Hydro scheduling on the portion of the route controlled by BCH. As a result of numerous inquiries being received about further bulk handling facilities, the Port of Vancouver commissioned an Enviromental Impact Study, the terms of reference being developed by a Federal/Provincial review panel and a team of professional consultants. The objectives were to determine present handling capacity, the feasibility of a proposed expansion program and its' economic, environmental and social impact on the area. Interested or concerned individuals and groups were invited to submit briefs and attend public hearings and discussions.

Solid bottom gondolas with swivel couplings, usually 105 gondolas to a train allow rotary dumping without uncoupling and permit continuous movement of the whole train.



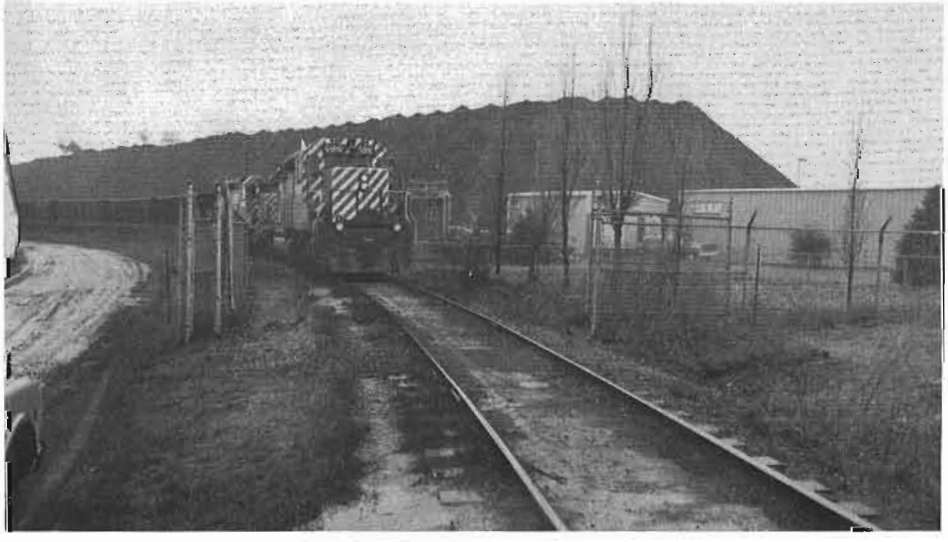
The conveyor gantry and delivery tube is shown in position above open hatchway of ocean carrier.

The second half of the rail loop around perimeter of island.

Assortment of conveyor systems within the stockpiling area. Coal arriving from a unit train can be distributed to any one of four stockpiling areas, or directly to the shiploading system. Hopper and delivery systems are flexible and allow changes in stockpiling requirements.

At the end of 1978, the vast quantities of oral and written submissions had been assembled into a comprehensive report to be filed with the Federal Minister of the Environment. If the expansion proposal is approved and construction of the larger facility begins, there will be an increase of unit train traffic on the route, and it may be necessary to make some sections of single line into double track. Economically and socially it will mean more jobs for people, and an increase in Canada's export markets for bulk commodities, all Money in the Bank.

Mid train helpers with robot control unit.



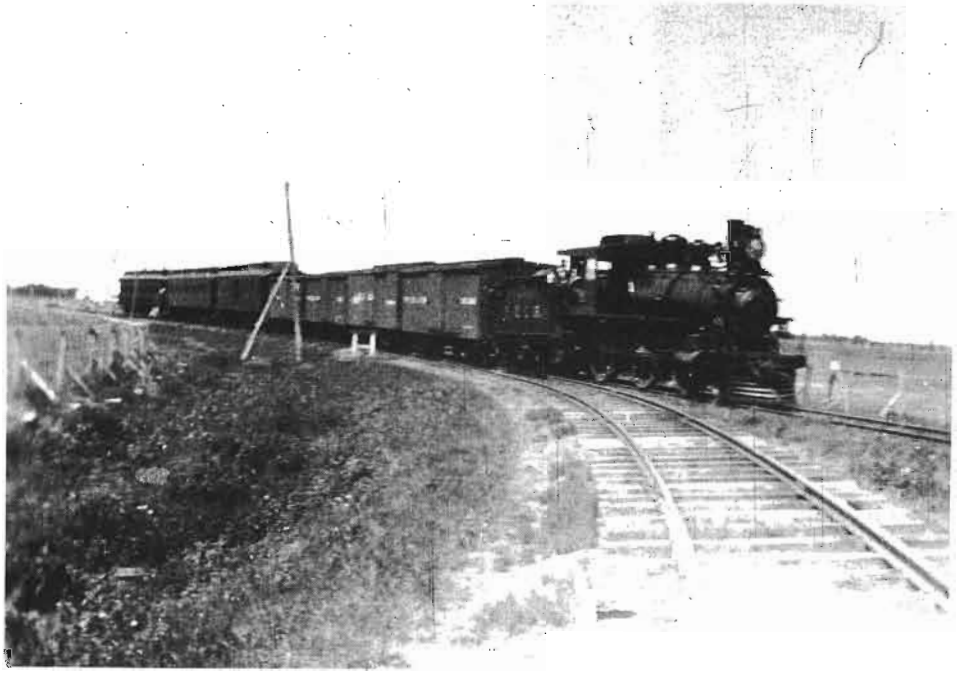
With unloading in process, lead engine units appear and slowly creep towards end of loop. Double track provides sufficient length on exit for engine units to clear tail-end and caboose still in-bound on the approach track. (All photographs courtesy of the Author)

Prince Edward Island's BOULDER STATIONS

BY ALLAN GRAHAM

Prince Edward Island has never been noted for its flamboyancy. Of the 120 railway stations built on the Island only two were outstanding architecturally. These "boulder stations" were built in 1904-05 as replacements for earlier wooden ones. Kinsington and Alberton are the two towns graced by these buildings.

The term "boulder station" is quite descriptive of what happened. Retreating glaciers were quite generous to the western part of P.E.I leaving behind fields of boulders of



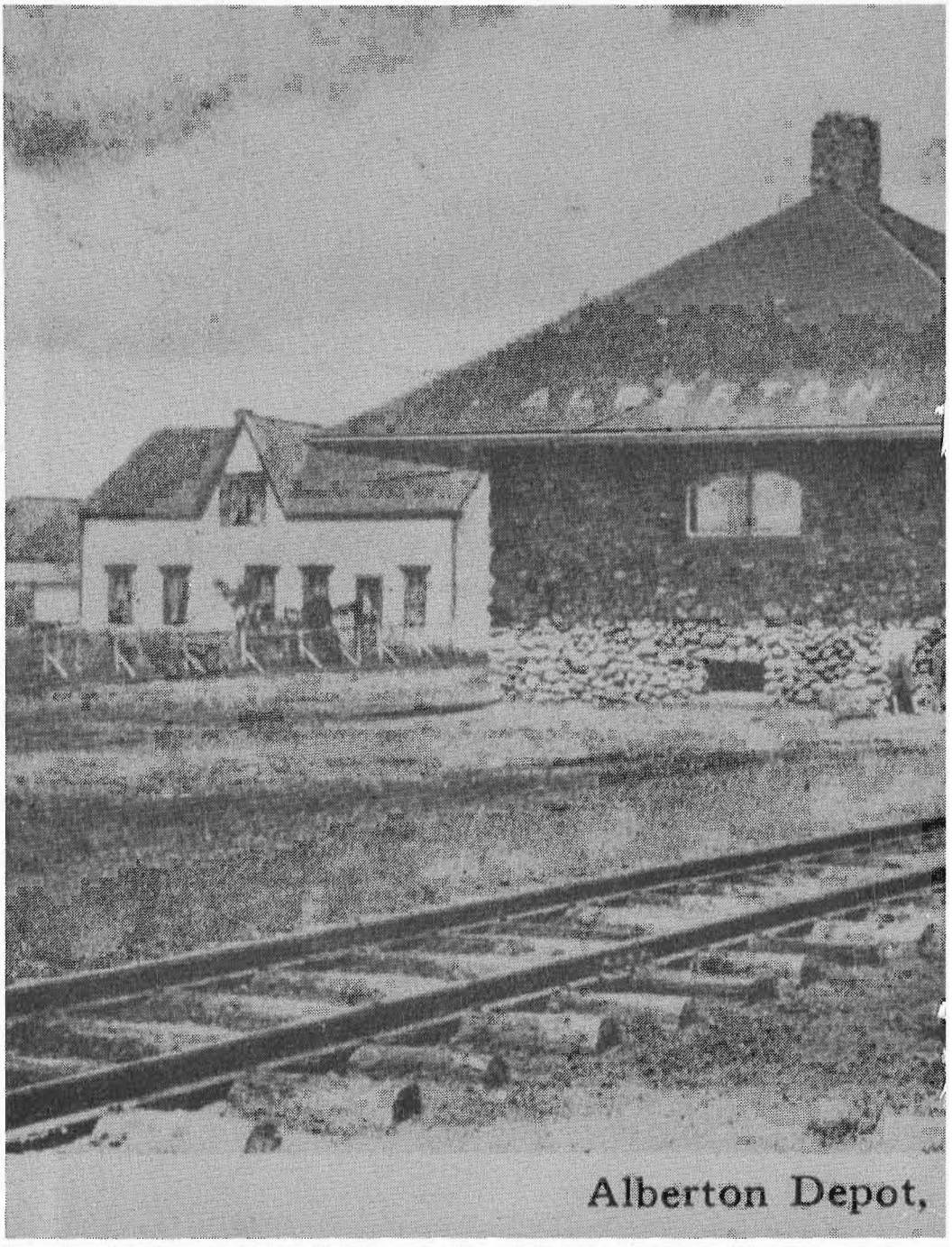
Picture of P.E.I.R. train at the Alberton wye somewhere around 1905. Phto copied and enlarged by Margaret Mallett. Original in collection of P.E.I. Heritage Foundation.

various sizes and shapes, but mainly composed of granite. These boulders were gathered and along with rock that came to Summerside as ballast in sailing ships these structures were built. The ballast originated in Nova Scotia. The boulders and ballast were placed at random in cement creating a really esthetic job.

The kensington station is the more elaborate of the two. It is still being used by the Canadian National as an agency. Designed by C.R. Chappell and officially opened on December 20, 1905 it cost approximately $5,000. The contractors were M.F. Schurman and Company of Kensington. Speeches were the order of the day when this station opened with fourteen of the local politicians and residents each taking their alloted time to compliment the new edifice. The station agent, G.H. McMahon was presented with "an elegant smoking set". A banquet followed at the Clarke Hotel.

The most distinctive architectural feature of the Kensington station other than the boulders is the roof extensions which proceed outwards at the western and eastern ends of the building. These provided passengers with protection from the sun and rain. This resulted in a 68 foot length trackside and a depth of only 16 feet. The agent's office is sheathed in North Carolina pine and ash. The floors throughout are hardwood.

Taken in 1905 before the old station (trainshed visible behind) had been totally torn down. Train heading toward Northport Wharf. Picture in collection of P.E.I. Heritage Foundation, copied and enlarged by Margaret Mallett.



Alberton Depot,

Copy of an old postcard showing the Alberton Station shortly after it was built with the water tower which was positioned on the actual point of the wye so both tracks could be serviced. Photo made from postcard by Margaret Mallett. Original in possession of P.E.I. Heritage Foundation.

Photo of Alberton Station taken in 1972 before it had been donated to the town. Photo by Margaret Mallett.

Another view of Alberton in 1972 taken by Margaret Mallett.

A view of Kensington Station taken while the third rail was being used; a narrow gauge train is coming eastward on the mainline. Photo copied by Margaret Mallett; original in possession of P.E.I. Heritage Foundation.

There were two waiting rooms but the west one is now used for express. The station is not visited by passenger trains any more but the C.N. bus to Amherst calls here.

For many years a flower garden containing the town name in concrete letters was admired by all travellers but this has been totally eliminated.

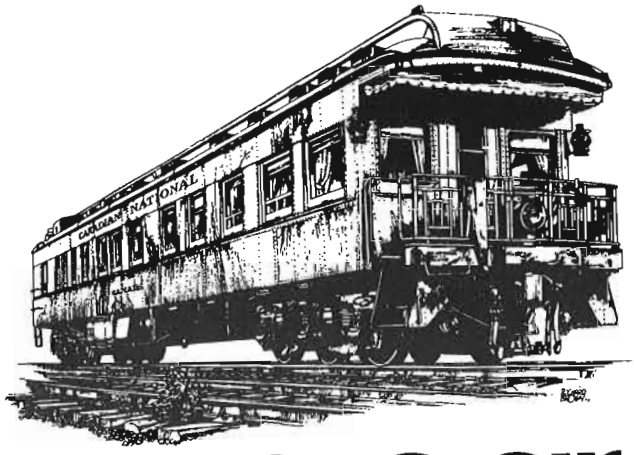
The Alberton station is similar to the Kensington one but it lacks the roof extensions. A large arched window in the agent's office creates a beauty in the Alberton one. The official opening in Alberton received no newspaper coverage at all (versus reams on the Kensington edifice). The Alberton one was opened with a party and dance with guest singers. The Alberton Station is no longer used by the C.N. although it is still at trackside and trains often back in beside it. It is located on a wye which used to continue to Northport Wharf a mile away but now stops at the station house. In 1973 the station was donated to the town of Alberton. In the winter craft courses and travelling exhibits use its rooms. In the summer the P.E.I. Tourist Department rents the agent's office as a regional tourist bureau and the local Handicraft Guild uses the waiting rooms as a sales outlet for local crafts.

Alberton and Kensington were always very important spots on the Prince Edward Island Railway. In fact, the railway was originally planned to end at Alberton (then called Cascumpeque)

but was extended a year later to Tignish. When the railway was being built a huge detour adding at least five miles of track to the total was constructed so that Kensington would be on line. Kensington still handles a lot of railway business but Alberton seldom has a boxcar on the tracks for very long any more.

Although other Island communities such as Mt. Stewart (in 1911) requested similar stationhouses, no more were built. An unknown P.E.I.R. official had given two Island communities buildings for which they would be ever proud.

Photo taken by Margaret Mallett of Kensington Station in 1972.



The business car

THE SAGA OF PASSENGER TRAIN SERVICE IN CANADA CONTINUES TO unfold as the time for rationalization and implementation of the Final Plan approaches.

At the Fall Change of Time, October 28, through service between Capreol and Winnipeg via the CN route will cease. The Canadian Trains 1 - 2 will continue to operate on the present route between Montreal and Vancouver, except that the CN Station will be used in Vancouver. A section of that train, Nos. 5 - 6, will operate between Toronto and Sudbury, consolidating at the latter point with Nos. 1 - 2, and providing through car service between Toronto and Vancouver via Calgary. While full service will be available, the Park series dome-lounge sleeper will only operate between Winnipeg and Vancouver.

A local train, Nos. 7 - 8 with coach, sleeper and feeding service will operate tri-weekly between Capreol and Winnipeg.

The Supercontinental will continue to operate between Winnipeg and Vancouver via Edmonton. All schedules will be similar to those now in effect.

At the same time as these changes on the Western Transcontinental service come into effect, a general reconstruction of the Eastern Transcontinental service will take place, between Montreal and all points in the Maritimes.

On the CN side, the Scotian will disappear. The Ocean, Trains 14 - 15, will operate with full service between Montreal and Halfifax, generally on the schedule of the present Scotian. A local service will be operated between Matapedia and Gaspé. The program calls for RDC equipment, but conventional operation is envisaged until sufficient RDC cars can be made available. Bus connections will be available between Amherst and Charlottetown. Local trains will be operated between Montreal and Mont Joli, Edmundston and Moncton, and Campbellton-Moncton.

Great changes are in store on the State of Maine route. The Atlantic will use Central instead of Windsor Station in

Montreal, and use CN rails between Montreal and Lennoxville, then CP to Saint John, and CN to Moncton and Halifax. It will be designated as Nos. 12 and 11, and times at Montreal and Saint John will be similar as those for Nos. 40 and 41. The Atlantic will provide connections for Charlottetown, Sydney and Newfoundland. It is understood that some thought is being given to providing a new passenger terminal in downtown Saint John, which would certainly be an improvement over the present situation with two stations on opposite sides of town with a five or six mile taxi ride between them.

THIS YEAR ALSO SEES THE CELEBRATION OF THE 40TH ANNIVERSARY OF the Los Angeles Passenger Terminal, otherwise known as Union Station. Activities included, on the station tracks, a display of new Amtrak equipment, and in front of the station, a display of vintage and contemporary urban transportation vehicles. To cap it off, the "Fiesta Express" excursion train operated to San Bernardino and return.

TWO PRODUCTS OF MONTREAL LOCOMOTIVE WORKS SEPARATED BY ALMOST half a century, B.C.P.M. 1077 & B.C.R. 644 are seen here at the head of British Columbia's "Good Times '79 Express" as it crosses the largest remaining trestle on Esquimalt & Nanaimo's Port Alberni subdivision. Trestle at Mile 14.6 is 450 feet in length and 110 feet deep. B.C.P.M. 1077 was built in December 1923 for Cathels & Sorensen and used at their Port Renfrew logging operations on the West Coast of Vancouver Island before being traded to Victoria Lumber Company of Chemainus for a high geared Climax, V.L. No. 7. The 2-6-2 then became Victoria Lumber's second No. 7 and was later renumbered into the McMillan Bloedel series as 1077 when they purchased Victoria Lumber & Manufacturing's mill & logging show at Chemainus. M & B 1077 moved north to their Nanaimo River logging camp and for many years trundled log trains down to the Esquimalt & Nanaimo interchange at Velco north of Ladysmith, for transport to Chemainus log dump and mill. More recently she was purchased by the Provincial Museum to handle their travelling exhibit when on Vancouver Island and weight restricted trackage in the Fraser Valley. Good Times Express is in this photo nearing the end of an almost two month journey to most sections of B.C., parts of Alberta and the States of Washington and Idaho, headed on the mainland by Royal Hudson No. 2860 assisted by M420, B.C.R. 644.

Loco data B.C.P.M. 1077, 62½ tons built December 1923
Builders No. 65337 M.L.W.

B.C.R. No. 644, built October 1973,
Order M6068-05 M.L.W./W.

Photo: Time & Date 7.43 A.M., May 15, 1979 - weather showery

Photographer: Michael Wilkie, 595 Leaside Ave., Victoria, V8Z 2K9

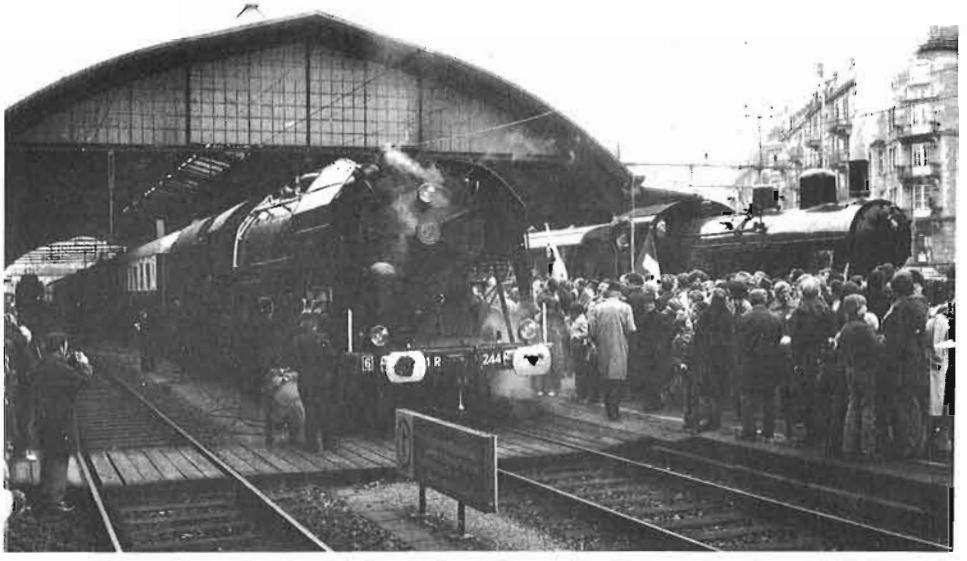

BRITISH COLUMBIA

FRIEND OF THE ASSOCIATION AND SOMETIME CORRESPONDENT, M. Sebastien Jacobi, writes from Neuchatel, Switzerland to point out that years in the last several decades ending in "7" have marked contacts between Switzerland and Canada.

In 1947 , Montreal Locomotive Works delivered a group of 2-8-2 steam locomotives to the French National Railways. One of these, B/N W7503, SNCF No. 141 R 1244, this year powered one very successful excursion in northeastern Switzerland, before going to the Transport Museum at Lucerne for exhibition. In 1957, the Trans-Europe Express RAM trainsets, destined to be sold to the Ontario Northland Railway in 1977, were placed in service between Basel and Amsterdam, Holland. Finally, in 1977 , the Canadian Light Rail Vehicle prototypes, being manufactured in Switzerland for use in Toronto,and possibly in other Canadian cities, were being tested on the Orbe-Chavronay Railway in south-western Switzerland.

Mr. Jacobi sends the accompanying picture of ex-SNCF Number 141 R 1244 (MLW W 7503) at St. Gallen, beside the "Amor Express" of the Bodensee-Toggenberg Railway, powered by BTB locomotive Number 9, class Eb 3/5, a 4-6-0 built by Maffei of Munich, West Germany in 1910.

We are grateful to M. Jacobi for the information and photograph.



THE NAR IS CELEBRATING ITS 50TH ANNIVERSARY THIS YEAR, AND THE Company has repainted a coach in a golden colour. The car is laden with historical displays, literature and film, and will tour the NAR Line and stop at fairs and public gatherings. The railway is also planning something new - naming its fleet of diesel locomotives. We understand that the names will be those of historical figures connected with Alberta and B.C., as well as towns and rivers.

(The Marker & SRS News)

OUR CORRESPONDING MEMBER FROM BEACHVILLE' ONTARIO MR. BURT VAN Rees was kind enough to send along the following four photos of 1978 rail action in ada around the Woodstock, Ontario area. First we see two CP diesels, an RS-10 and an RS-3 heading up a freight in Woodstock on July 1, 1978. Next CN 2006 at Ingersoll West on the CN. Burt caught this CP-NW drag rattling over the CN-CP diamond in Woodstock on August 16, 1978. This extra was called into interchange service due to the strike of clerks on the NW which was in effect at the time. And lastly we see Sperry Rail Service car 139 on an inspection run at Beachville, Ontario for CP in August of 1978.


CP Rail


2006
2006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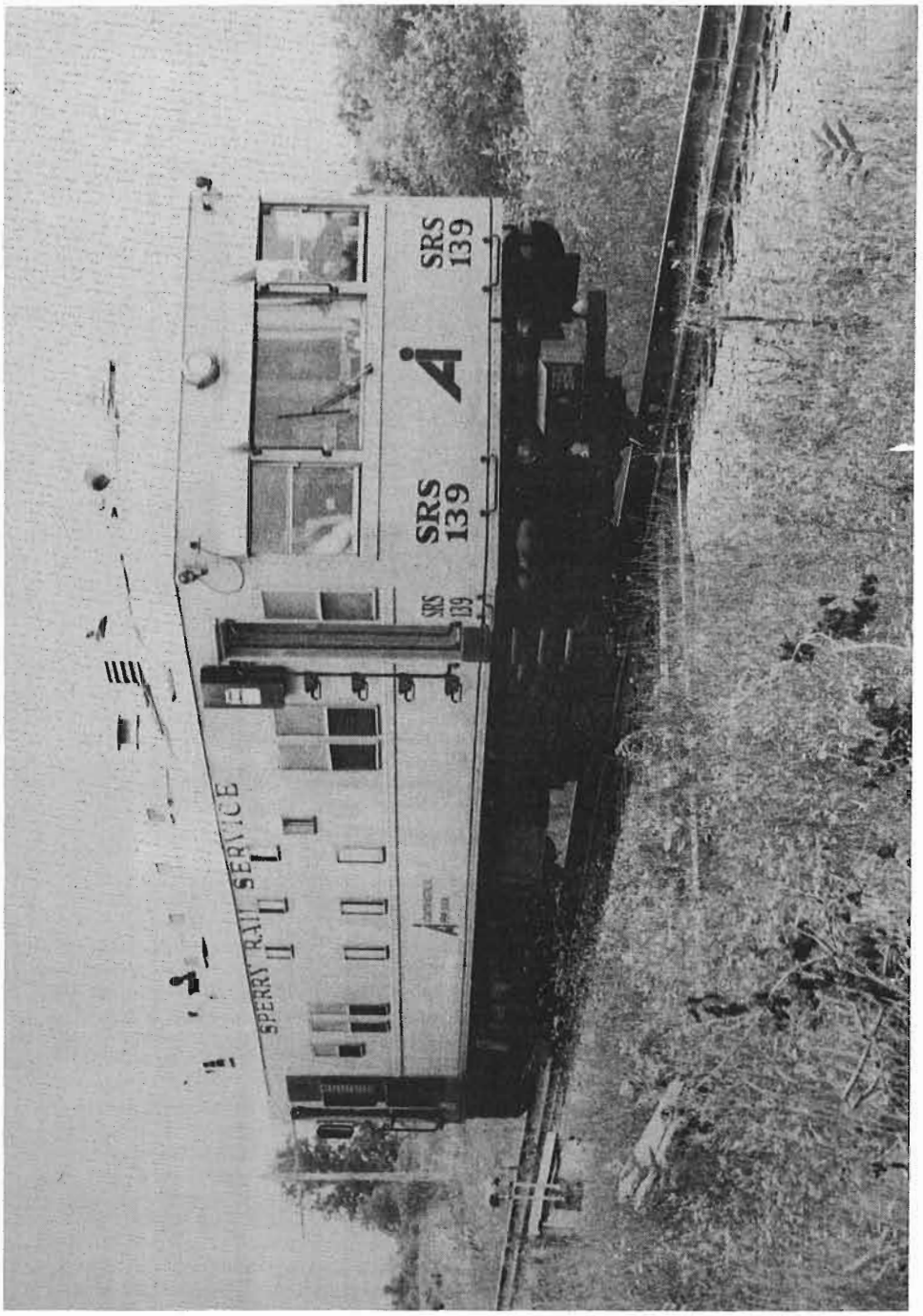
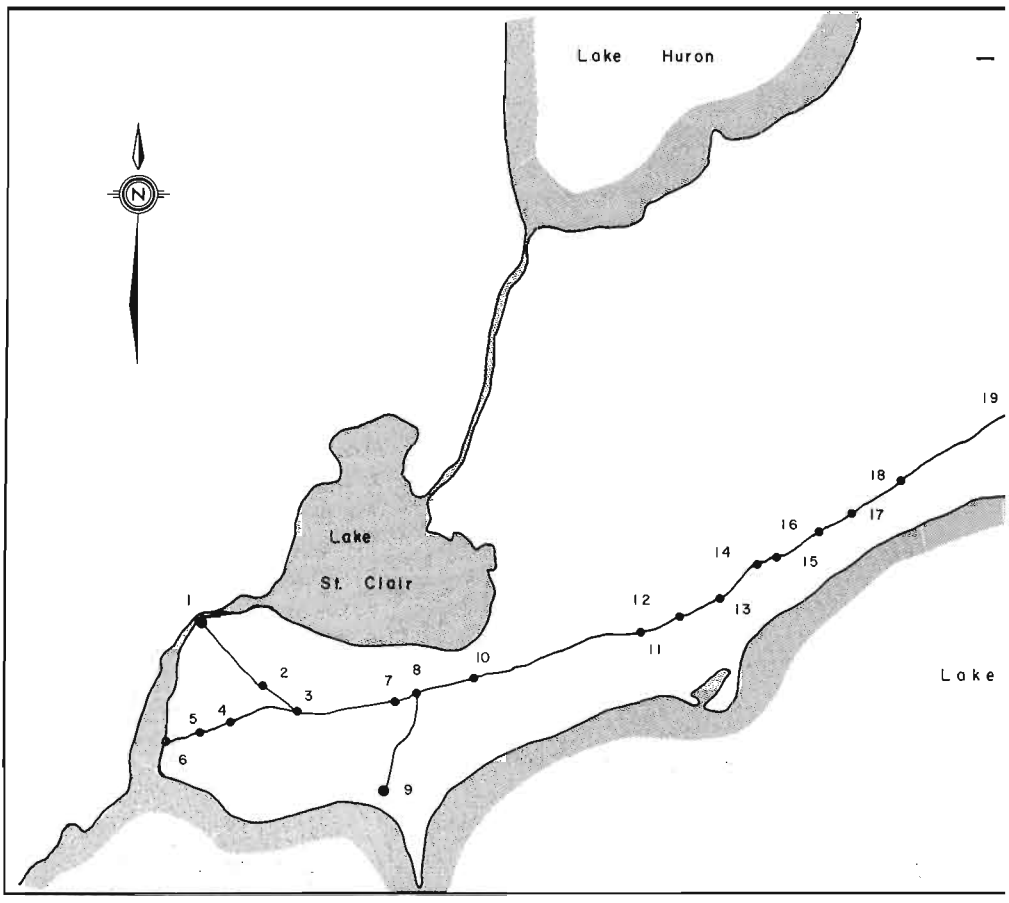
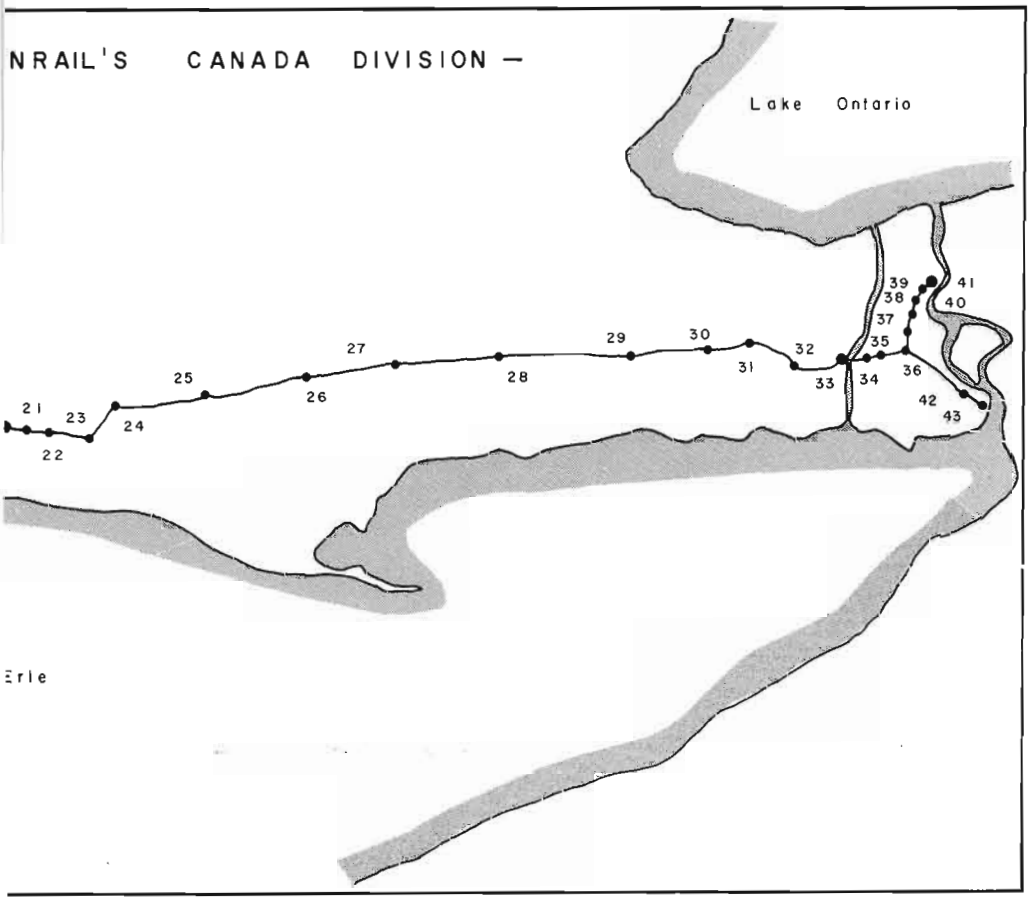


Ted Wickson of Toronto, Ontario photographed this Richmond Hill GO Train at Wynford Park in Toronto's Don Valley on May 10, 1978. Our thanks to Ted for submitting the photo for publication in Canadian Rail.



- L E G E N D -

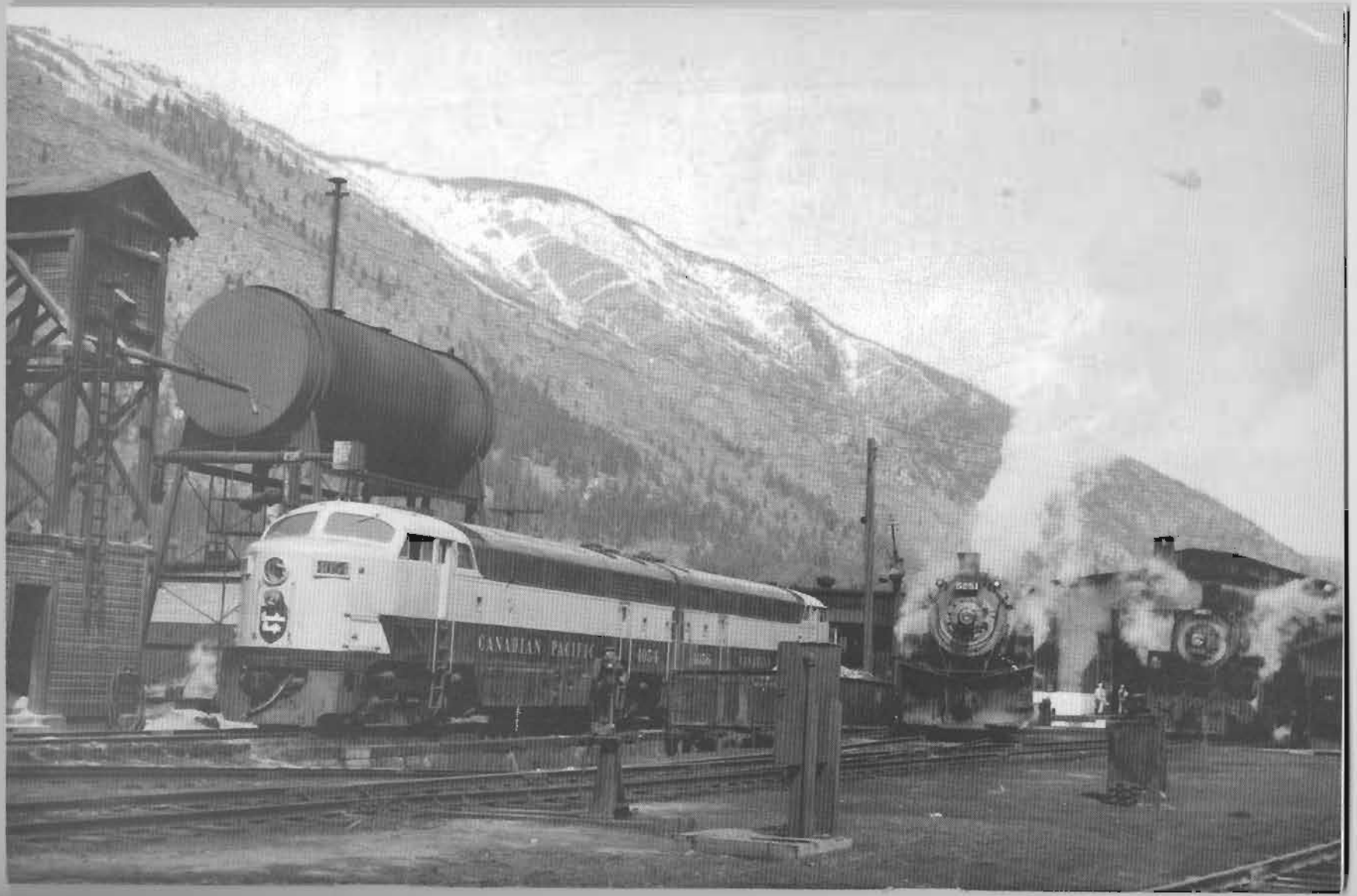
1 : Windsor
2 : Pelton
3 : Essex
4 : McGregor
5 : Quarries
6 : Amhestburg
7 : Ruscomb
8 : Comber
9 : Leamington
10 : Tilbury
11 : Fargo (crossing with C. & O.)
12 : Mull
13 : Ridgetown
14 : Highgate
15 : Muirkirk
16 : Rodney
17 : West Lorne
18 : Dutton
19 : B X (crossing with C.N.R)
20 : St. Thomos (crossing with C.&O., C.P.R.)
21 : Boll
22 : Yarmouth (crossing with C. N. R.)
23 : Alymer
24 : Springfield
25 : Tillsonburg (crossing with C.P.R., C.N.R.)
26 : LaSalette
27 : Waterford (crossing with T.H. & B.)
28 : Hagersville (crossing with C.N.R.)
29 : Canfield Jct. (crossing with C.N.R.)
30 : B X (crossing with E & O , TH&B)
31 : Perry
32 : C.P. Hewitt (crossing with T.H. & B.)
33 : Welland
34 : C.P. Phillips
35 : C.P. Feeder East (crossing with C.N.R.)
36 : C.P. Brookfied (crossing with C.N.R.)
37 : C.P. Lincoln
38 : C.P. Fraser
39 : Montrose
40 : Falls View
41 : Niagara Falls (connects with C.N.R.)
42 : C.P. Pettit
43 : Fort Erie



UR OFFICIAL CARTOGRAPHER' MR. WILLIAM GERMANIUK OF THUNDER BAY, Ontario really burnt the midnight oil to produce a most excellent map to go along with Ken Gansel's CONRAIL rticle which was presented recently. Unfortunately due to a late-burning error the map which appeared on pages 140-141 of ur May issue No.328 was repeated and in-complete. We are pleased o present here the corrected version and wish to take this opp-rtunity to express our sincere thanks to Bill Germaniuk for all is help over the past several issues.

Ted Wickson of Toronto, Ontario photographed this Richmond Hill GO Train at Wynford Park in Toronto's Don Valley on May 10, 1978. Our thanks to Ted for submitting the photo for publication in Canadian Rail.

Our friend, member and often contributor Mr. Jim Hope of British Columbia sent along this interesting photo of the Nelson, B.C. yard as it looked on April 3, 1953. We find two FM, C-Liners Nos. 4054 and 4056, as well as steamers 5251 (2-8-2) and 3663 (2-8-0). Our thanks to Jim Hope for sending this shot along to us for presentation.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