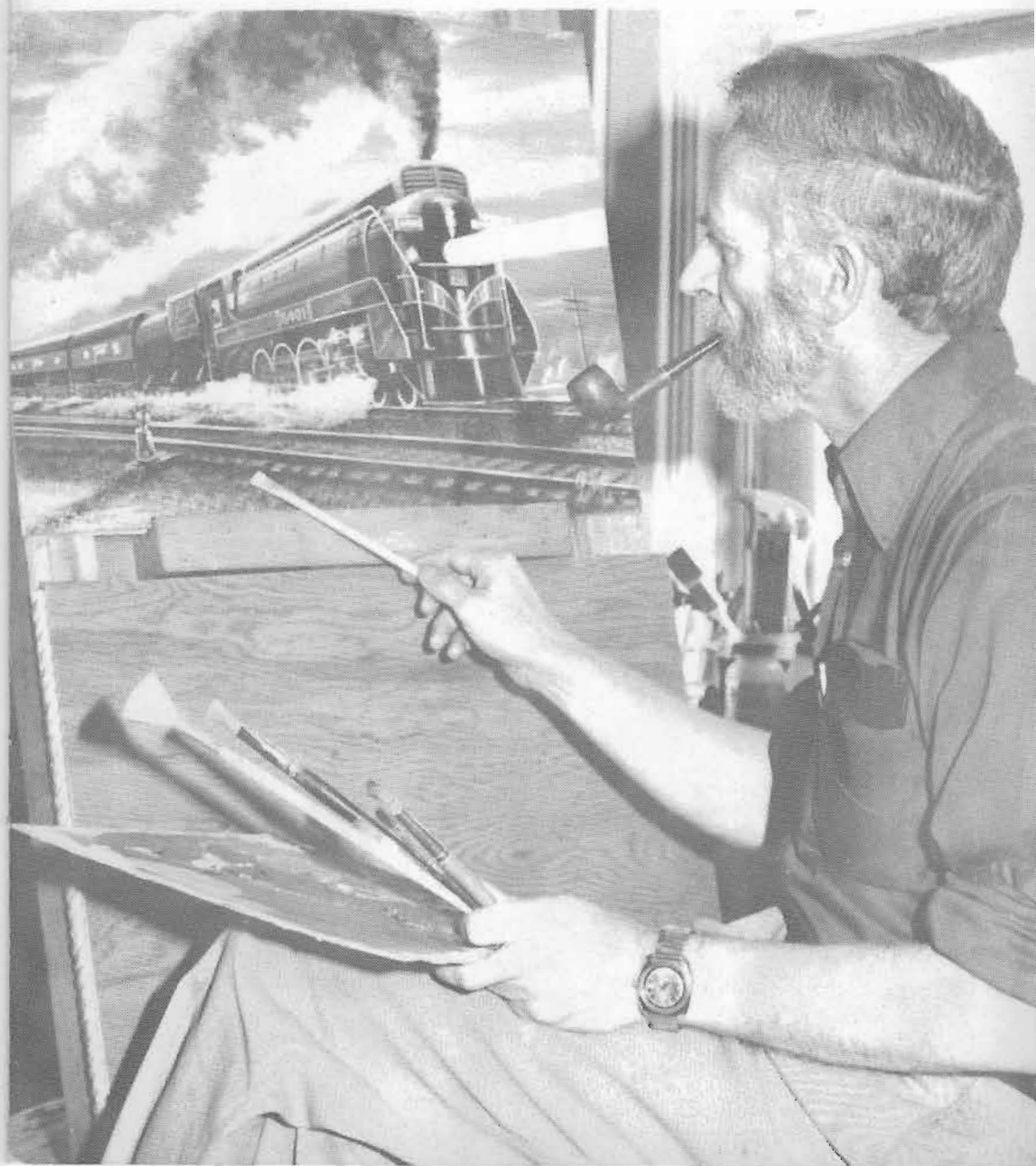
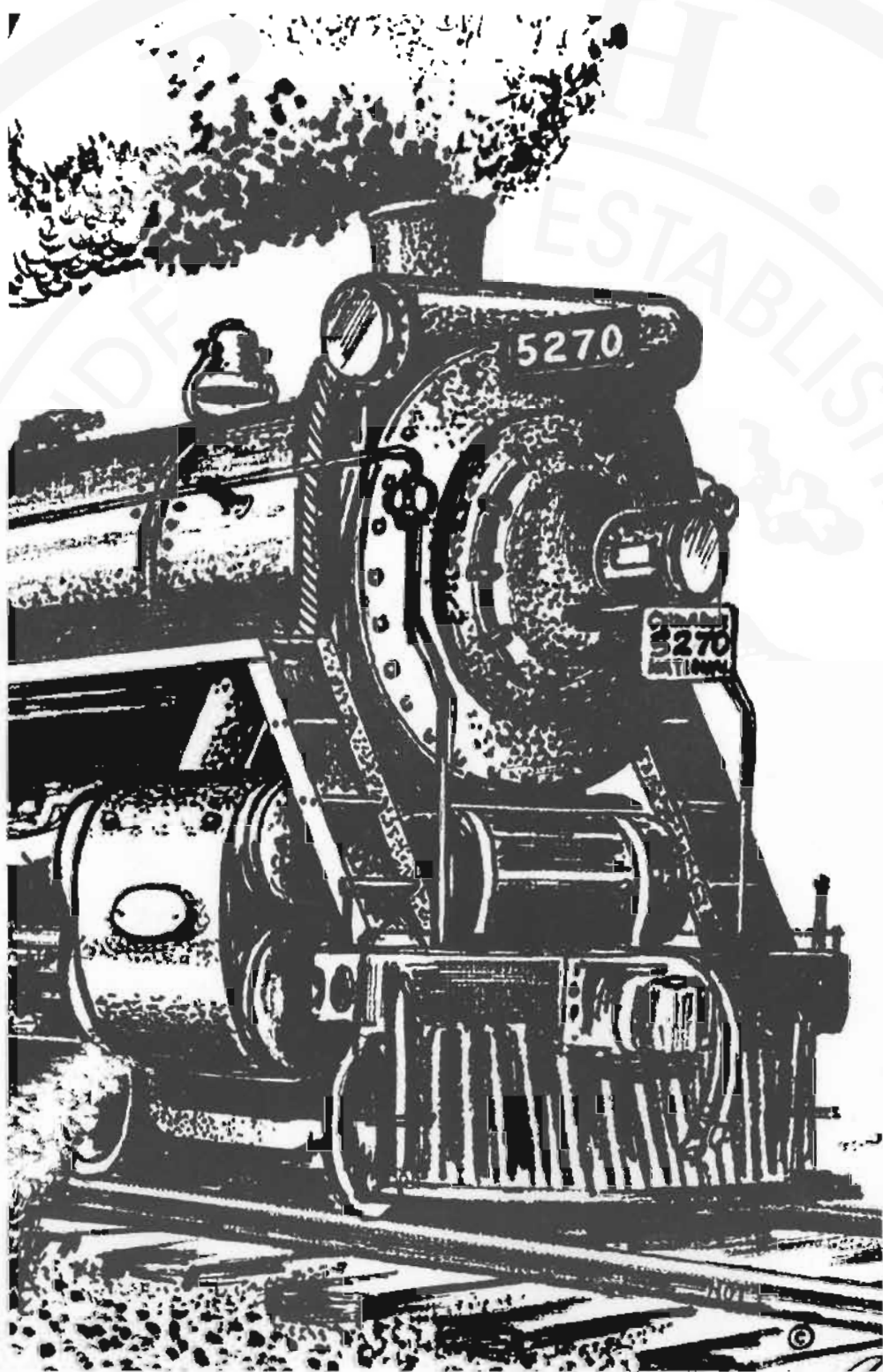


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AT WORK IN HIS SAINT JOHN, N.B.,
STUDIO, Mr. George Nott is putting
the finishing touches to an 18"x24"
oil painting of C.N.R. steam loco-
motive 6401. The 6400's, built in
1936, were C.N.'s answer to the
new streamlined steam power. 6401
was a sister engine to 6400 which
pulled the Royal train of 1939
carrying the late King George VI
and Queen Elizabeth (now the Queen
Mother).

STEAM LIVES AGAIN !

IN THE PAINTINGS
OF A
NEW BRUNSWICK ARTIST



By: George Nott

Some artists or painters specialize in landscapes, others seascapes, while others may prefer to do portraits or still lifes. Not so in the case of Saint John New Brunswick artist George Nott. His specialty is doing oil canvasses portraying the Canadian railroad scene, past and present. This fact gives him a uniqueness on Canada's East coast art scene.

"Railroads, like art, got into my blood at a very early age so it somehow seemed natural to combine the two." relates Mr. Nott. "I was born and raised on a farm near Durham Ontario about five miles from the tracks of the old Toronto Grey and Bruce branch line that ran between Orangeville and Owen Sound. I would often hike or bike it down to the tracks and wait in great anticipation for the steam-hauled daily mixed to round the bend. I can remember riding the only piece of passenger equipment in the whole consist; an old wooden combine complete with leather seats, oil lights, spittoons, and a pot-bellied stove. Just as interesting and memorable were the station name boards, like Caledon, Forks of Credit, Dundalk, etc. It is consoling to know that those hills still echo a steam whistle occasionally through the efforts of the Credit Valley Railroad".

One has to be pretty much an historian as well as an artist to capture authentically a particular scene, an era, and the equipment used at the time. This accounts for the vast stock of railroad books, photos, maps and other reference material comprising the artist's library.

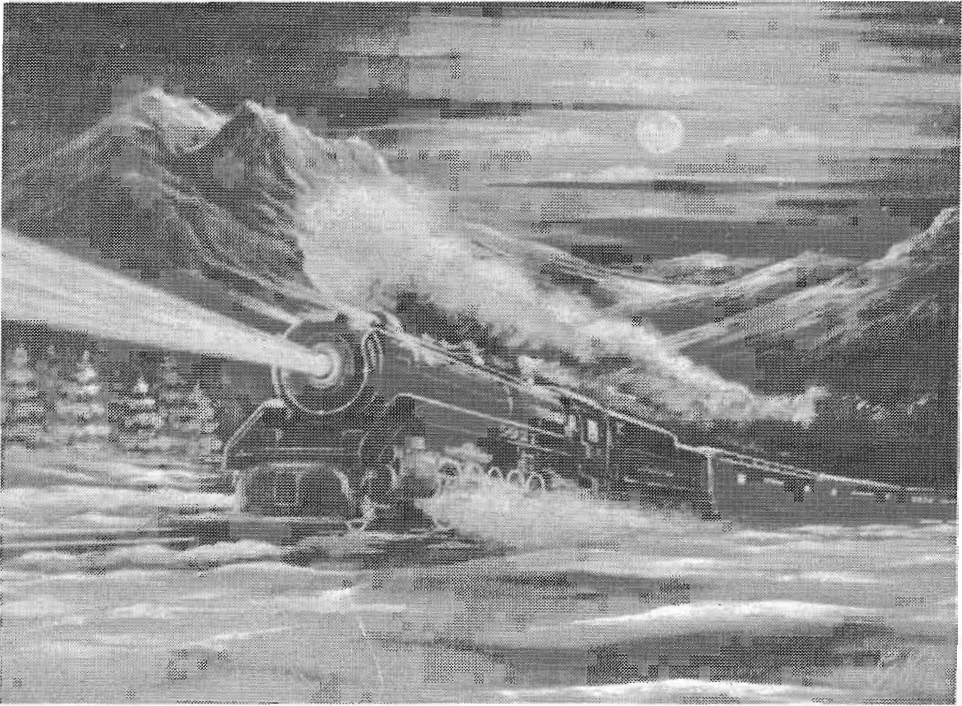
"If I'm in need of a particular piece of information or photo, I send out an SOS to one of my many willing rail-fan friends. C.N. and C.P. public relations heads are also a very cooperative bunch of chaps, particularly Mr. Omer Lavallée who has been a real prince photo-wise."

"Like railways, I was forced to modernize, so I paint diesels also, but it's not the same. For me, the passing of the steam era was a sad one, and the only way I can re-capture or re-live those great days is in my paintings. What the cutting torch took apart my brush puts back together."

The demand for his works is now far-reaching; from the breadth of Canada and into the Southern states across the border. "Now I feel I'm on an equal footing with my American counterparts. I was angered and frustrated by the fact that a lot of the railroad art on the market was American content; the Canadian side of North American railroading being totally overlooked. I have the greatest respect and admiration for the American train artist; great names like Howard Fogg, Gil Reid, and Grif Teller, to name a few. But



"BRINGING UP THE REAR" another 18" X 24" oil painting by George Nott. Here we see the caboose of a C.P.R. freight train running through picturesque country in rural Ontario.



"MOONLIGHT IN THE ROCKIES", an 18" X 24" oil painting by George Nott, depicts a C.P.R. "Selkirk" type steam engine, No. 5927 at the head end of a transcontinental passenger train

the fact remained that few, if any, Canadian painters were emerging to record the Canadian Rail scene, and this really burned me. So I set out in the early '70's to close the gap, and prove my point that Canadian rail buffs wanted material "a-la-Canuck". Since then I have done literally hundreds of scenes, and sold every one. I do have my favourite paintings, though, that I wouldn't part with, and that are definitely not for sale, except through re-prints. I don't believe there was ever a steam locomotive to compare with Canadian Pacific's 'Royal Hudsons'. It is fitting they wore a crown on their skirts as they themselves were a jewel in steam motive power. What a ride they provided; especially fronting a pool train between Montreal and Toronto."

One of the artist's prouder moments took place when he was asked to do a painting for the cover of "Desperate Venture", an historical hard-cover book on the Central Ontario Railway, co-authored by James Plomer and Alan Capon. "Jim (Plomer) was my former commanding officer in the Royal Canadian Navy, some twenty-six years ago. Two years ago we started up a running correspondence during which we struck up an agreement that I would do a cover painting. I was quite pleased with the published results, and I hope the authors and publisher are equally as happy. My respect and admiration for Jim Plomer runs quite high and goes back over a lot of years."

Despite health problems, a lot of projects are still formative in the artist's mind. He is a founding member of "STEAM N.B." a Saint John-based rail club (now the New Brunswick Division of the C.R.H.A.) that plans the inauguration of a steam excursion train and combined museum. "Every member is working hard to see this project through to reality, in time for New Brunswick's bicentennial in 1984."

A book of his own is being planned too, encompassing all of his works over the years.

EDITOR'S NOTE

Anyone interested in contacting the artist may do so at his address:

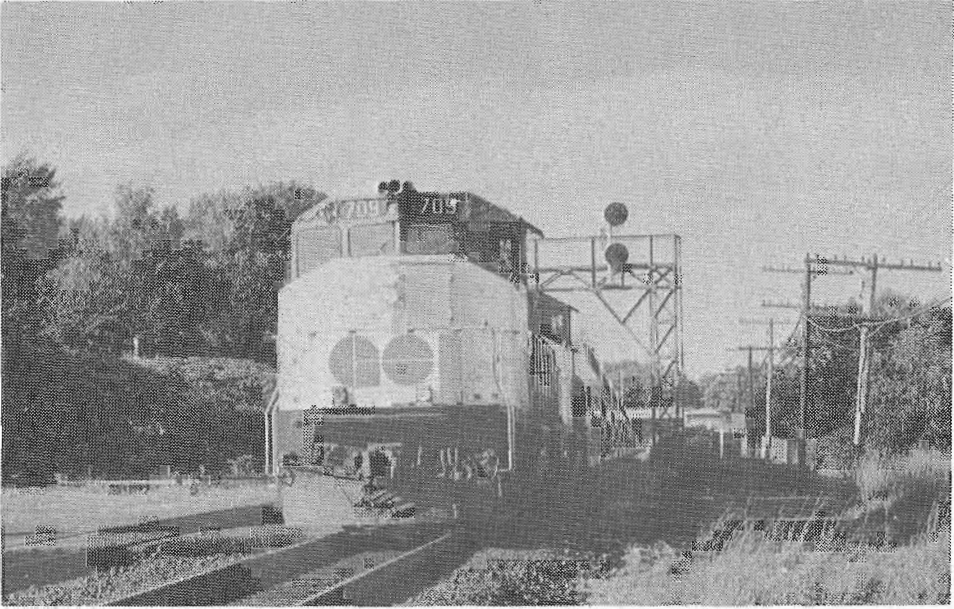
Mr. George Nott
464 Rothesay Avenue
Saint John, New Brunswick
E2I 2C5

SOUTHERN

ONTARIO

SUMMER 1980

Now that Autumn has come, we can look back on the many happenings of the Summer of 1980. Thanks to some of our members, we are able to print a few photos of some of the railway events of this first Summer of the 1980's. These range all the way from new street cars in Toronto, to the farewell run of 6060. One thing is sure; the Summer of 1980 was anything but dull in the Southern part of Ontario.



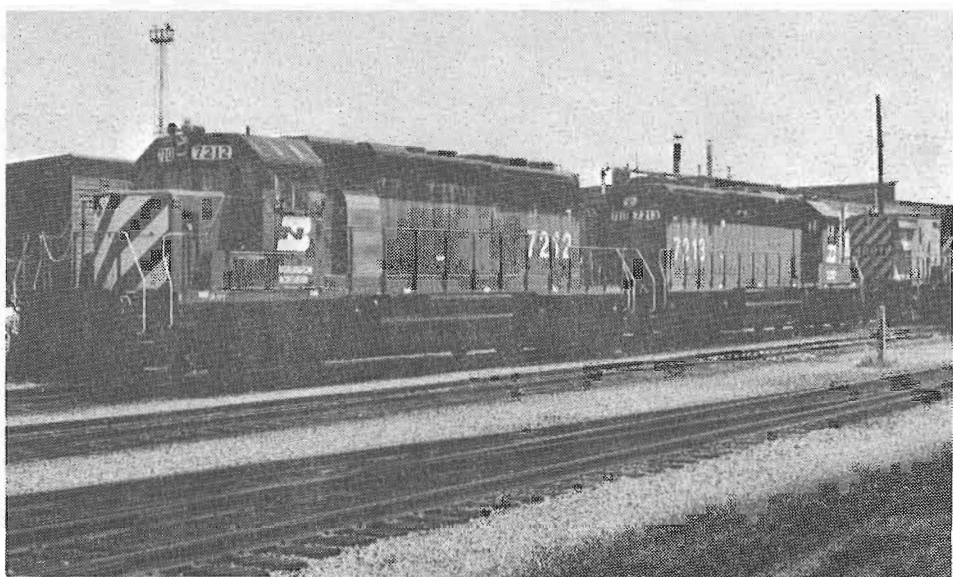
GO TRAIN #963 heads into Hamilton Ont. passing through Bayview Junction while on its way. Two GP-40-2 locomotives, their nine bi-level coaches, and FP-7 make up the consist of 963 on August 12 1980.

Photo: John A. Russell.

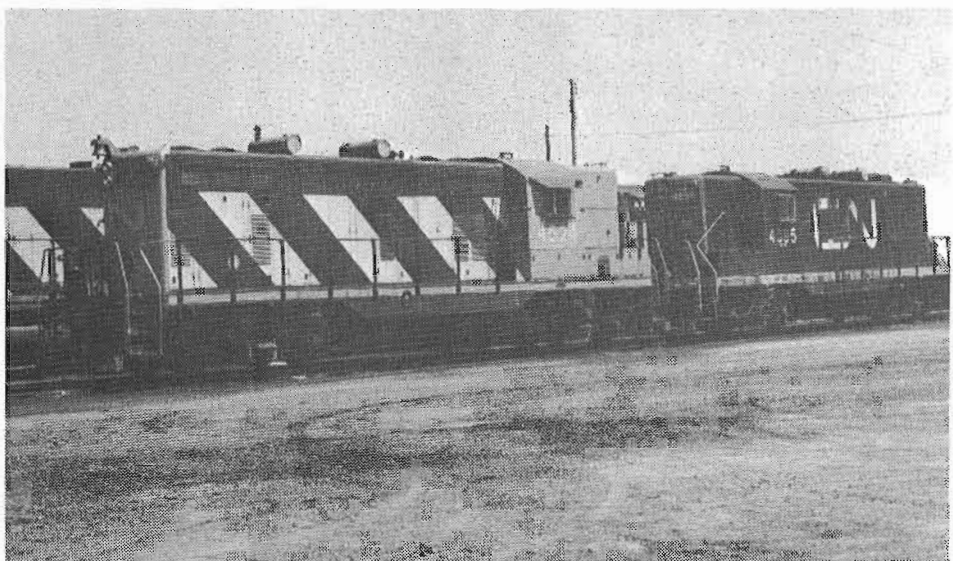


THE FIREMAN OF RS-18 #3151 casts a suspicious eye on the photographer as his train, Tempo 73, Windsor-bound from Toronto, swings on to the Dundas subdivision at Bayview Junction in Hamilton Ont. on August 12 1980.

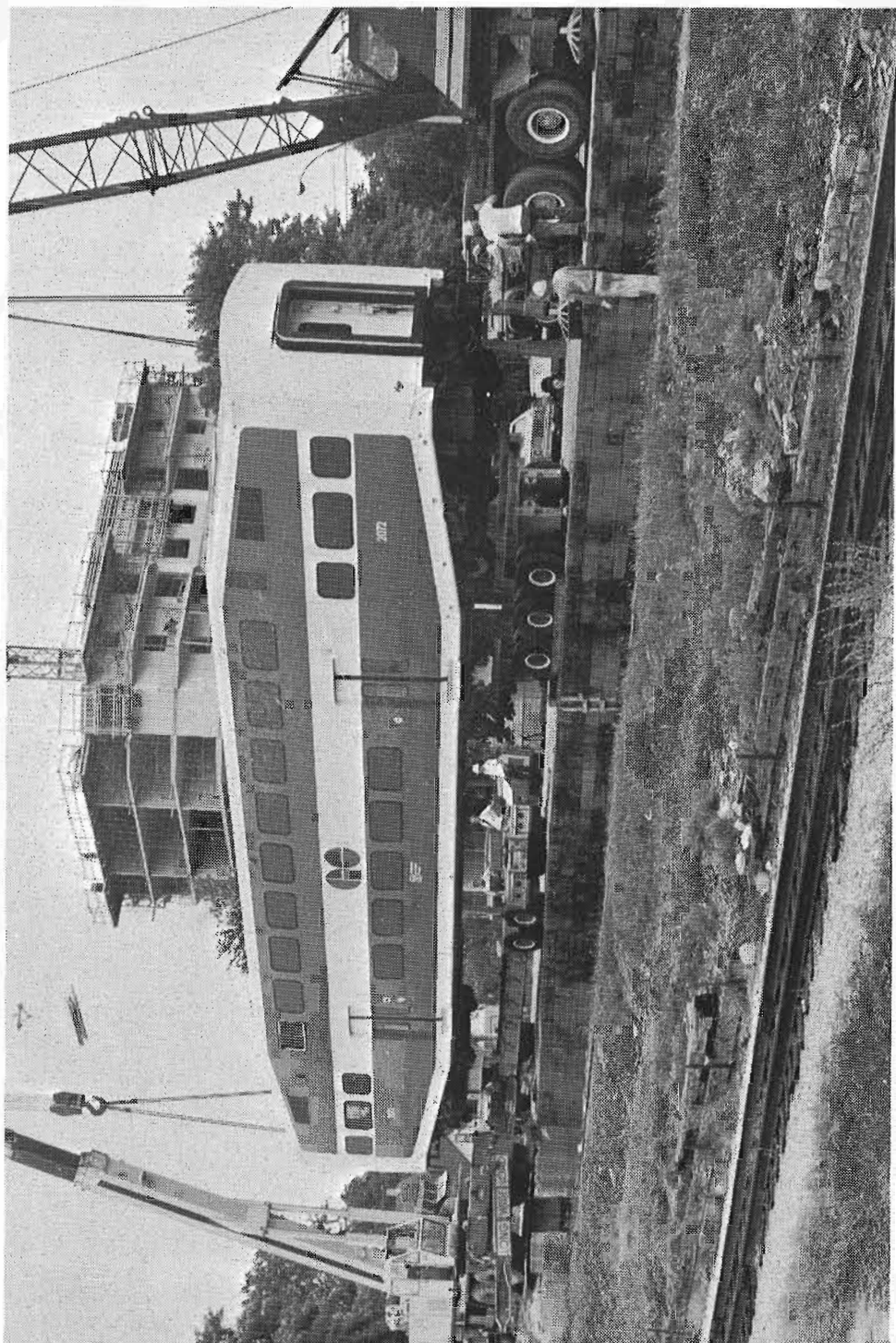
Photo: John A. Russell.



GENERAL MOTORS DIESEL DIVISION London Ontario has recently completed an order for 30 SD-40-2 units for Burlington Northern. Gordon R. Taylor photographed Nos. 7212 and 7213 at C.P. Rail's Quebec Yard in London, Ont. on June 16 1980.

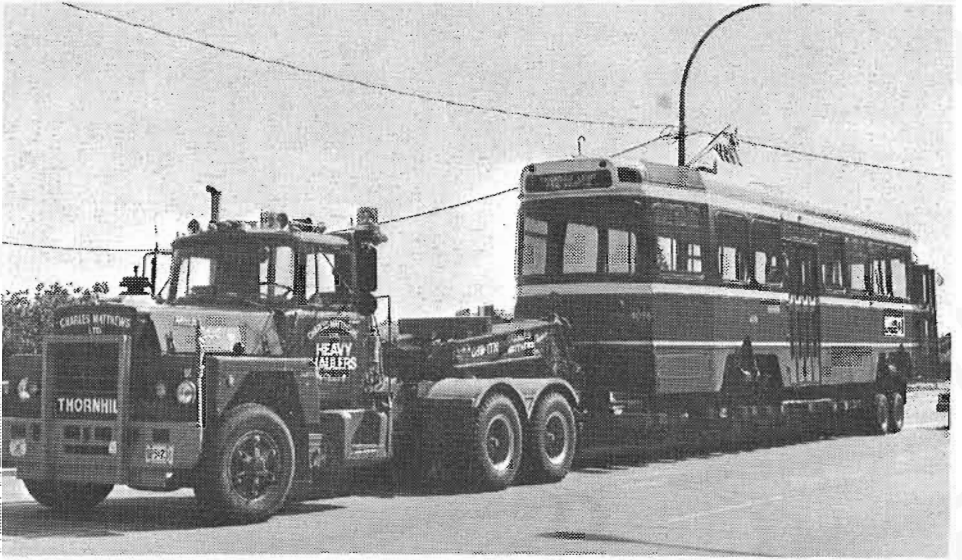


A RARE SIGHT ON C.N. is GP-9 units 4524 and 4595 MU'd together. These units, usually based at Fort Erie, are here seen, and photographed, by Gordon Taylor at Stratford Ontario on May 25 1980, where they were in extra work train service. Both have had their dynamic brake units removed, and 4524 is in the new paint scheme, while 4595 is still in the old.



GO TRANSIT DOUBLE-DECKER 2072 being loaded on a flat-bed truck at the C.N. yard in Windsor en route to the July 1980 exhibition.

Bob Ballard.



THE AMERICAN REPUBLICAN PRESIDENTIAL CONVENTION was held in Detroit Mich. from July 14 to 18 1980. Since more than 20,000 delegates and news-media representatives were there, less than a mile from Windsor, the Ontario government spent about \$400,000 to put on a trade show, displaying Ontario-made products. Here we see new Toronto street car 4098 arriving at the exhibition by flat-bed truck.

Photo: Bob Ballard.



TORONTO STREET CAR 4098 just after being unloaded at the Windsor exhibition. Note the light rail in the background used to unload the car.

Photo: Bob Ballard.



SAFELY UNLOADED AND ON EXHIBITION 4098 is ready to act as a demonstration of what Canada can produce in the way of new light rail transit technology.

Bob Ballard.



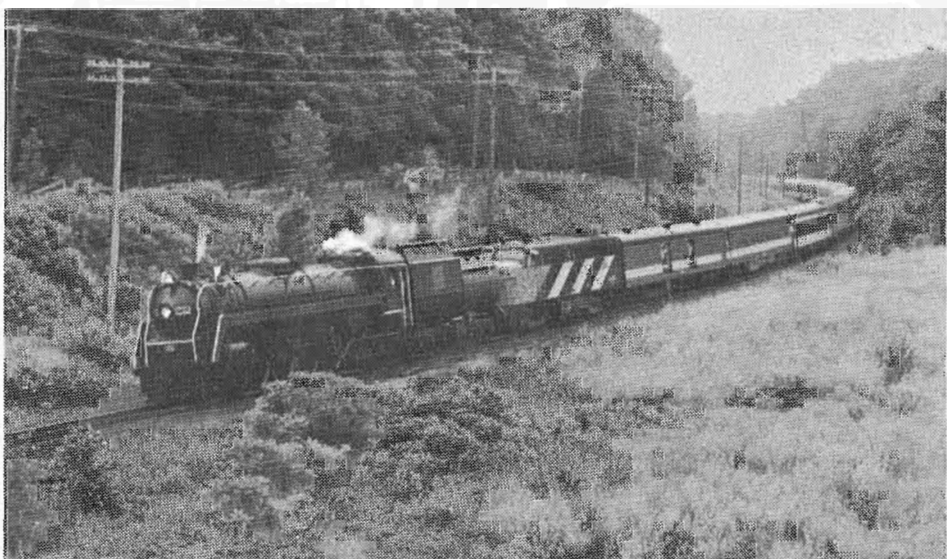
THREE TYPES OF CANADIAN TRANSIT VEHICLES at the exhibition at Windsor Ontario in July 1980. From left to right: GO Transit bus 1503, built by Ontario Bus industries in Mississauga, GO Transit car 2072, and Toronto street car (C.L.R.V.) 4098.

Bob Ballard.

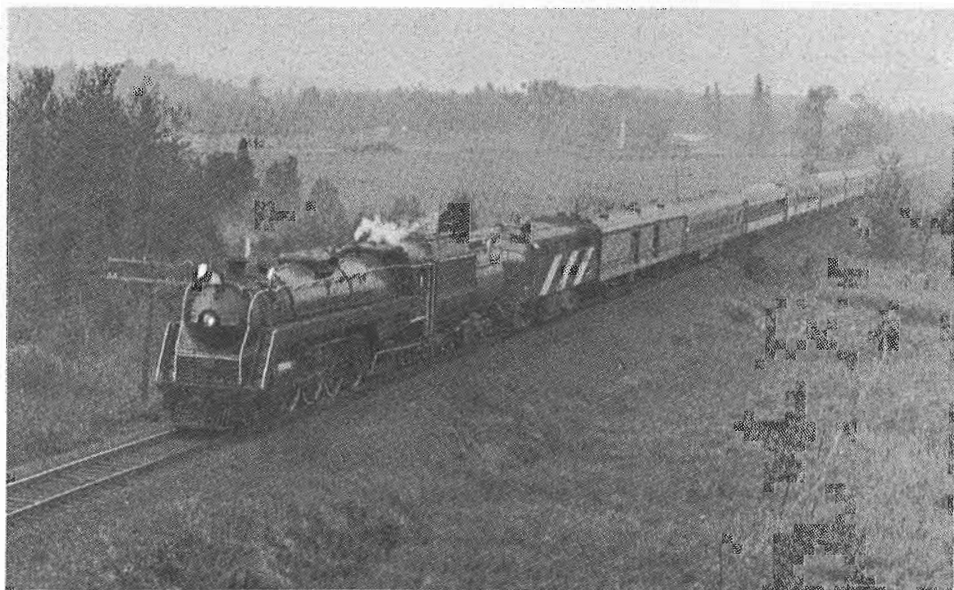


AT THE CONCLUSION OF THE EXHIBITION IN WINDSOR GO Transit car 2072 is loaded on the flat-bed for the trip to the C.N. yard, and the return by rail to Toronto.

Bob Ballard.



THE SUMMER OF 1980 ALSO SAW ONTARIO'S FAREWELL TO 6060. This famous C.N. steam locomotive has "gone West" and is now in excursion service in Alberta. This magnificent view, taken by Bob Ballard, shows 6060, doubleheaded with a diesel, Southbound near Shanty Bay in the Lake Simcoe area just East of Barrie, in the late afternoon of July 26 1980 on its last trip in Ontario.



EARLIER IN THE DAY, JULY 26 1980, we see 6060 and its train Northbound at Mount Albert Ont. on the Bala subdivision.

Photo: Bob Ballard.

RECENT CANADIAN DIESEL-ELECTRIC LOCOMOTIVES

By: Pierre Patenaude.

(All photos by the author).



CANADIAN NATIONAL SD-40-2W'S DELIVERED FROM GENERAL MOTORS
DIESEL DIVISION, LONDON ONTARIO

ROAD NUMBER	SERIAL NUMBER	DELIVERY DATE
5234	A-3875	APR 18 1980
5325	A-3876	APR 18 1980
5326	A-3877	APR 25 1980
5327	A-3878	APR 25 1980
5328	A-3879	APR 25 1980
5329	A-3880	APR 25 1980
5330	A-3881	APR 28 1980
5331	A-3882	APR 30 1980
5332	A-3883	APR 28 1980
5333	A-3884	APR 28 1980
5334	A-3885	APR 28 1980
5335	A-3886	APR 30 1980
5336	A-3887	APR 30 1980
5337	A-3888	APR 30 1980
5338	A-3889	MAY 6 1980
5339	A-3890	MAY 9 1980
5340	A-3891	MAY 6 1980
5341	A-3892	MAY 9 1980
5342	A-3893	MAY 14 1980
5343	A-3894	MAY 14 1980
5344	A-3895	MAY 20 1980
5345	A-3896	MAY 20 1980
5346	A-3897	MAY 22 1980
5347	A-3898	MAY 22 1980
5348	A-3899	MAY 29 1980
5349	A-3900	MAY 28 1980
5350	A-3901	MAY 29 1980
5351	A-3902	MAY 28 1980
5352	A-3903	MAY 30 1980
5353	A-3904	MAY 30 1980

These units are equipped with extended range dynamic brakes and pacesetter controls, have winterization hatch over the first fan. They are classified as GF-30T and are assigned as follows:

5324 - 5343 to Calder Yard, Mountain Region.
5344 - 5353 to Port Mann, Vancouver.

C.P RAIL SD-40-2'S DELIVERED FROM GENERAL MOTORS DIESEL
DIVISION, LONDON ONTARIO

ROAD NUMBER	SERIAL NUMBER	DELIVERY DATE
5915	A-3808	OCT 23 1979
5916	A-3809	OCT 23 1979
5917	A-3810	OCT 24 1979
5918	A-3811	OCT 24 1979
5919	A-3812	OCT 26 1979
5920	A-3813	OCT 26 1979
5921	A-3814	OCT 27 1979

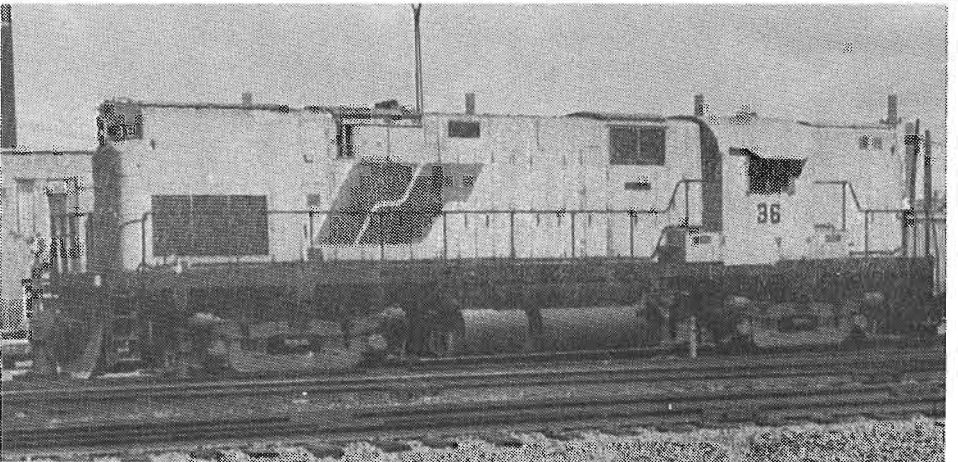
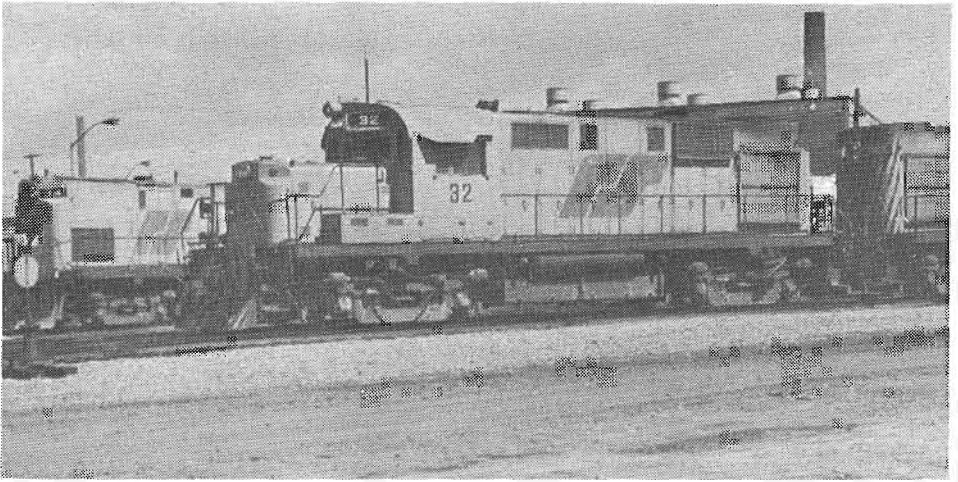


5922	A-3815	OCT 27 1979
5923	A-3816	OCT 30 1979
5924	A-3817	OCT 30 1979
5925	A-3818	OCT 30 1979
5926	A-3819	OCT 31 1979
5927	A-3820	OCT 31 1979
5928	A-3821	OCT 31 1979
5929	A-3822	NOV 8 1979
5930	A-3823	NOV 8 1979
5931	A-3824	NOV 9 1979
5932	A-3825	NOV 9 1979
5933	A-3826	NOV 14 1979
5934	A-3827	NOV 14 1979
5935	A-3828	NOV 15 1979
5936	A-3829	NOV 15 1979
5937	A-3830	NOV 19 1979
5938	A-3831	NOV 19 1979
5939	A-3832	NOV 21 1979
5940	A-3833	NOV 21 1979
5941	A-3834	NOV 23 1979
5942	A-3835	NOV 23 1979
5943	A-3836	NOV 27 1979
5944	A-3837	NOV 27 1979
5945	A-3838	NOV 29 1979
5946	A-3839	NOV 29 1979
5947	A-3840	NOV 29 1979
5948	A-3841	NOV 30 1979
5949	A-3842	NOV 30 1979

This order of SD-40-2's is the first one to come with the small multimark. All further orders will be like so. These units are classified DRF-30T and are assigned as follows:

5915 - 5934 to Winnipeg. 5935 - 5949 to Toronto.

An order for 75 more SD-40-2's numbered 5950 to 6024 will come in late 1980 and early 1981.

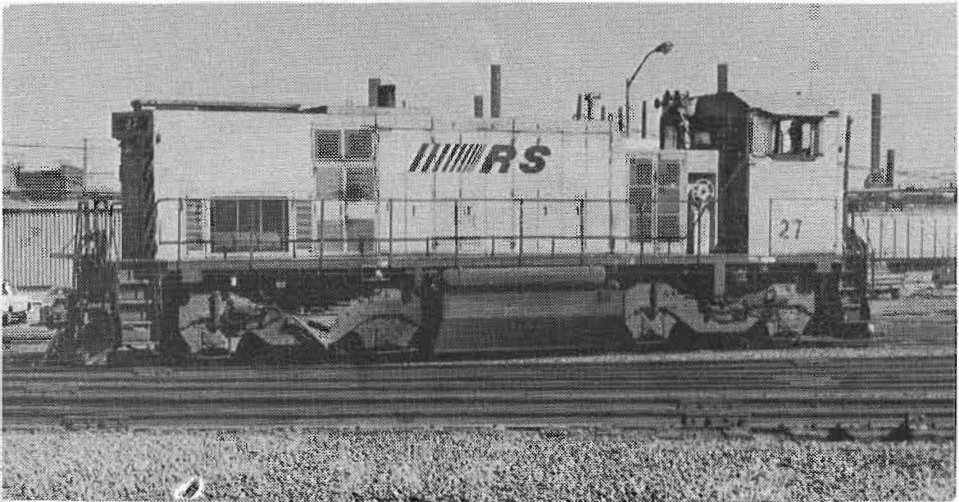


ROBERVAL AND SAGUENAY RENEWS ITS LOCOMOTIVE FLEET

The R. & S. has retired the following units: 19, 20, 21, 22, 23, 28, 29, 30, 31 and replaced them with the following units acquired second-hand from the United States:

FORMER ROAD AND NUMBER	BUILDER'S MODEL	R. & S. NUMBER
SP 2931	DL-701	32
LIRR 209	C-420	33
LIRR 214	C-420	34
LIRR 215	C-420	35
LIRR 216	C-420	36
LIRR 212	C-420	37
LIRR 218	C-420	38
LIRR 219	C-420	39
LIRR 206	C-420	40
LIRR 211	C-420	41

No. 33 has chop-nose while 34 to 41 are hi-nose variety.



Roberval & Saguenay No. 27, one of two built. Shown at Arvida on August 12 1978.

Pierre Patenaude.

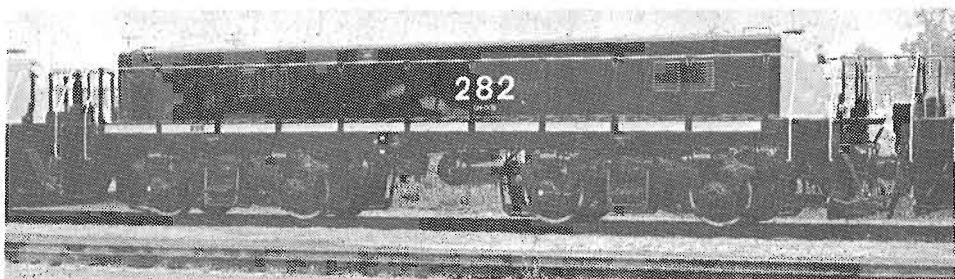


C.N. RAIL SD-40-2W'S DELIVERED FROM DIESEL DIVISION, GENERAL MOTORS, LONDON ONTARIO.

ROAD NUMBER	SERIAL NUMBER	DELIVERY DATE
5314	A-3243	DEC 13 1979
5315	A-3244	DEC 13 1979
5316	A-3245	DEC 14 1979

5317	A-3246	DEC 14 1979
5318	A-3247	DEC 17 1979
5319	A-3248	DEC 17 1979
5320	A-3249	DEC 19 1979
5321	A-3250	DEC 19 1979
5322	A-3251	DEC 21 1979
5323	A-3252	DEC 21 1979

These units are based at Calder, are of class GF30S, have pacesetter controls and extended range dynamic brakes for unit train service in the mountain region.



C.N. RAIL HUMP BOOSTER UNITS DELIVERED FROM GENERAL MOTORS DIESEL DIVISION, LONDON ONTARIO

ROAD NUMBER	SERIAL NUMBER	DELIVERY DATE
279	A-3859	JUL 18 1980
280	A-3860	JUL 18 1980
281	A-3861	JUL 18 1980
282	A-3862	JUL 18 1980

These HBU-4's are assigned to Moncton Yard, Atlantic Region, class GH-00A and join 260 - 278 already on the roster and assigned to Toronto yard, Symington Yard, and Calder Yard.



VIA E-8's ARE RENUMBERED

In order to avoid conflicts with the numbers of the C.P. Rail RS-18 units that will be rebuilt at Angus shops, former C.P. E-8 passenger units 1800 and 1802 have been renumbered. 1800 has become 1898, while 1802 is now 1899. The renumbering was done at Calgary's Alyth yard, and both units will continue to be assigned to VIA transcontinental train "The Canadian".



VIA LOCOMOTIVE OUTSHOPPED FROM C.N. POINTE ST. CHARLES SHOPS

FORMER ROAD NUMBER

VIA NUMBER

DATE OUTSHOPPED

CP 1404

6553

JULY 4 1980



CANADIAN NATIONAL POINTE ST. CHARLES SHOPS have overhauled a fair number of Southern Pacific GP-35's with the latest electrical equipment. No. 6330 is pictured on the way home as the trailing unit on 393 at Montreal Yard on May 12 1979.

Pierre Patenaude.

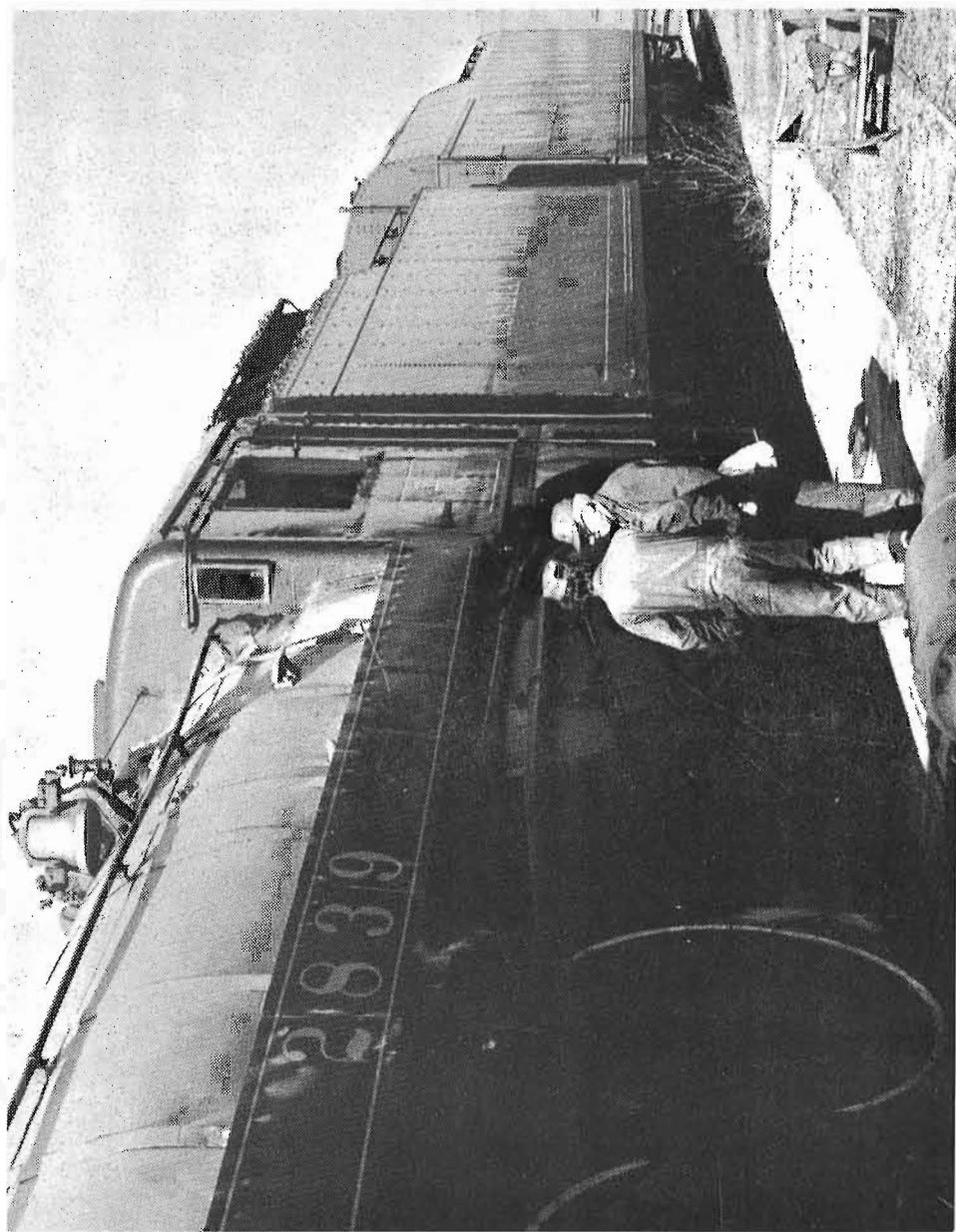


MORRISON - KNUDSEN 5001 is ex - U.P. GP-9 No. 278 fitted with a 6-cylinder prime mover instead of the EMD 16-567C. Pictured on July 5 1980 while at St. Luc yard.

Pierre Patenaude.

A ROYAL HUDSON IN THE DEEP SOUTH

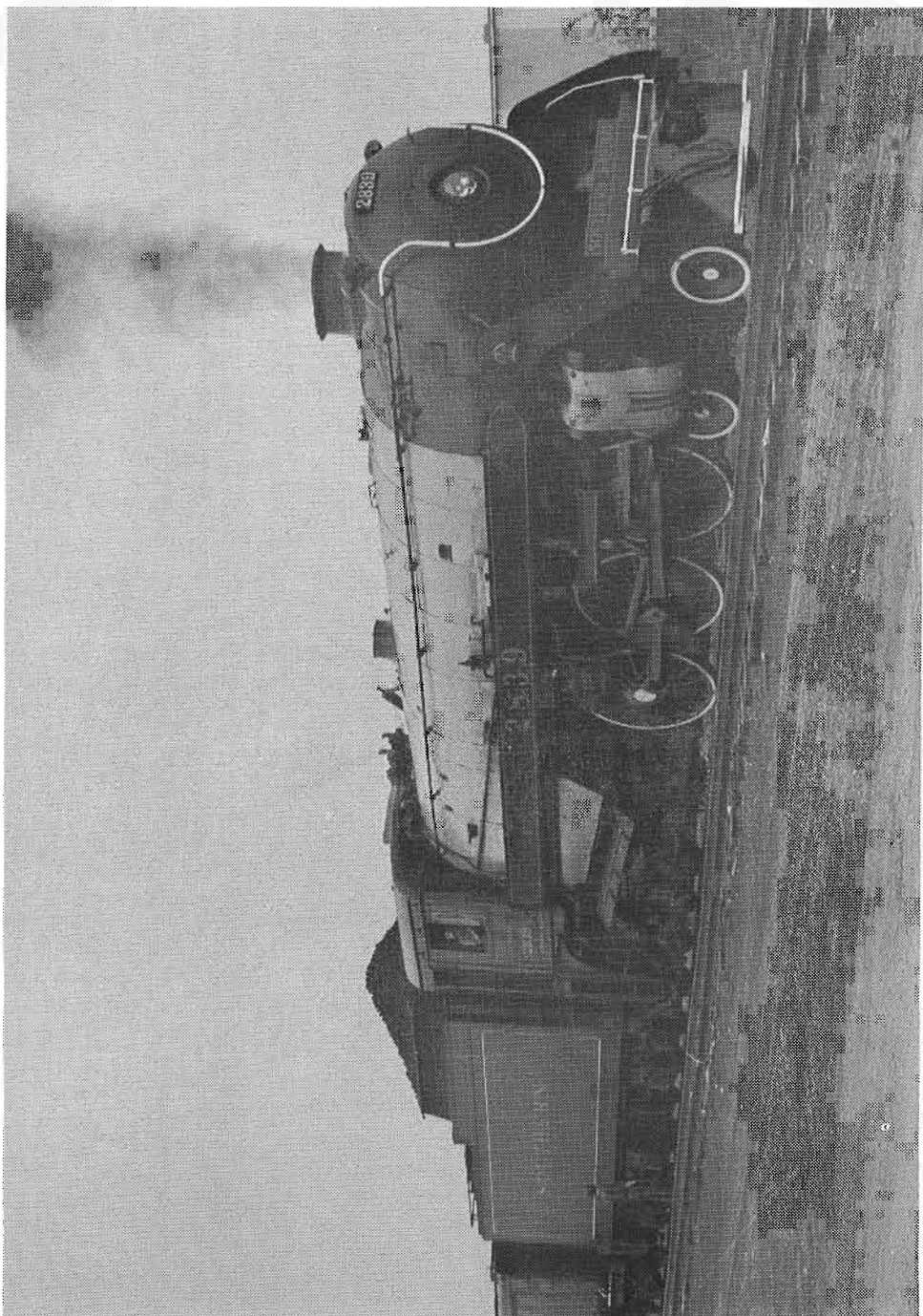
CANADIAN PACIFIC RAILWAY'S FAMOUS "ROYAL HUDSON" locomotives are well known to most rail enthusiasts in Canada. The best known is No. 2860 which runs in excursion service in British Columbia. Equally famous is 2850, the original Royal Hudson, which is preserved at the Canadian Railway Museum at Delson. Not so well known to Canadians, perhaps, is No. 2839 which was acquired by the Southern Railway in the United States early in 1979. These three photos, taken by Ed. Wells of Morrow Georgia show 2839 soon after its arrival in the Deep South. While it is sad that 2839 has left Canada, we must be thankful that she has escaped the scrapper's torch, and is starting a new career on the Southern's famous steam trips.



STILL IN "C.P.R. DRESS" No. 2839 is depicted at Atlanta Ga. in March 1979 en route to Birmingham Alabama, on its first trip on the Southern. The man on the right is Bill Purdie, who is the Southern's Master Mechanic - Steam, and pretty much the driving force (along with Jim Bistline) of S.R.'s steam excursion program.



NORTHBOUND THROUGH DALTON GEORGIA, en route to Chattanooga Tennessee in September 1979, we see 2839 complete with an extra tender, as well as an FP-7 diesel unit. Doubleheaded in this way, special trains of 17 or 18 cars have been run on special occasions.



CHATTANOOGA CHOO-CHOO, C.P.R. STYLE. Royal Hudson 2839, now in Southern paint scheme, does not appear much different from what it looked like when on C.P. The name-plate on the front is much like that on B.C.'s 2860, and the royal crowns still grace the sides. In this photo, 2839 is being serviced at Chattanooga Tenn. in September 1979 before returning to Atlanta.



The business car

2 RAILROADS ARE ELIMINATING CAR INTERCHANGE - A TRACK PROJECT DESIGNED to eliminate the interchange of freight cars between Bangor and Aroostook Railroad and the tiny Aroostook Valley Railroad is under way near Presque Isle. A spokesman for CP Rail in Montreal said Tuesday that 1,216 feet of track will be constructed to facilitate the movement of freight cars over a part of the seldom-used CP line near Presque Isle. The trains will then travel over Aroostook Valley Railroad to Skyway Industrial Park. Aroostook Valley, a 22-mile shortline railroad, has been financially affiliated with CP Rail and its predecessor, Canadian Pacific Railway, for many years. CP's Fred Draper said the track reconstruction, expected to cost about \$50,000 will be completed within a week. A 310-foot connecting track is being built between B&A and CP Rail and a 916-foot siding is also under construction to facilitate the movement of trains. The rerouting of traffic via the CP interchange track and Aroostook Valley's Washburn Junction yard will provide faster service between B&A's marshalling terminal in Mapleton and Skyway Industrial Park on the former Presque Isle Air Force Base, said B&A Vice President Howard Cousins. The new route from Mapleton will be about 12.5 miles long. Freight destined to Skyway is dispatched from Mapleton to Washburn, where it is transferred to an Aroostook Valley Railroad train for switching at the industrial park. The track route in use is 16.6 miles long. Traffic flow is inhibited by a structurally inadequate AVR bridge spanning the Aroostook River. B&A's Richard Sprague said the railroad has reason to believe it can develop another 250 carloads of freight annually with the upgraded service at Skyway Park. Until the early 1960's, no direct freight train connections existed between B&A and Aroostook Valley. Later, an interchange track was installed at Washburn and B&A arranged to handle billing services of freight to and from Skyway Park. The future of Aroostook Valley's service on its Washburn and Caribou branch lines was not known Tuesday.

(Herb Cleaves from the 470)

CP'S NEW TUNNEL PROJECT: CP RAIL HAS HAD A THING ABOUT TUNNELS SINCE it was founded almost a century ago. Two spiral tunnels east of Field, B.C., solved a grade problem on what was known as the "big hill". Engineers blasted two loops through the mountains so that trains would not have to claw their way up the grades, instead turning gently back upon themselves inside the mountain. It's possible, when a 120-car freight is heading west, to see the locomotives bursting out the front of one of the spirals before the caboose has entered the back 15 metres below. Now the railway is readying its most ambitious mountain project to date, the centrepiece of a three-phase mainline upgrading. To reduce the grades on the mountain line further and allow heavier freights and faster movement, CP Rail wants to build a 14-kilometer tunnel beneath the existing Connaught tunnel west of Rogers Pass. It would be the longest railway tunnel in North America. The project, part of the railway's double-tracking program for the Rockies, would break the bottleneck which slows westbound freight trains on their way to Vancouver. Tonnage now is limited to about 10,000 tons by grades up to 2.6 percent, or 2½ feet of rise for every 100 feet of track length. Even that tonnage must get help from extra locomotives, added at a pusher station east of Rogers Pass. Up to 12 locomotives including four or five added near the back of the train at Rogers, are used to push the trains up the grade. The process takes a couple of hours. The new tunnel would have a grade of .75 percent, and, along with several kilometers of reduced grade on either end, would eliminate the pusher station. Maximum tonnage for trains would be increased to almost 13,000 tons. CP Rail hopes the tunnel and two upgrading phases will, by 1990, increase average mainline capacity to 19 trains a day in either direction from the current maximum of 15, which is not always reached. The first phase, grade reduction and double-tracking between Tappen and Notch Hill, near Salmon Arm, was opened to traffic late last year. The second phase, an 8.8 kilometer improvement between Lake Louise, Alta., and the Continental Divide at Stephen B.C., is slated for mid-1981 completion. Total cost of the two projects is about \$45 million. If the railway gets the go-ahead for phase 3--a tunned and 32 kilometers of track, the project is expected to take about 3½ years. Executives are looking at 1985 as a target for completion.

(CONTRIBUTED BY K.S. MACDONALD FROM THE 470)

CN: THE LENGTHY REPAIR OF THE SECOND NARROWS BRIDGE WAS COMPLETED on March 4, the first train over the reopened span being 10,260 tons of phosphate rock from North Vancouver to Edmonton, headed by SD40-2W #5299 and 2 other units. (VS) The tricky final stages of repair required the closure of water traffic for ten days, to allow renewal of the support cables of the Lift span. North Vancouver grain terminals are again busy, after their bridge link was cut by the "Japan Erica" on October 12, 1979. (VP) A 19.3 km line will be built from Valemont to a junction 48.2 km east of Red Pass, so that the Prince Rupert and Vancouver lines can be used as a double-track route. CN plans to double track all its line from Edmonton to Red Pass (449.9 km): so far, only 32.1 km are double, with 2 further areas due to be started this year, adding 35.4 km. (VP) Such news prompted M. Trudeau, in an election speech, to announce double-tracking of all the CN main line between Winnipeg and Vancouver, a promise that was laughed at by most, even though CN is investigating a route between Kamloops and Hope via Merritt. (VP)

(THE SANDHOUSE)

BCR: EXPECTED FUTURE TRAFFIC GROWTH HAS SEEN RECENT ORDERS FOR POWER and Locotrol equipment. Ten SD40-2's are on order from GM for delivery in the 4th quarter of this year. The London, Ont.-built units will mark the end of BCR's long reign as the largest all-Alco/MLW fleet in North America. Twelve sets of used Locotrol equipment (6 masters and 6 remotes) are being bought from BN. These will bolster the existing 13 master and 12 remote sets currently in use. 645 bulkhead flat cars are on order from Marine Industries of Sorel, P.Q. (TC) North Vancouver yards and terminals were quiet for a lengthy period this winter, partly due to the closed Second Narrows CN bridge and partly due to the drawn-out and costly unofficial strike which lasted from December 10 to January 24. (VS) After re-opening, CN traffic was again moved over the line, with some interesting power combinations, e.g. M630 #726, M420 #640, M420B #685 and CN SD40 #5122 on 68 loads northbound through Porteau on January 27. (GE) The line was again closed on February 17, when 13 cars jumped the track near Shalalth, but soon reopened. (VS) A subsequent derailment, due to a rock slide, sent one engineman to his death in Seton Lake on February 29. Two locos went into the lake and so far have not been recovered: an M630 and a C425. Divers have been down but recovery will be slow. On March 4, another derailment: 4 chip cars off track at Williams Lake. (RM) The refurbished car purchased for BC Hydro is now in daily use, carrying school children between Lillooet and Shalalth. Noted on this onerous duty on March 1 was C630 #701: lots of power! (FB) The Budget Speech of March 11 promised that the BC government will at long last assume the \$70 million of outstanding debt and service charges, plus promising a further \$14 million for rebuilding the Fort Nelson line and \$20 million for "support facilities for northeast coal development" (whatever that may mean). (VS)

(THE SANDHOUSE)

CN'S HEADQUARTERS LIBRARY HAS BEEN NAMED THE DECHIEF LIBRARY AFTER H el ene Dechief, system librarian, who retired in May. When Miss Dechief took over as librarian at CN 29 years ago, her task was to build a corporate library from a small collection of books. It was Donald Gordon, then president, who had seen the need for such a library for the railway's headquarters.

Originally part of the now-defunct research and development department, the library is part of management services. It is one of the largest corporate libraries in Montreal and the largest railway library in Canada.

Miss Dechief was the first railway librarian to travel to Europe to meet librarians there and arrange for exchange of information. She also introduced the use of automated systems at the CN library in the late 1960s - in this respect she was a pioneer.

It is in appreciation of her efforts over the years to make the company library the success it is today that the library has been named in her honor.

(KEEPING TRACK)



AMTRAK LRC No. 38 at St. Lambert P.Q. on March 23 1980.

Pierre Patenaude.

ON JUNE 17 AMTRAK's MONTREALER LEFT MONTREAL ON ITS DAILY RUN TO Washington with a new high-speed Canadian-built passenger train in tow. The new train is Bombardier's LRC, meaning Light, Rapid and Comfortable, and it will be dropped at New Haven, Conn., for tests along the curvy New Haven-Boston line. Later this summer it will enter service between Boston and New York, along with a second five-coach LRC train AMTRAK is leasing from Bombardier Inc. of Montreal.

Raymond Royer, president and general manager of Bombardier's mass transit division, said during an LRC demonstration run, he sees a market for 1,500 LRC coaches in North America, especially to replace older equipment. There has also been some interest from China. The diesel-hauled train features a low centre of gravity and an advanced hydraulic suspension system to automatically tilt each car on curves and allow speeds of up to 200 kilometers an hour. VIA Rail Canada has ordered 50 LRC coaches and 21 locomotives for \$90 million, with deliveries starting in August, 1981. AMTRAK, which operates passenger service in the U.S. has options to purchase LRC trains.

(The 470)

THE UPGRADING OF GO'S FACILITIES IN UNION STATION MOVED CLOSER TO completion on May 1 when Track 4 officially entered GO service.

This allowed the afternoon Richmond Hill trains to move from Track 1 to Track 4, leaving the Georgetown trains the sole afternoon occupants of Track 1. And this in turn allowed the Georgetown trains to park closer to the Platform 1 entrance/exits, substantially reducing the lengthy walk Georgetown passengers have had to endure.

However, full use of the new platform is not yet possible as installation of the escalator on that platform (and the one on Platform 2/3) will not be complete until late July. Until then, only two entrance/exits will be in service, limiting the numbers the platform can handle.

Meanwhile, work is well advanced on the new GO storage facility on the north side of the track corridor near Bathurst Street. This will store several GO Trains during the day, eliminating several deadhead equipment moves through the overburdened junction just west of Bathurst.

Completion of this work is a necessary prelude to the beginning of the final phase of construction in the rail corridor scheduled to get under way early this summer.

This phase will involve a general rebuilding of the western rail approaches to Union Station. The most visible part of this work will be an underpass to take GO Trains from the Oakville line under other rail traffic as they cross from the south side of the corridor to the north to get to the GO tracks in Union Station.

The result will be a lessening of the rail traffic congestion that has not only caused many delays to GO Trains but has also precluded the addition of any extra train movements through this area during peak periods. The new trackage should also speed up the creep-and-crawl pace which currently prevails all the way between Union Station and Exhibition.

Work on this portion of the project is expected to take about three years to complete.

(GO TRANSIT NEWS)

THE FARE INTEGRATION EXPERIMENT IS GROWING ON GO TRANSIT. IT IS being extended for the second time in Brampton and is being launched in Oakville this summer, enabling you to transfer free between the local bus and the GO Train in both communities.

Highly successful since its introduction last October, the Brampton project was extended for three months in March and will continue for another nine on July 2, this time in a more attractive form than at present.

Under the new extension, the savings will be the same whether you use the Brampton GO station or Bramalea. All passengers will be able to ride the Brampton Transit bus free to and from either station and connect via GO Train to travel anywhere in the system, no holds barred, by paying just the GO fare. An all rail type tickets will be accepted except the family pass, which already offers a discount of about half the equivalent regular fare.

The Oakville experiment, to run for nine months from August 4, similarly will allow free transfer between the Oakville Transit bus and the GO Train. You will have to pay only the GO fare, not the local bus fare - a saving to adults of a dollar for each round trip. Again, all rail type tickets except the family pass will be valid and the integrated fare applies only when connecting with the train, not the GO Bus.

As passengers no longer pay the local bus fare, the cost of the projects is largely in the form of lost revenue borne by the Province and the municipality concerned.

Increased local ridership, however, more than offsets each municipality's outlay - Brampton Transit passengers using the Brampton GO station have more than doubled since the experiment began and Oakville Transit ridership is expected to increase substantially too.

Oakville drivers, in fact, might be lured out of their cars not only because of free transferring but also because of the parking squeeze at the GO station and the severe traffic congestion during major reconstruction on Trafalgar Road.

Both communities are ideal for trying out fare integration as virtually every GO Train is met by local buses, eliminating the need to add bus capacity or change schedules and routes for the experiments.

Other communities may find the system appealing and, if the Oakville results are as impressive as those so far in Brampton, may be persuaded to improve their train feed services and incorporate the free transfer privilege to attract people to public transit.

Fare integration may keep spreading.

(GO TRANSIT NEWS)

THE FIRST VIA PAINTED RDC PASSED OVER DOMINION ATLANTIC RAILWAY tracks on May 30th 1980 when RDC-1 6132 made a special trip from Halifax to Windsor, N.S. to go on display at Windsor for 6 hours, so the general public could view the new VIAized Railiner, that will go into service on June 8th on the regular run from Yarmouth to Halifax. RDC-1 6113 is going to be the other unit assigned to DAR service for VIA. (SRS News)

LAMOILLE VALLEY RR - STATE REP. FRANCIS MANNING' R-ISLAND POND,
Wed. condemned Attorney General M. Jerome Diamond's decision
to intervene in the Lamoille Valley Railroad's case against
two Canadian National and Canadian Pacific railroads violated anti-
trust laws when they canceled joint routes because the Vermont
line refused to honor a rate increase. Manning, member of a
legislative transportation study committee, said the Lamoille Valley
should no be part of the joint routes to haul grain from the Midwest
and had circumvented ICC routing. The Lamoille Valley picked up
substantial grain traffic late last year when it refused to go along
with a proposed 10% rate increase, but the Canadian lines have
threatened to cancel the joint routes. Manning said the Lamoille
Valley has duplicated services, and said its claim that it can
provide faster more direct service to Maine than CN can is false.
"To try to sell itself (Lamoille Valley) as a bridge road is absurd.
Its function should be to provide services to the industries along
its main line", Manning said.

(The 470)



BACK COVER

July 26 1980 was a sad day for steam enthusiasts in Eastern Canada,
for on that day they bid a fond and nostalgic farewell to C.N. 6060.
In this photo, Bob Ballard depicts faithful old 6060 heading South
from Orillia on its last trip in Ontario. While an old friend has
gone from the East, we wish her all the best in her new home in
Alberta, not far from the pedestal in Jasper where she sat for years
before being resurrected for service again in 1972.

