Rail & Transit

UPPER CANADA RAILWAY SOCIETY 1941

JULY 1993

Newsletter of the Upper Canada Railway Society

THIS MONTH

IN RAIL AND TRANSIT

ON THE CALENDAR

Friday, August 20 – UCRS Toronto summer meeting, 7:30 p.m., at the Metro Toronto Archives auditorium, Spadina Road at MacPherson, just north of Dupont subway station. Please bring your edited slides or videotapes; contact John Thompson at 759-1803 regarding video equipment.

Friday, August 27 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

Friday, September 17 – UCRS Toronto meeting, at the Toronto Board of Education auditorium, 155 College Street at McCaul.

Friday, September 24 – UCRS Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street.

COVER PHOTO

While it no longer travels over its original route, the Fs have been replaced by F40s, and CPR's cast "beaver" crests have been replaced by VIA's block lettering, the *Canadian* has quite possibly never been a better train to ride or watch. It is not just a train, it is *the* train for most railway enthusiasts in Canada. Here, the crew of Train 1 completes their switching at Jasper, Alberta, on a westward trip.

—Photo by Gray Scrimgeour, November 12, 1992

Rail & Transit

NUMBER 524 – JULY 1993

Newsletter

DICK GEORGE

Noted Canadian railway photographer and former UCRS member Dick George, of Waubaushene, Ontario, died on July 2, 1993, after a lengthy illness. He was 54.

Dick grew up in Oakville and graduated from the University of Toronto with a BA degree. He was a school teacher and principal, working first in Oakville and then in the Waubaushene area.

In the mid-1950s, Dick began photographing steam locomotives, chiefly in southern Ontario. He specialised in action photography, using large-format press cameras. Among his companions on these expeditions were friends Al Paterson, Jim Walder, Fred Sankoff, and Newt Rossiter.

After dieselisation in 1960, Dick diverted his efforts, in co-operation with Al Paterson, to buying steam negative collections from other hobbyists. The Paterson-George collection has become the leading source of steam locomotive material from this country, and also includes stations and early diesels. The book *Afternoon at Oakville* featured many photos from this collection.

Dick's other interests included sports, antiques, and local history. He is survived by his wife Margaret, son Charlie, and daughter Mary.

READERS' EXCHANGE

For sale: Fifty Years of Progressive Transit by Bromley and May – the story (to 1972) of the TTC's electric rail operations. Very few hardbound copies at $35.00 (cash and carry) or postpaid at $39.00 (Canada) or $32.00 (U.S. funds). R. F. Corley, 41 Lynndale Road, Scarborough, Ontario M1N 1B9.

PHOTOS FOR *RAIL AND TRANSIT*

We seem to have worked out most of the bugs in introducing photos into *Rail and Transit*, and now we need contributions. The preferred source of photos is now colour slides, but colour and black and white prints can still be used. If you are writing an article, please send any photos you have to illustrate it. Photo contributions for the news and research columns are also always welcome.

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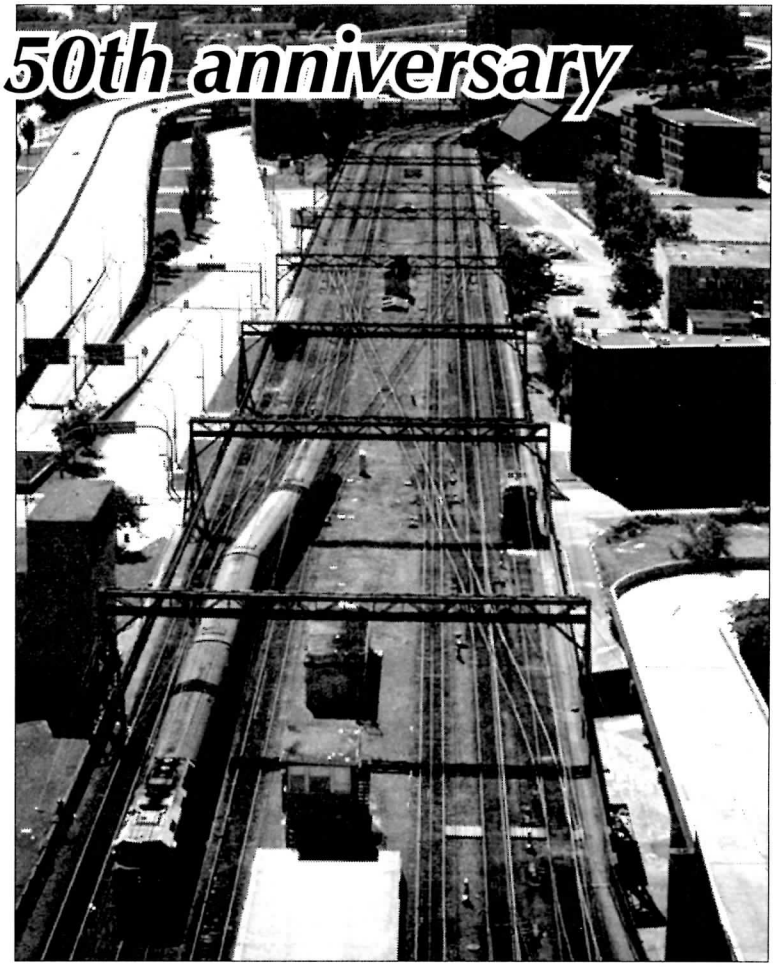
Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along with a printed copy.

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are $29.00 per year (12 issues) for addresses in Canada, and $32.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are $19.00. Please send inquiries and changes of address to the address at the top of the page.

Completed August 2, 1993

Central Station's 50th anniversary



The southern approach to Montréal Central Station
Photo by Pat Scrimgeour

By Tom Box

Montréal Central Station was officially opened 50 years ago this month, on July 14, 1943, at 5:00 p.m. Though it could hardly be called an architectural wonder, and it's not even a very busy station by world standards, it is the station I know best, so I'd like to take this occasion to have a look at it and some of its predecessors.

The first railway in the Montréal area (in fact, the first in Canada) was the Champlain and St. Lawrence, which ran to Saint-Jean-sur-Richelieu, beginning on July 21, 1836. It had its Montréal-area terminus in Laprairie, on the south shore of the St. Lawrence, opposite Montréal.

The first railway to operate in the city of Montréal was the Montréal and Lachine Railroad, which began operations on November 19, 1847. It had a downtown terminal on the west side of Chaboillez Square. Next to the station was a street, opened in 1840, called St. Bonaventure Street, and so the terminal became known as Bonaventure Station.

When the Grand Trunk, Canada's first major railway, began operating to Montréal in 1855, it had a station in Pointe Saint-Charles, on Saint-Étienne Street (now Bridge Street), near the northern approach to the Victoria Bridge. This was not a convenient site for passengers, so, in 1862, the Grand Trunk acquired the right to use Bonaventure Station. This required laying a third rail, since the Montréal and Lachine was standard gauge and the Grand Trunk was then 5'6" gauge. Eventually, the Grand Trunk acquired the Montréal and Champlain (the successor to the Montréal and Lachine, following various mergers), and along with it the ownership of Bonaventure Station.

This move of the Grand Trunk made Bonaventure Station the most important in Canada, and a new station was built in 1863. It was greatly expanded in 1886-88. This was around the time of the completion of the Canadian Pacific, and there was some talk of construction of a union station, but corporate rivalry won out and the CPR and GTR each built their own stations, just two blocks apart. St. Bonaventure Street had become part of Saint-Jacques (St. James) Street in 1883, but the name Bonaventure stuck to the station. The station suffered major damage in a fire in 1916, and was rebuilt in considerably uglier form.

The third major player on the Canadian railway scene, the Canadian Northern, arrived in Montréal in 1903. At first it had only a tiny station at the corner of St. Catherine and Moreau Streets, in the Hochelaga district, far east of downtown. This served the line going through Joliette and Shawinigan to Chicoutimi. The GTR and CPR blocked all the easy approaches to downtown, so the CNoR was forced to dig a tunnel under Mount Royal to gain access to the city centre. Regular service on this line began in 1916 (electrified in 1918), to a station called Tunnel Terminal, at La Gauchetière and Inspector Streets.

Soon after this, the CNoR and then the GTR were taken over by the federal government, and merged into the Canadian National Railways. The new company had three terminals in Montréal – Bonaventure, Tunnel, and Moreau Street. The CNR looked at ways to consolidate service into a single terminal, but disputes with the city government delayed the project. The railway was spurred on to action by an order from the federal Board of Railway Commissioners to do something about the many level crossings on the line westward out of Bonaventure Station.

The CNR came up with a plan to consolidate service at a new station near the site of Tunnel Terminal. This would give direct access to the former CNoR Mount Royal tunnel. To connect up with the former GTR lines, an elevated viaduct would be built southward from the new station. Work on this project began in 1929, but was suspended two years later because of the Great Depression.

Work on the project resumed in 1939, when construction of the station began, and was completed in 1943. The cost was $27.3-million for the full project, including the station, the grade separations, the viaduct, and the installation of electric overhead to Pointe Saint-Charles and Turcot.

Shortly after the station was completed, a new line was completed running from Eastern Junction (now known as Jonction de l'Est) on the Mont-Royal

Subdivision to Pointe-aux-Trembles (this line is now part of the Saint-Laurent Subdivision). This meant that trains from the northeast could reach the new Central Station, so Moreau Street station was closed, and the line leading there was eventually reduced to the status of a spur (the Longue-Pointe Spur).

Though the main headlines in Montréal newspapers of the day were about the Allies' invasion of Sicily, the opening of the new station was very big news indeed, and the papers gave it extensive coverage, with the *Star* and *Le Canada* giving it the biggest play. *Le Devoir* ran a front-page story complaining about a sign outside the station that said "Canadian National Railways" in English only. Companies ranging from Montréal Locomotive Works to the major department stores ran big advertisements congratulating the CNR on its great achievement. The ceremonies were broadcast across Canada on radio.

The station went into service the next day. The first arrival was a train from Toronto at 6:30 a.m., and the first departure for Sorel at 7:45. In the beginning, all trains into the new station were electric (overhead catenary, 2400 volts DC). Westbound trains changed from electric motors to steam locomotives at Turcot, eastbounds and southbounds in Pointe Saint-Charles, just north of the Victoria Bridge, and northbound trains ran under the wires to Deux-Montagnes. Because of a shortage of electric motors, Bonaventure Station continued to be used for commuter trains from the Lakeshore (i.e., the west of Montréal Island) and the South Shore of the St. Lawrence, as well as for troop trains.

The plan had always been to close Bonaventure Station after the war. When the new station was opened, there was talk that it would eventually receive the Bonaventure name, and some stories referred to it as New Bonaventure Station. Others called it Central Terminal, and yet others Central Station. The last was the name that stuck. (Since CN is a Crown corporation, it is required to operate in both English and French, so both "Central Station" and "Gare Centrale" are official names.)

The official opening day for Central Station, July 14, was the feast of St. Bonaventure in the calendar of the Roman Catholic Church. I suspect that this was pure coincidence.

Bonaventure Station remained in service for commuter trains until August 23, 1948, when it was heavily damaged by a fire. These trains were then transferred to Central Station, and passenger service to Bonaventure ended after 101 years. A new building was constructed on the Bonaventure site to handle freight and express traffic, and to house telegraph offices. This business gradually declined, and the tracks from Saint-Henri to Bonaventure were eventually torn up. This happened around 1980, though I'm not sure of the exact date. The last overpasses over the now-vanished tracks, at Mountain and Guy Streets, were only dismantled a few years ago. Housing has been built on most of the former line to Bonaventure. CN still owns one block at the actual Bonaventure site, bounded by Peel, St. James, Mountain, and Notre Dame Streets. The freight/express/telegraph building is still there, though now little-used by CN.

The Bonaventure name lives on in a Métro station, and in Place Bonaventure, a retail/office complex just south of Central Station.

It had been expected that there would be major development around Central Station, so there was little effort to give the station an impressive exterior. It was almost hidden from view by the subsequent construction of the Queen Elizabeth Hotel (1958) and a new CN headquarters (1961). Place Ville-Marie (1962) made the station even more visually inconspicuous but conveniently located.

The change from steam to diesel meant that trains approaching Central Station from the south no longer had to change motive power, and electric motors were only used for trains through the Mount Royal tunnel. Eventually the catenary was removed south and west of Wellington Tower (near the lift bridge – which no longer lifts – over the Lachine Canal).

When VIA took over operation of intercity passenger trains from CN and CP in the 1970s, there were trains operating to both CN's Central Station and CP's Windsor Station. VIA began a process of consolidating operations at Central Station. The first to move from Windsor to Central were long-distance trains such as the *Canadian* and the *Atlantic*, in 1979. Cutbacks to VIA services over CP tracks in 1981 left the Montréal–Québec (north shore) service as the only VIA trains using Windsor Station, and these too were moved to Central Station on April 29, 1984. The last intercity train to use Windsor Station was Amtrak's *Adirondack*, and it too moved to Central on January 12, 1986, completing the consolidation of intercity train operations at Central Station, and leaving Windsor to handle only commuter trains.

VIA acquired ownership of most passenger stations from CN, but Central Station is an exception, and it still belongs to CN.

Currently, VIA has 104 departures per week from Central Station. This is an average of about 15 each day, though the number varies from a low of 10 on Sundays to a high of 18 on Mondays. There is no complex train-splitting or deadhead moves, so the number of VIA arrivals per week is also 104. In addition there are 14 Amtrak departures each week (two every day), and an equal number of arrivals.

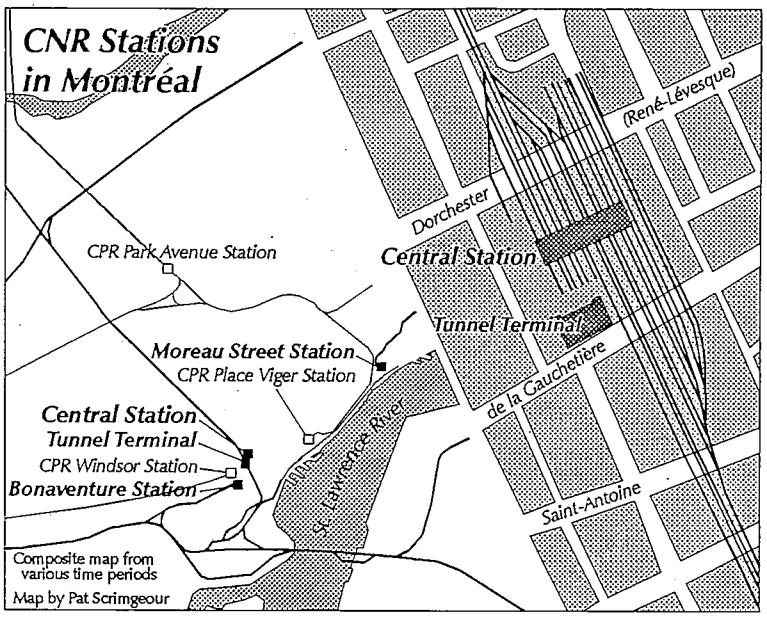
Normally, there is also commuter train service, operated by CN under contract to the Société de transport de la Communauté urbaine de Montréal, but this is temporarily shut down for major renovations of the line. Before the construction, there were 23 departures and 24 arrivals of revenue service at Central Station on weekdays, along with a number of deadhead moves. There were eight departures on Saturday and five on Sunday, and an equal number of arrivals.

In total, combining VIA, Amtrak, and STCUM commuter trains, there are normally 247 departures a week from Central Station, not a lot by world standards, but enough to make it the second-busiest station in Canada, behind Toronto Union Station.

Central Station has 19 tracks, numbered from 4 to

22. Tracks 1 to 6 were for the Tunnel Terminal, and 1 to 3 were removed in the 1950s when the station was expanded and the hotel and headquarters building were built on the site of the old station. Tracks 4 to 6 are not accessible from the concourse level, and are used for maintenance of the commuter trains, and storage of business cars, track geometry cars, etc. These tracks were known as the "Turbo bay" in the 1970s and early 1980s, as the Turbo trains were stored and maintained there.

Tracks 7 to 12 are used by commuter trains, and tracks 13 to 22 by VIA and Amtrak trains. Tracks 7 to 12 and 15 are the only ones that are now electrified, and so 15 is also occasionally used by commuter trains. Tracks 7 to 16 are through tracks giving access to the Mount Royal tunnel, while 17 to 22 have bumping posts at the north end. Tracks 7 to 12 are used for overnight storage of commuter trains, though this will change when the rebuilding of the line is complete, since a storage facility will be built north of Deux-Montagnes. This will considerably reduce the need for deadhead moves. ■



The New CNR Central Station in Montréal

Excerpt from *Canadian National Magazine*, August 1943

On the afternoon of Wednesday, July 14, 1943, the Canadian National Central Station in Montreal was officially opened.

It is the most modern building of its kind on the continent and is situated just one block from the heart of the retail and commercial section of the city.

Although it is natural that the station building itself should attract the most attention, it is only part of a very large terminal project that has taken years to plan and to build. A railway terminal is a vast, complicated combination of structures and facilities, embracing miles of yards and tracks; overhead bridges and under-passes; automatic signal systems; freight sheds; coach yards; engine and shop facilities. These various items have to be planned as a unit so that all segments will coordinate perfectly with one another in order that the cheapest and most effective movement of traffic and handling of trains may occur. This planning must also be done to meet railway and community needs for many years to come as well as for the immediate present.

Just such planning lies behind this new Montreal terminal. It embraces not only one of the most modern station buildings in the world, elimination of many grade crossings, creation of new streets, provision of adequate storage, and distributing yards for rolling stock of all descriptions but it has caught the vision of a far greater Montreal and is so designed that it can be augmented and enlarged to meet the needs of the city as it grows.

Lines entering the station are electrified from Turcot in the west, Point St. Charles in the south, and St. Eustache and Val Royal in the north. This fact makes it necessary to keep Bonaventure Station in limited operation until the end of the war because it is not possible to secure sufficient numbers of electric locomotives to handle both main line and lakeshore suburban and south shore traffic into the new station now.

Similarly, it is probable that certain rearrangements of freight yard facilities and the construction of several lines to provide a more complete coordination of the company's many facilities in the metropolitan area will have to await the end of the war. But even without these things, the new terminal and station represent a vast improvement and provide Montreal with passenger facilities that are a credit to the city and to the company.

The concourse of the new CNR Central Station has been designed so that everything will be made as easy as possible for those who use it.

On entering, the first glimpse is of a great sweep of acoustic tile ceiling 33 feet above the floor. It is satisfying to the eye with its colour range in tones of buff. Only a few projections in its 350 feet of length protrude and these are the outlets of a public address system. Two clocks, suspended from the ceiling, take nothing away from the simple effect. The ceiling is peaked to the centre and follows the constructional form of what are technically known as rigid frames, the great supporting members tying floor, wall, and ceiling over the 104-foot width. These rigid frames project from the walls at 25-foot intervals in the form of piers, tapering from the ceiling to the floor. The repetition of the piers, clothed in a soft blue terrazzo and rising from a slight projection at the floor to a wide support for the band of mottled blue connecting them along the length of the ceiling, produces an impressive effect of dignity and strength without obstructing available floor space.

The eye follows the line of piers to either east or west end, where huge plain glass muntined windows let in a flood of daylight. Flanking these windows are two projecting corners, supported at the outer corner on circular columns. These corners form great 25-foot reveals to the window and are tied together with a seven-foot frieze under the window. The corners and the frieze are faced with low relief murals, adding greatly to the richness of the room. This is the co-ordinated work of sculptors, artists, and architects.

The floor is a great area of marble terrazzo, predominantly reddish in tone. Along the centre of the length at 50-foot intervals are the parapets enclosing the stairs and escalators leading to the train platforms. There are seven of these stairways and grouped with four of them are escalators. A fifth escalator is placed on the side of the concourse at the east end. War conditions have delayed the installation of these escalators. They are reversible in operation and can be made to move upwards or downwards in accordance with the flow of traffic.

The concourse lies almost due east and west. The west end might be termed the business end, for there are situated, on the north side, the ticket wickets and sleeping car wickets, travel bureau, information counter, telegraph office, and travelling passenger agent's office; on the south side, the hand-baggage and parcel checking counters, transfer office, news stand, and public telephone room. At the extreme west end, across the width of the concourse, is the

restaurant. The placing of these facilities at the west end takes advantage of the lesser need for congregating space, since at this end are situated the suburban tracks to the north. Suburban passengers are noted for their moderate use of the many railway facilities, their path being the shortest possible route to and from trains, in and out of the station.

At the east end are the general waiting room and other facilities which are likely to be used by passengers who have time on their hands. These include, on the north side, the women's waiting and retiring rooms, Travellers' Aid, Navy and Army Information Bureau, R.C.A.F. Staff Headquarters, and service men's room; on the south side the men's room, barber shop, drugstore, and soda bar, and further south the immigration rooms.

The general waiting room is a wide, airy, well lit room, which is open to the concourse. This is one of the most practical features of the station plan, since passengers can be seated out of the way and yet within sight of the life and movement in the concourse. It has a low, sound-resistant ceiling which deadens extraneous noises and permits of conversation in a normal tone of voice.

The women's waiting and retiring rooms are stationed immediately north of the general waiting room. The women's waiting room is panelled in oak and furnished with benches, tables and chairs. Features of the women's quarters are a quiet room for women who must rest and a nursery en suite with the medical department where a trained nurse is in attendance. The toilets and bathrooms are attractively decorated in shell pink and black vitrolite.

The men's rooms, south of the general waiting room, are done in pearl grey vitrolite walls and black vitrolite stalls and are in step with the most modern principles of sanitation. A feature of the men's quarters is the large number of baths and showers. The barber shop is located between the bathroom and the concourse and is entered from either.

Off the hallway, extending south from the general waiting room, are located the quarters of the immigration services of the Canadian and the United States governments, the office of the station master, the railway police department, and the office of the Colonization and Immigration Department of the railway.

Northward from the general waiting room, a wide passageway leads to Dorchester Street; off this passageway a large room has been set aside for the use of the armed forces. It is operated by the Canadian Legion and is fitted as a lounge, reading, and writing room. The room is equipped with a kitchen.

The main restaurant has been laid out in conformity with popular trends for rapid service. Its design is of the low horseshoe counter type with four separate bays. A feature of this counter which will appeal to the women is the provision of a shelf where they can place their handbags. There are also a number of individual tables and these, together with the counter, provide accommodation for about 100 people at a sitting.

Immediately north of the restaurant there are three private dining rooms each 33 feet long by 22 feet wide, supplied from a service kitchen. These rooms are separated by folding partitions which can be rolled back to allow the three rooms to be turned into two rooms or one room, as desired. This space will accommodate at least 165 people at a sitting.

The dining room and restaurant facilities are operated by the dining car department of the CNR and the same high quality of food and service for which the dining cars of the system are noted, are featured in the station restaurant.

The concourse is scientifically ventilated so that it will be pleasantly cool in summer and agreeably warm in winter.

A modern public-address system has been installed in the concourse and in all public rooms, and over it, announcements of interest to the public are made.

The station has many entrances and exits. At the east and west ends of the Dorchester Street bridge there are stairways and escalators. There is a doorway off New East Street and a sidewalk parallels the ramp leading from Cathcart Street to the main entrance on the North Plaza. Each of the short wings on the south side of the station has a doorway and it is also possible to enter through the drug store. The main exit to taxis is on this – the Lagauchetiere Street side or what is officially called the South Plaza.

Above the concourse there are two floors of offices which are reached by the elevators and stairways previously mentioned. These offices are occupied by the staffs of the departments which operate the station and terminal.

The train platforms are below the concourse level. The entrances are so placed that they are in the middle of trains, so that no passenger has more than half the distance of the train to walk on boarding or detraining. The passenger platforms are even in height with those of the car vestibules. There are seventeen tracks, three of which are spares for the time being. The longest platform will accommodate a 20-car passenger train.

Each platform serves two tracks. At the north end of each platform there is a ramp. At the south end there are ramps on some platforms and elevators on others. These ramps and elevators lead to the sub-track area and via them all baggage, mail and express is handled by truck. Thus, passengers are not inconvenienced by trucks running up and down the passenger track platforms.

In the sub-track level, special trucking passages provide a clear right-of-way for the movement of these trucks from the north end of the station to the south and from one platform to another, thus permitting expeditious handling of loads.

On the sub-track level, which is on the same level as St. Antoine Street, is situated "behind the scenes" the operating staff of the station. From the standpoint of train operation it competes with the signal tower and the dispatcher's offices for the title of the heart of the terminal. It contains the transformer room from which flows the current operating trains and lighting systems. The area is a virtual maze of rooms, offices, and other facilities, only a few of which require description here.

There are two entrances to the sub-track level, one is by roadway from St. Antoine Street, just west of St. Genevieve; the other is off Lagauchetiere Street, just west of the old Tunnel Terminal. From these roadways the sub-track area is entered through doors which operate automatically when cars pass over a magnetic control located about thirty feet from the entrances inside and outside of the building.

The post office occupies a large portion of the southeast section of the sub-track level. This is used for the handling of inward and outward bound mail.

The Canadian National Express and Railway Express Agency facilities occupy, almost exclusively, the northeast section of the area. In connection with the express facilities there is now a pick-up service operated at the old Tunnel Station on Lagauchetiere Street. There is a connecting stair and elevator to the sub-track level, provided particularly for the convenience of clients of the Railway Express Agency who have to do business with the U.S. Customs authorities; it will, of course, serve all other departments and operators having business in the sub-track section.

The baggage room, where trucks and other inward- and outward-bound heavy baggage is handled, is situated in the northwest section of the area. Off the baggage room the offices of the Canadian and United States customs services are located. The baggage and express facilities can be reached by motor roadway leading from the St. Antoine and Lagauchetiere Street entrances. Two elevators in the baggage room deliver hand-baggage to and from the baggage checking room in the concourse. Passengers who want to reach the sub-track level baggage room direct or who want to have baggage passed by the customs, use an elevator adjoining the baggage checking room in the concourse.

In addition to those large facilities, the sub-track level also contains numbers of rooms and offices for the transaction of purely interdepartmental railway business; garage facilities for from 90 to 100 express trucks; Canada Railway News; sleeping and dining car facilities.

Geography in the Making II:
The Grand Trunk Pacific

Station Names in Western Canada

By J. H. Toop ©

The November-December 1992 Rail and Transit *had an article on the naming of stations in Western Canada on lines constructed as part of the Canadian Northern family of railways. Recently, at a Morse Telegraphers' get-together, Ken Andrews gave Harry Toop a couple of copies of* Rail and Transit. *Following that, Mr. Toop sent along several pages of material on various subjects, including an article on the naming of stations, concentrating on stations along Grand Trunk Pacific lines.*

It might be thought that naming railway stations offered little scope for imagination, but circumstances allowed, or even required, at times, considerable ingenuity. The first railways in North America were projected to connect or supplement existing water routes along which settlements were already established and named. But the points used strictly for railway operations, such as junctions, coal and water facilities, or crossings with other railways, also had to be identified by name.

Sometimes such names were merely descriptive, such as St. Mary's Junction, Ontario; Schomberg Diamond, Ontario; or M.C.R. Crossing, Ontario. But similarities between station names on a line could lead to mistakes. The story has been told of a commuter railway in the eastern U.S.A. whose many local stops at short intervals had been given local names such as East Ham, West Ham, and similar variations on the name of a nearby point. A certain wreck was attributed to confusion between two similar names, but the railway would never admit that such names posed any safety hazard. Nevertheless, over the next few years a couple of dozen or so station names were quietly changed so that there could be no possible future confusion. In the public timetable, the old commuter names were related to the new operating names by the use of parentheses.

In western Canada, the first main line railways were built through territory which was still largely unsettled. Thus, the railways were free to assign any station a name at will, providing only that the settlers would accept it and that the post office did not object. Even so, in a few obstinate cases a village had a railway station and post office with different names.

For example, the railway found the post office name at Lydden, Saskatchewan (CN Mile 12.2, Dodsland Subdivision), easily confused with the station name of Glidden, Saskatchewan, and therefore named their station *Duperow*, for W. E. Duperow, General Passenger Agent for the Grand Trunk Pacific in Winnipeg. Finally, in 1969, the post office gave in and changed their name to Duperow, but only a few years later the railway abandoned this line and pulled up the tracks.

The Canadian Pacific and the Canadian Northern did not adopt any fixed policy or pattern for station names. Both apparently drew from a grab bag of names commemorating people, places, and events, although they had no objection to the local settlers choosing the station name.

Sometimes the Canadian Northern builders, Mackenzie and Mann, chose a name on the spur of the moment for some whimsical reason. According to oral history, *Dropmore*, Manitoba, got its name when the builders' first westbound inspection train neared the top of the hill coming out of the Assiniboine Valley. One partner passed the bottle over to the other saying, "Will ye no hae a wee *drop more*?" and the station was thereupon named. Dropmore, while not presently served by rail, was on the Canadian Northern's secondary line that extended from Rossburn Junction, Manitoba, via Russell, Manitoba (presently CN's Rossburn Subdivision), through Dropmore to MacNutt, Saskatchewan, and then on to Ross Junction, Saskatchewan (3.7 miles east of Canora on CN's Togo Subdivision). The 53.6 miles between MacNutt and Ross Junction is CN's Rhein Subdivision. Dropmore was listed as 248.3 miles from Winnipeg or 8.9 miles east of MacNutt.

Occasionally, railways would amuse themselves by reversing the spelling of a name. Thus from the CPR, we see *Dranoel*, Ontario, as "Leonard" backwards, and *Retlaw*, Alberta, from "Walter." The Canadian Northern in Ontario had *Ronnac Junction*, formed from a reversed abbreviation of the railway name, "Can Nor."

A number of construction officials were commemorated on the Hudson's Bay Railway by including their initials as part of the station name. Examples are *Wabowden* and *Ilford*, Manitoba, for W. A. Bowden and I. L. Ford. These stations are both on CN's Thicket Subdivision at Mileages 136.4 and 285.7, respectively.

The names of an exceptional number of writers are found among the station names on the Canadian Northern line between the terminals of Maryfield and Radville, Saskatchewan. This was the eastern portion of their branch line that originally extended 202.5 miles from Maryfield, on their Portage La Prairie, Manitoba, to Regina line, to Willow Bunch, Saskatchewan. The 139.9-mile section between Maryfield and Radville passed successively the stations of *Ryerson, Mair, Parkman, Service, Cowper, Carlyle, Wordsworth, Willmar, Browning, Lampman, Luxton, Cullen, Bryant, Blewett, Chandler, Elswick, Goodwater, Colgate, Dunning*, and

Souris Valley. The 67.4 miles from Maryfield to Lampman remains as a part of CN's Lampman Subdivision. This was also the first portion opened, on June 23, 1911. The portion between Lampman and Radville has been abandoned over the years starting in the late 1940s with the 22.4-mile section between Blewett and Goodwater.

The Grand Trunk Pacific showed much more imagination in naming the stations on their main line. The terminals were named for company officials and the line stations were named alphabetically, unless a location was already well-established and named. Along CN's Graham Subdivision, the station names starting from the eastern terminal at *Westfort* (shortened from West Fort William, now part of Thunder Bay) were *Alba, Baird, Crest, Dona, Ellis, Flett, Griff*, and so on up to *Tanmin, Unaka, Valora, Wako (Watcomb)*, Hunt (Umfreville), *Yonde, Zarn*, and *Alcona*. The next depot was Lake Superior Junction (now Superior Junction, on CN's Allanwater Subdivision, 6.4 miles east of Sioux Lookout, Ontario) where the GTP joined the National Transcontinental Railway. The NTR was technically a separate railway and did not use this pattern for their station names. Approximately 25 miles of the GTP line near Fort William was abandoned in 1925 to reduce duplicate trackage following the establishment of Canadian National Railways.

The GTP resumed the alphabet west of Winnipeg, along the present CN Rivers Subdivision with *Beaudry, Cabot, Dugas, Elie* (North), *Fortier, Gervais*, and Portage la Prairie (established and named long before the coming of any railway). For reasons not now obvious the alphabet was then begun over again with *Arona, Barr (Bloom), Caye, Deer, Exira, Firdale, Gregg*, and so on with a few exceptions for previously-named settlements. In passing, it is noted that only one "X" was ever used – at *Xena*, Saskatchewan (CN Mile 135.5, Watrous Subdivision). This alphabetical naming petered out around Edson, Alberta, for reasons which are no longer evident.

The alphabetical names themselves apparently came from a list in which high Grand Trunk Pacific officials had a second chance at distinction. Thus *Waldron*, Saskatchewan (CN Mile 266.4, Rivers Subdivision), was named for Sir Alfred Waldron Smithers, Chairman of the Board of Grand Trunk in London, England, and who is also commemorated in the divisional point at Smithers, British Columbia (CN Mile 125.2, Telkwa Subdivision, and Mile 0.0, Bulkley Subdivision).

In this list, the smaller-fry officials were recognised. Examples are:

- *Caye*, Manitoba (CN Mile 72.0, Rivers Subdivision), for George W. Caye, Assistant to Vice President, General Manager, and Purchasing Agent, Winnipeg;
- *Kelliher*, Saskatchewan (no longer a railway station – Mile 46.8, CN Watrous Subdivision), for B. B. Kelliher, Chief Engineer, who also got to drive the last spike;
- *Leney*, Saskatchewan (CN Mile 227.6, Watrous Subdivision), for W. P. Leney, General Passenger Agent, Winnipeg;
- *Ryley*, Alberta (CN Mile 214.7, Wainwright Subdivision), for G. U. Ryley, Land Commissioner, Winnipeg;
- *Scott*, Saskatchewan (CN Mile 42.7, Wainwright Subdivision), for Frank Scott, Treasurer, Montréal; and
- *Tate*, Saskatchewan (CN Mile 97.2, Watrous Subdivision), for D'Arcy Tate, Solicitor, Winnipeg.

By the time that the GTP began building branch lines, they encountered too many settlements with named post offices to be able to follow any pattern. Still, the list supplied names for the other stations, and we find officers honoured in branch-line station names, such as:

- *Adams*, Saskatchewan (CN Mile 9.3, Central Butte Subdivision), for F. G. Adams, Division Freight Agent, Regina;
- *Brewer*, Saskatchewan (CN Mile 6.1, Yorkton Subdivision), for H. X. Brewer, General Superintendent, Winnipeg;
- *Lett*, Saskatchewan (CN Mile 5.8, Porter Subdivision), for R. C. W. Lett, Travelling Passenger Agent and Colonisation Agent, Winnipeg;
- *Mehan*, Saskatchewan (no longer a railway station – Mile 30.8, CN Yorkton Subdivision), for W. C. C. Mehan, General Superintendent, Prince Albert; and
- *Porter*, Saskatchewan (the line through Porter has been abandoned – former Mile 36.5, CN Porter Subdivision), for F. R. Porter, Division Freight Agent, Edmonton.

Before we look at the naming of various Grand Trunk Pacific terminals, an interesting sidelight on GTP station names is the fact that their passenger conductors identified main-line destinations on passengers' hat checks by the mileage from Winnipeg. After the GTP became part of Canadian National, the timetable mileages were changed to run westward starting from 0.0 at each terminal. The new CNR conductors began using station names or abbreviations. Nevertheless, the old-time GTP conductors continued to use the mileage from Winnipeg for their hat checks and I have seen a few of them still using this in the late 1950s. Perhaps it was a matter of swank to emphasise their long association with the line.

As was previously mentioned, GTP used their influences where possible to have terminals and divisional points named for their executives. The following is the background on naming various GTP terminals.

Transcona (CN Mile 243.9, Redditt Subdivision), was the location of the GTP and NTR Winnipeg shops. The name combines Transcontinental and Strathcona and was chosen from some thousands of names submitted in a contest. The town came into being when the GTP shops were transferred there from Rivers, Manitoba, in 1912.

Winnipeg (GTP Mile 0.0; CN Mile 0.0, Rivers Subdivision) was a settlement close to the Hudson's Bay Company post at Fort Garry. The name comes from the Cree "Win-nipiy," meaning murky waters.

Rivers, Manitoba (GTP Mile 142.2; CN Mile 143.2, Rivers Subdivision), for Sir Charles Rivers Wilson, Chairman of the Grand Trunk in London, England. He was followed by Smithers while the line was under construction.

Melville, Saskatchewan (GTP Mile 279.3; CN Mile 280.3, Rivers Subdivision), for Charles Melville Hayes, President of the Grand Trunk and of the Grand Trunk Pacific. He was drowned when the Titanic sank on April 14 and 15, 1912. He was cordially hated by the employees and the only sympathy ever expressed upon his demise was for any unlucky shark who might try to make a meal of him.

Watrous, Saskatchewan (GTP Mile 408.4; CN Mile 129.0, Watrous Subdivision), for Frank Watrous Morse, First Vice-President and General Manager.

Biggar, Saskatchewan (GTP Mile 526.7; CN Mile 247.3, Watrous Subdivision), for William Hodgins Biggar, General Counsel.

Wainwright, Saskatchewan (GTP Mile 666.8; CN Mile 140.1, Wainwright Subdivision), for William Wainwright, Second Vice-President.

Edmonton, Alberta (GTP Mile 792.9; CN Mile 266.7, Wainwright Subdivision), had already been named Fort Edmonton by the Hudson's Bay Company. The CPR came to Strathcona, on the south side of the river.

Edson, Alberta (GTP Mile 922.4; CN Mile 129.6, Edson Subdivision), was originally Heatherwood but when the GTP arrived in 1911 it was changed to honour Edson Joseph Chamberlain, a Vice-President.

Jasper, Alberta (GTP Mile 1027.3; CN Mile 235.7, Edson Subdivision), had already been named for Jasper Hawes by the North West Company when they built their trading post there in 1801. The GTP originally called this terminal Fitzhugh, for another Vice-President.

McBride, British Columbia (GTP Mile 1134.8; CN Mile 43.4, Tete Jaune Subdivision), was named for Sir Richard McBride, Premier of British Columbia from 1903 to 1915. He is the only politician to make the list.

Prince George, British Columbia (GTP Mile 1280.8; CN Mile 146.1, Fraser Subdivision), had already been named by the North West Company for George III while he was still Prince of Wales. The GTP arrived there in 1913.

Smithers, British Columbia (GTP Mile 1521.5; CN Mile 125.2, Telkwa Subdivision), for Alfred Waldron Smithers. By the time the line reached this British Columbia location, he was Chairman of the Board of Grand Trunk in London, England.

Prince Rupert, British Columbia (GTP Mile 1748.0; CN Mile 94.6, Skeena Subdivision), was named to honour the first Governor of the Hudson's Bay Company. The name was chosen in 1905 or 1906 (sources differ) through a contest with a prize of $2500.00. The conditions of the contest were that the name should have no more than three syllables, or ten letters, and should not conflict with the name of any other town in the Dominion. Some 12 000 entries were received. The winner was Miss Eleanor MacDonald of Winnipeg. Since her entry was longer than ten letters, consolation prizes were awarded to the two contestants who had suggested Port Rupert. This had been rejected as being too close to Fort Rupert down on Vancouver Island, but the historical connection appealed to the judges.

The GTP line from Edmonton to Prince Rupert was gradually opened from each end. The first 100 miles east of Prince Rupert was opened on May 31, 1911. This was only two weeks after Hinton, Alberta, 190 miles west of Edmonton was reached by the GTP. The line to Rose Lake, British Columbia, 300 miles east of Prince Rupert was opened on September 20, 1913. The track from Edmonton had reached west 405 miles on August 20, 1913, when the Fraser River, in British Columbia, was reached. The 84 miles westward into Prince George was opened January 23, 1914. Priestly, 36.5 miles east of Rose Lake, was reached on February 12, 1914. The 129.8-mile gap between Prince George and Priestly was closed with the opening of that section on August 24, 1914.

When it comes to private citizens naming railway depots, Oscar Winter probably set some sort of a record. He had been Superintendent and General Superintendent on different railways and was also connected with the construction of the GTP. During GTP construction he named:

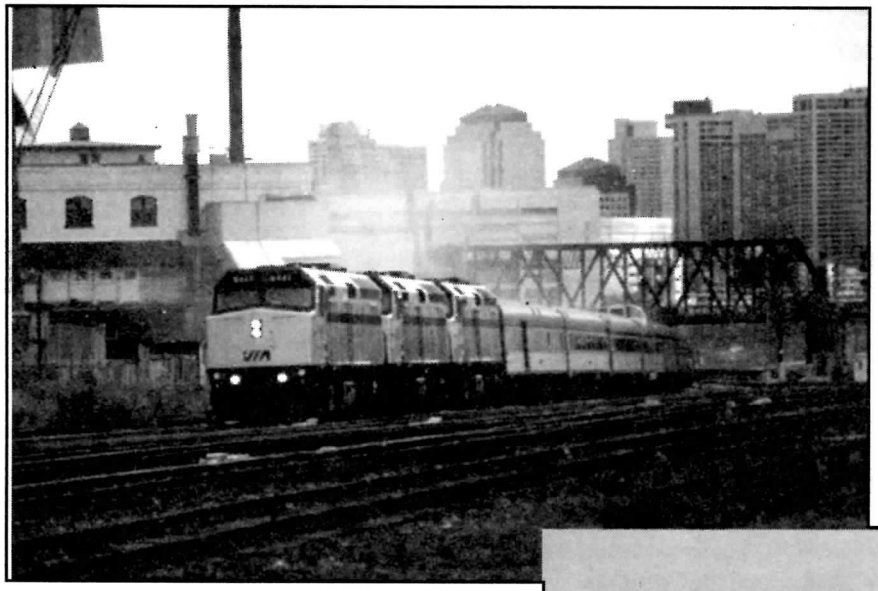
- *Vera*, Saskatchewan, for his daughter (CN Mile 68.5, Wainwright Subdivision);
- *Winter*, Saskatchewan, for his family name (CN Mile 77.3, Wainwright Subdivision);
- *Yonker*, Saskatchewan, for his mother's maiden name (CN Mile 84.5, Wainwright Subdivision); and
- *Zumbro*, Saskatchewan, for his dog (no longer a railway station – Mile 94.0, CN Wainwright Subdivision).

Later, Winter took up a large farm of 16 sections (i.e., 16 square miles) in central Saskatchewan, which he named the Weizen Farm ("weizen" is German for wheat). Being both well-known among railway officials and being potentially a large shipper from this farm, he was allowed to locate and name the station. He chose *Hughton* (Mile 44.2, CN Elrose Subdivision), for his son, Hugh, who was killed in the first world war, and for his brother, also named Hugh.

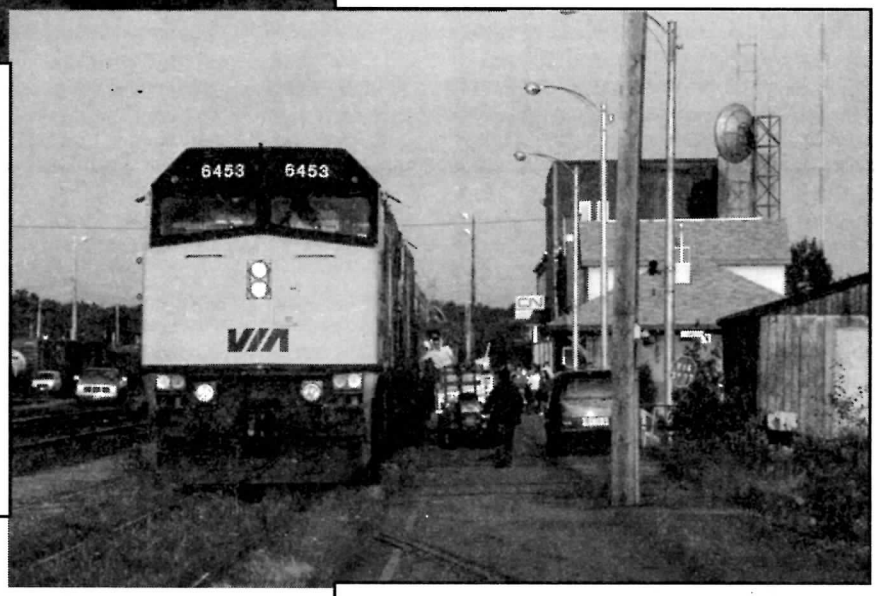
He laid out and set high standards for a model town site. Building was prohibited in the central block which was reserved for a park, while high standards were set for all construction. It was a thriving little town, but after the second world war, it fell victim to modern highways and other centralising tendencies. At last report (around 1980) it consisted of four grain elevators and a couple of grain buyers' dwellings.

So, with these recollections about the Western railways, I will leave you until the next time. ■

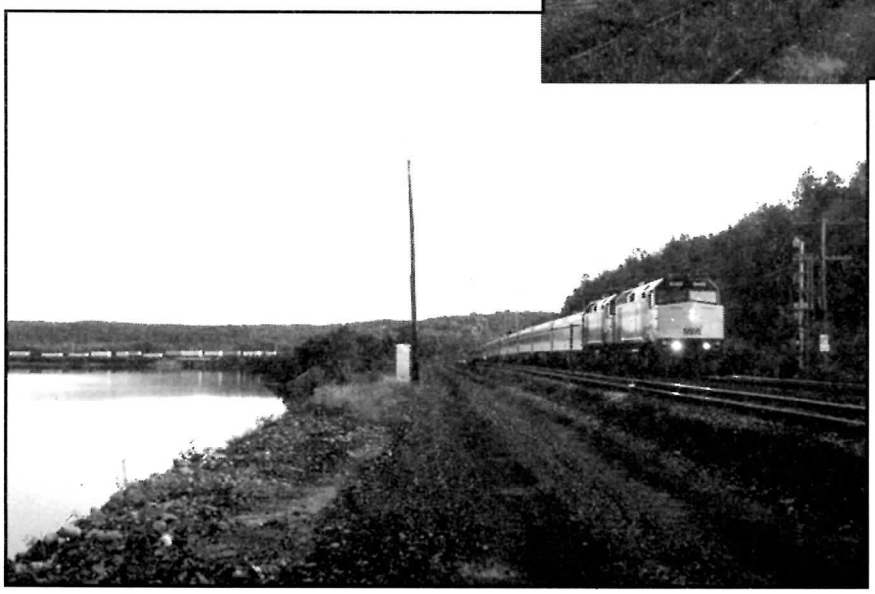
WESTWARD
Across Canada
ON VIA'S CANADIAN



LEAVING TORONTO, ONTARIO



AT CAPREOL, ONTARIO



LEAVING CAPREOL, ONTARIO

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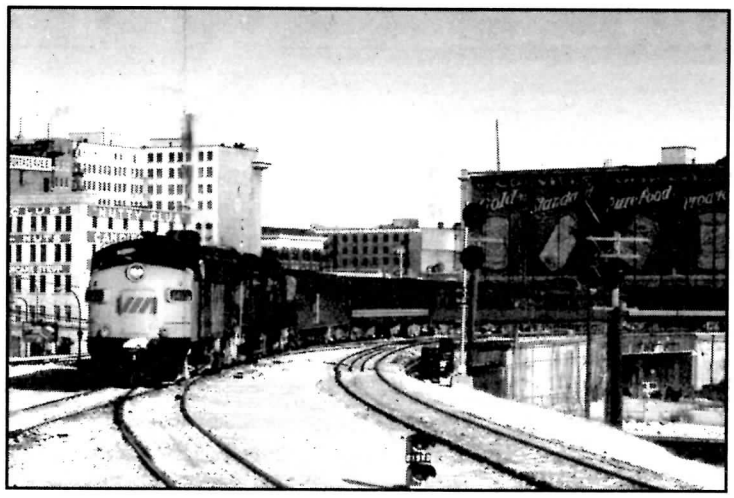
Canadian

The Only "Dome" Route Across

Photos by Pat Scrimgeour, Gray Sc

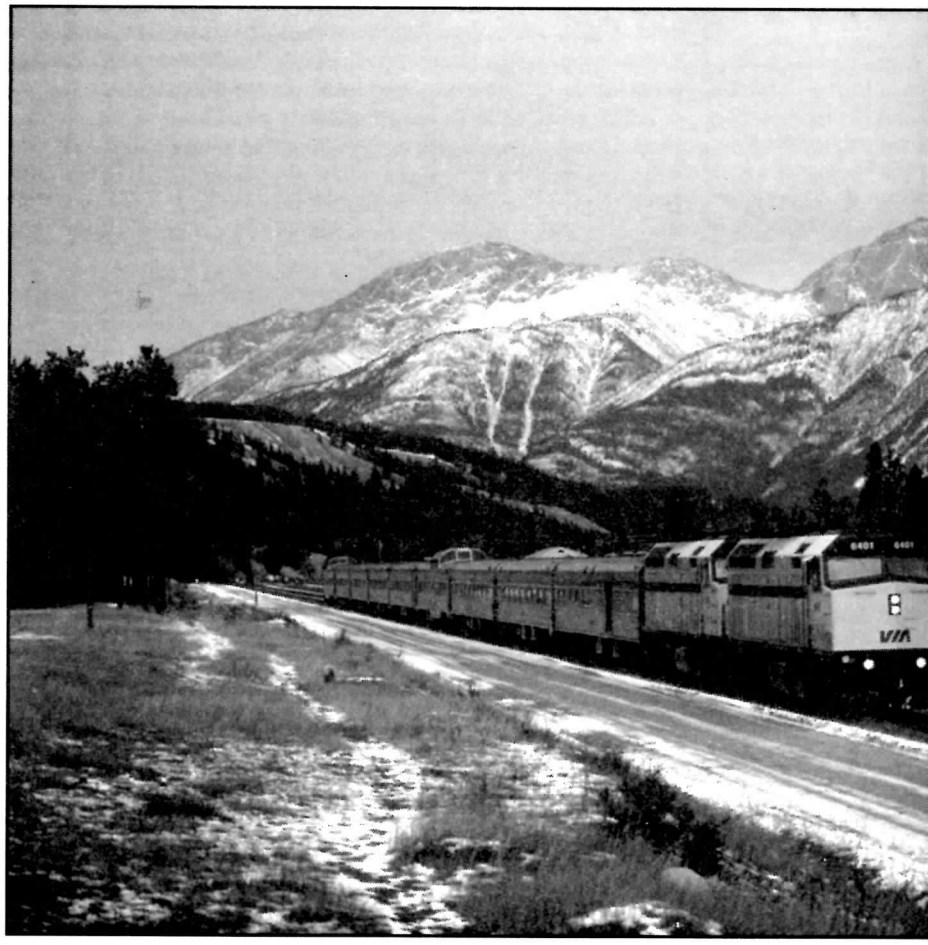


The **Canadian** in earlier days, arriving at Winnipeg, Manitoba

aving Toronto, Ontario

At Sioux Lookout, Ontario

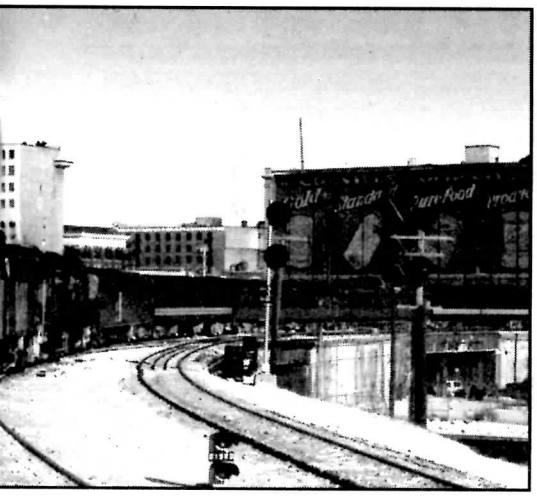
Arriving at Jasper, Alberta



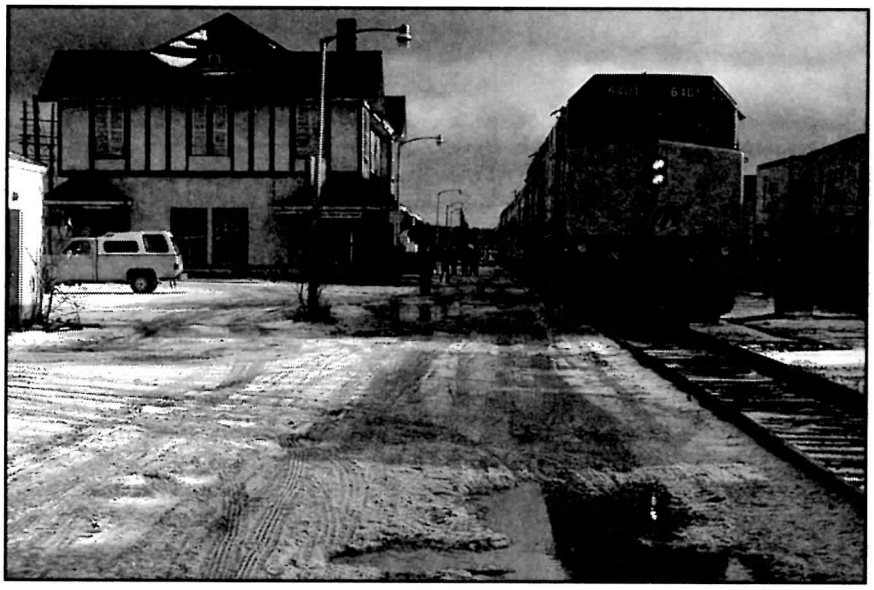
aving Capreol, Ontario

The Only "Dome" Route Across Canada

Photos by Pat Scrimgeour, Gray Scrimgeour, and Helmut Ostermann

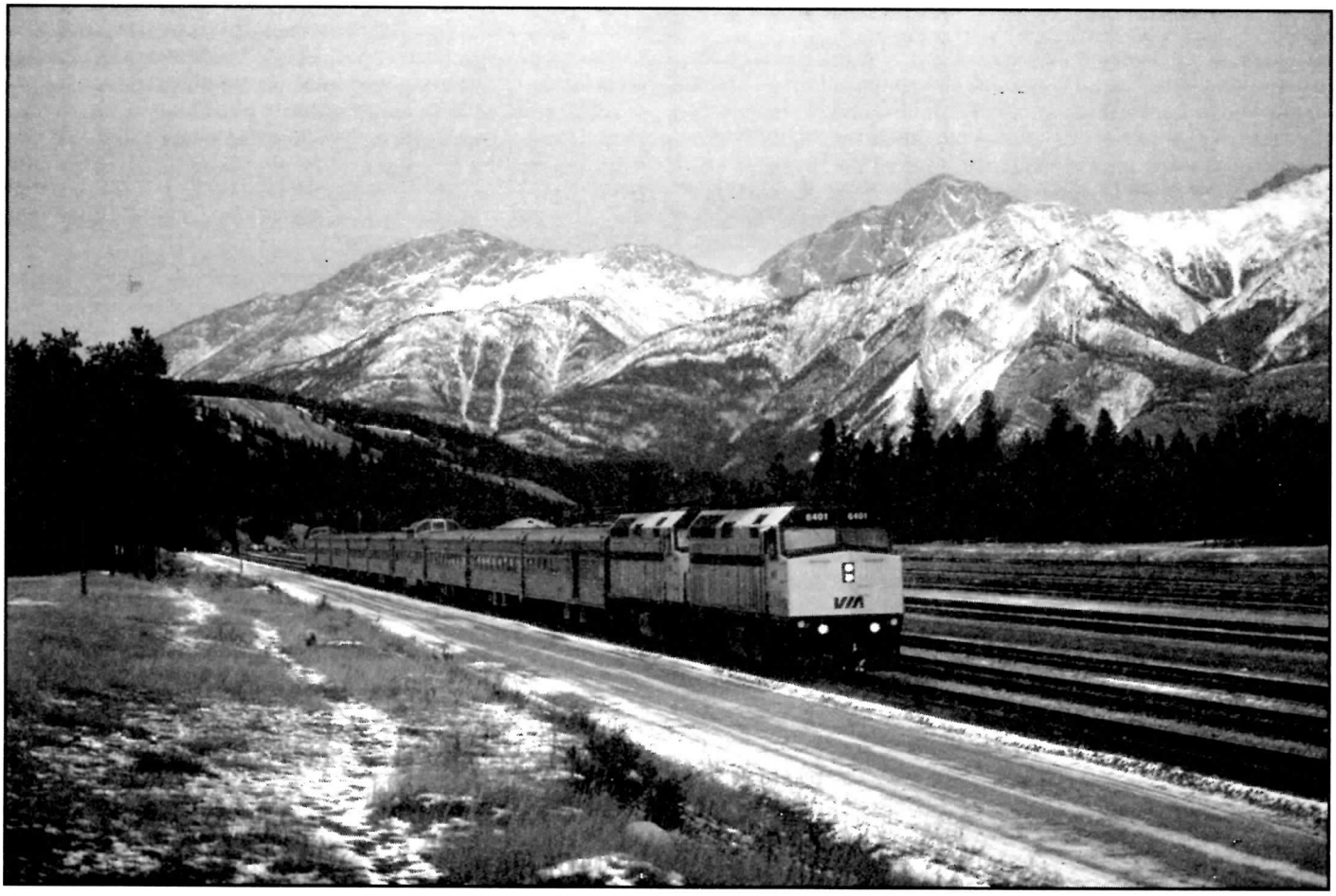


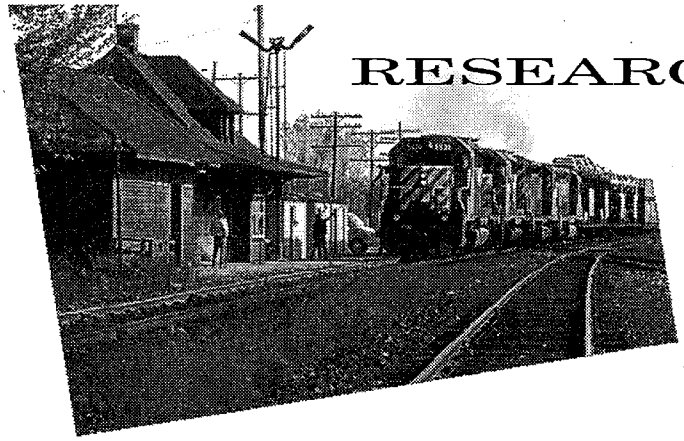
The **Canadian** in earlier days, arriving at Winnipeg, Manitoba



At Sioux Lookout, Ontario

Arriving at Jasper, Alberta





Just A. Ferronut's
Railway Archaeology

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It's time for summer vacation, so the column this month will be short and a bit unorganised. This is getting put together sort on the fly, between packing a few rolls of film and research papers on top of a couple of shirts. I have planned for the last couple of years to get over to Prince Edward Island and to meet long-time Island railway watcher Keith Pratt. So, the column this month is taking second place to my trip.

Stations – Burlington and Montréal

Doug Page of Hamilton has sent along a couple of articles concerning proposals to relocate and restore the old Grand Trunk station at the former junction of the Hamilton and Northwestern (the H&N and the Northern Railway of Canada were operated for a number of years under a joint executive as the Northern and Northwestern Railway) and the Toronto branch of the Great Western, that most of us think of as Burlington West, at Mile 32.0 on CN's Oakville Subdivision. This site was called Burlington Junction about the turn of century and later Burlington.

The Great Western Railway had constructed their branch line to Toronto shortly after opening their main line from Niagara Falls via Hamilton and London to Windsor. The GWR backers knew Hamilton, at the western end of Lake Ontario, would become the major terminal for their railway, but for various reasons they considered they would have to have a branch to Toronto. My 1907 Grand Trunk inventory books list Burlington Junction as being at Mile 7.05 from Stuart Street in Hamilton.

The Hamilton and Northwestern built their line from the King Street and Ferguson Avenue area of Hamilton, eastward towards Grimsby, then looping north past Beach Road depot, and then northwest across the so-called beach strip, picking up passengers from the Ocean House depot across the drawbridge at the entrance to Hamilton Harbour, and then into Burlington. The Burlington downtown station was 9.83 miles from Hamilton and the crossing of the Great Western Railway at Burlington Junction was 11.33 miles from Hamilton. From there, the H&N continued north on its way to Georgetown and Allandale (Barrie).

The H&N crossed the GWR just east of Brant Street with a diamond at about 45 degrees. The H&N had a large wye connection at Burlington Junction south of the GWR. The main line to Georgetown formed the east leg, with a connection to the GWR in the southeast quadrant of the diamond. The west leg of the wye is much as it is today, swinging west and joining the GWR near what was the west end of their small yard (two sidings from the station to near the Plains Road crossing). The early track plan was completed with a tight connecting track in the northwest quadrant of the diamond crossing with the GWR.

About 1960, CN, with its construction of its Toronto hump yard, upgraded the old H&N line from Georgetown to Burlington as its main freight route west of Toronto. The upgrading at Burlington was the flattening or reducing the curvature of the the northwest connecting track. The switch for this connecting track was moved from just east of the station to several hundred feet to the west.

The 1907 GTR inventory shows the Burlington station on the H&N as being a single-storey frame building 25 feet by 61 feet, built in 1900 and housing both the station and freight shed. This station was located about 1000 feet south of the Hamilton Radial Electric Railway crossing.

The present depot (a combined station and baggage room) at Burlington Junction (Burlington West) was, according to the 1907 records, built in 1906 as a single-storey frame structure 20 feet by 50 feet on a concrete foundation with a granite base (the area under the windows).

The old Burlington Junction depot was used over the years by Grand Trunk, who by 1906 controlled and operated both the GWR and the H&N, and on into Canadian National Railways days after 1923. The station served both long-distance and commuter passengers up until the early 1980s, when GO Transit constructed their commuter station east of Brant Street.

This resulted in the need to add a piece back to the station name board. The old Burlington Junction name board had the word Junction cut off years ago, but with contruction of the new GO station, to be called Burlington, a piece had to be added at the old junction station to permit adding the word "West." VIA trains stopped at Burlington West until 1989, when they moved east to join GO at their Burlington station. As CN no longer needed the building for their operator, the old Burlington Junction depot was closed. CN construction forces used it for construction offices during the GO Transit plant expansion through Burlington.

A remark in the 1907 GTR inventory makes one recall the area as it was in days gone by. The inventory lists a 1000 square-foot open "Fruit Platform" that was constructed in 1898 at Burlington Junction as well as a "Covered Fruit Shelter" 10 feet by 50 feet constructed in 1900. Today, it may be difficult for many to realise that this urban area had orchards and farm fields next to the tracks not that many years ago.

Back in the 1930s, as the Queen Elizabeth Way was constructed and joined Plains Road just west of Burlington Junction, road traffic continued east along Plains Road with its level crossing of the H&N line to Georgetown. The Brant Street crossing of both railways just east of the station was also level with a crossing tower. The village at the railway crossing, formerly Freeman's Corners, had about a dozen houses and the Railway had a water tower south of the Oakville Subdivision east of the H&N line. The railway also had a freight shed and stock pens at the station, otherwise farms and fruit orchards covered the terrain.

Coming back to 1993, Burlington service clubs are being approached to help raise money and support the city's architectural conservation committee in attempting to obtain government assistance to have the former Burlington Junction depot moved to Spencer Smith Park, near Lake Ontario and be turned into the new home for the Burlington Visitor and Convention Bureau. While the relocation and restoration project will cost in the order of $135 000, Jane Irwin, of the Burlington Historical Society said, "It's certainly a first-class building . . . and the structure is sound and it seems feasible that it could be moved."

Speaking of stations and not to let anyone forget about Montréal – a topic from a recent Tuesday luncheon. One of the regulars, Mike Leduc, announced that he is presently compiling a list of all the railway stations on the various railway lines in the Canadian National family on Montréal island. He told us he had found 74 stations. I then showed him the list that George Horner recently sent me, and Mike found one more, so the number is now 75. We will let you know what the final total is.

What seems like a few days ago we were complaining about the cold weather. As has been reported on various occasions, the Deux-Montagnes commuter line has been closed this summer to permit the upgrading of the roadbed structure, including the rails. Without getting into great details, temperature is very critical in laying continuous welded rail, mainly because of the stresses created as temperatures change. Anyway, I was talking to one of the track construction people and he told me that the rail temperature reached 45 degrees (Celsius) the other day.

His second comment shows just how far the present concerns over cost controls can go. Some of the outer station platforms had been designed to handle double sets of the new trains. However, since costs have been climbing, the argument continues even as the contractors start excavating for these platforms as to whether they should be constructed to the designed length or cut in half until the traffic warrants their expansion.

Abandonments

The National Transportation Agency, in a recent decision, has turned down CN's long-standing application to abandon a portion of what they presently call their Burford Spur coming off of the Dundas Subdivision, at Mile 22.18 in the City of Brantford, Ontario. The line in question was constructed by the Brantford, Norfolk and Port Burwell Railway. This line, opened in 1876, was constructed to fill the gap between the Great Western's branch line into Brantford from its main line at Harrisburg and its Air Line (Loop line) at Tillsonburg. A couple of miles at the southern end of the BN&PB between Tillsonburg North and the Air Line was abandoned in the 1970s due to a weakened bridge. Their Tillsonburg station has been restored as part of the Town's renewal project and is now part of their market square.

The portion from Tillsonburg North to Burford (about 20 miles) plus the Norwich Spur (that was part of the Port Dover and Lake Huron Railway) was abandoned in 1887. The 11-mile portion from North Burford to the connection with the Dundas Subdivision had crossed the line of the Brantford and Hamilton interurban as well as criss-crossing and competing with the electric line of the Lake Erie and Northern. CN had relocated some of its trackage through the south end of Brantford to the former TH&B several years ago.

CN has been trying to abandon the 7.65-mile portion from West Brantford to the present end of steel at North Burford since 1986. The section of the line that the NTA has ordered CN to continue to serve had, in the days of passenger service, stations at West Brantford, Mount Pleasant, Mount Vernon, and Burford.

Information Network

Question from: **J. H. Toop**
Subject: **CNR "AutoRailers"**

Today, we are hearing a good deal about "RoadRailer" service designed to recapture for the railways the intercity or the terminal-to-terminal movement of semi-trailers. In this operation the semi-trailers are hitched nose-to-tail with link-and-pin couplings. They ride the rails on a pair of railway wheels on an axle which is part of their permanent running gear, or if not so equipped are carried or a light, dummy, four-wheel railway truck under their rear end. Their braking system I have not examined, nor heard described. It is reported that as many as 80 of these semi-trailers may be hauled on the railway tracks as a proper train by one freight diesel unit.

But who can provide some information about the "AutoRailers" of the early 1930s? The ones I encountered were an experiment by Canadian National to combat early highway competition. These self-propelled railcars, referred to as "AutoRailers" were simply a standard production model of a truck or a bus, modified by the addition of retractable flanged wheels to operate on either railway track or road. They were, both in principle and in method, early versions of today's "hi-railer" track maintenance vehicle.

Where the bus autorailers operated I never heard.

But a freight unit operated for a while out of North Battleford, Saskatchewan, to serve some short loop runs on several small, interconnecting branches. The autorailer could, in principle, be loaded at the shipper's warehouse but, in practice, was apparently loaded at the railway freight shed where the load had been assembled in the same way as for loading into the boxcars of a regular wayfreight service. The autorailer then ran on the railway tracks to a village where it took off at a road crossing and peddled its freight shipments direct to the merchants' doors. The truck then returned to the track and continued to the next station to repeat the process.

The autorailer combined the flexibility of a truck with the reliability of a train since they travelled between stations on the railway tracks in an era when the best highways were only gravel and road travel was always rather chancy during a good part of the year.

The autorailers were lighter and cost far less for fuel than the wayfreight and were thus more suited for handling LCL freight. Moreover, they could save the extra handling, and cost, of local cartage at both origin and destination. They were meant to provide daily service at a time when wayfreights were commonly scheduled for one to three trips per week. (The CPR at this time had two branches out of North Battleford upon each of which they operated a mixed train only twice a month, and were said to have operated only once a month at times.)

In the event, the autorailers were apparently not particularly successful in their overall operation, mainly because the running trades insisted on over-crewing them. Their capacity for LCL freight was also inadequate to serve a run which normally required two or more boxcars on the steam train. Of course, they could not handle carload traffic at all, which the wayfreight could handle along with the LCL traffic.

This freight autorailer ran out of North Battleford for a while but was eventually left to rot on a stub track behind the roundhouse. Its final fate I do not remember having ever heard.

As I was only a lad at the time, I was not interested in how this off-again-on-again operation was handled under the operating rules. But I have since wondered what kind of a train they were, and how the train dispatcher kept track of them and recorded their activities

both on and off the rails. More particularly, how did they relate to the other trains which kept to the rails and how was another train to identify one of these units if it was off the tracks and out of sight when supposed to meet or pass?

Question from: **Steve Danko**

Subject: **Canadian Pacific and VIA *Park* cars**

VIA currently has 18 "boat-tail" dome observation/lounge/sleepers (18 "originals" built for the CPR and one acquired from the Denver and Rio Grande Western, less CPR's Fundy Park, *destroyed near Medicine Hat in 1959 when rear-ended by a grain train). When VIA announced the refurbishment of this equipment, including the replacement of all of the hand-painted murals created by Canadian artists when the cars were new, only 16 new murals were commissioned. Which* Park *cars have been assigned to display the new murals? Which of the 18 cars are excluded from the fleet scheduled to be refurbished, and why? What is the current status of the refurbishment – how many are completed and in service, awaiting refurbishment, or have work underway?*

Reply from: **Pat Scrimgeour, John Carter, and Robert Haskill**

The *Canadian Trackside Guide* indicates that the rebuilding of 11 cars has been completed, that three were stored awaiting conversion early in 1993, and that three original cars and the one second-hand car are stored, and are not part of the rebuild programme. *The Canadian* (BRMNA, 1990) says that three of the cars, *Glacier Park*, *Revelstoke Park*, and *Yoho Park* were stored by CP Rail at Glen Yard in Montréal from the early 1970s until their sale to VIA in 1979. The 17 cars that were sold to VIA were renumbered from the 15400-series to the 15500-series to avoid a conflict with former CN steam generator cars.

In the mid-1970s, CP removed the murals from the three cars that were stored after one car had been vandalised, and CP still owns these three murals. VIA removed the murals from the other 14 cars in the early 1980s and replaced them with reproductions. The originals were restored and placed with the National Museum of Science and Technology. When the cars were rebuilt with electric power, the newly-commissioned murals were installed.

These tables list the renumbering and status of each of the 19 *Park* cars, and the title and artist of each mural. For the original murals, the car in which each was installed is known, but we do not have this information for the newer murals. As there are 16 new murals, but only 14 cars designated to be rebuilt, clearly two of the murals will not be installed.

Can anyone provide further information on the installation of the new murals?

Car history and status

Algonquin Park—15501	Previously numbered CP 15401	Stored; not in rebuild programme
Assiniboine Park—8702	Previously numbered VIA 15502, CP 15402	In service
Banff Park—8703	Previously numbered VIA 15503, CP 15403	In service
Evangeline Park—8704	Previously numbered VIA 15504, CP 15404	In service
Fundy Park—15405		Wrecked, August 1959
Glacier Park—8706	Previously numbered VIA 15506, CP 15406	Stored by CP Rail in 1970s; in service
Kokanee Park—8707	Previously numbered VIA 15507, CP 15407	Being rebuilt at AMF
Kootenay Park—8708	Previously numbered VIA 15508, CP 15408	In service
Laurentide Park—8709	Previously numbered VIA 15509, CP 15409	Being rebuilt at AMF
Prince Albert Park—8710	Previously numbered VIA 15510, CP 15410	In service
Revelstoke Park—8711	Previously numbered VIA 15511, CP 15411	Stored by CP Rail in 1970s; in service
Riding Mountain Park—15512	Previously numbered CP 15412	Stored; not in rebuild programme
Sibley Park—15513	Previously numbered CP 15413	Stored; not in rebuild programme
Strathcona Park—8714	Previously numbered VIA 15514, CP 15414	In service
Tremblant Park—8715	Previously numbered VIA 15515, CP 15415	In service
Tweedsmuir Park—8716	Previously numbered VIA 15516, CP 15416	In service
Waterton Park—8717	Previously numbered VIA 15517, CP 15417	Being rebuilt at AMF
Yoho Park—8718	Previously numbered VIA 15518, CP 15418	Stored by CP Rail in 1970s; in service
Jasper Park—15519	Previously D&RGW *Silver Sky*—1145	Stored; never in active fleet

Original (1954) murals

Algonquin Provincial Park by Alfred Joseph Casson, in *Algonquin Park*
Bow Valley, Banff National Park by Charles Fraser Comfort, in *Banff Park*
Cameron Lake by Llewellyn Petley-Jones, in *Waterton Park*
Camp Lake by Alexander Young Jackson, in *Kokanee Park*
Eutsuk Lake by Edward John Hughes, in *Tweedsmuir Park*
Evangeline Memorial Park by Harry Leslie Smith, in *Evangeline Park*
Fundy National Park by Lawren Phillips Harris, in *Fundy Park* (lost in wreck)
Kootenay National Park by George Douglas Pepper, in *Kootenay Park*
Laurentide Provincial Park by Albert Edward Cloutier, in *Laurentide Park*
Mont-Tremblant Provincial Park by Edwin Headley Holgate, in *Tremblant Park*
Mount Assiniboine Provincial Park by George Franklin Arbuckle, in *Assiniboine Park*
Mount Burgess, Emerald Lake by Thomas Harold Beament, in *Yoho Park*
Mount Revelstoke National Park by Robert Wakeham Pilot, in *Revelstoke Park*
Mount Sir Donald by Adam Sherriff Scott, in *Glacier Park*
Prince Albert National Park by Frederick James Finley, in *Prince Albert Park*
Riding Mountain National Park by William Arthur Winter, in *Riding Mountain Park*
Sibley Provincial Park by Yvonne McKague Housser, in *Sibley Park*
Strathcona Provincial Park by Walter Joseph Phillips, in *Strathcona Park*

New (1990) murals

A Plowed Pile Of March-Dead City Snow And Its Trappings by Suzanne Funnell
Acadia by Tom Forrestall
Arctic Spring by Kenojuak Ashevak
Assiniboine Prairie-Scape by Tony Tascona
Aurora by Rita Letendre
Bonjour Scottie by Jean-Paul Riopelle
Boréal by Richard Lacroix
Cabin In The Snow by Liz Magor
Laurentides by Marcel Barbeau
Le Fleuve Enchanté by Micheline Beauchemin
Patterned Pinnacles by Mary Filer
Rundle From Vermilion by David Thauberger
Spirits of Deer Island by Tony Hunt
The Ocean of Love by Joyce Wieland
The Sun Rising In Salmonier by Mary Pratt
Trained Pa(y)s(s)age(s) by Michael Snow

Sources for tables: Ian Thom, *Murals from a Great Canadian Train*, 1986; VIA Rail Canada, *Of Style and Steel* (brochure), 1990.

THE PANORAMA

WESTERN CANADA

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CANADIAN NATIONAL

1993 CAPITAL PROGRAMME

CN North America has announced that it will spend $124-million this year in capital programmes to help increase revenue and improve the quality of the railway. It is part of $2-billion that is planned to be spent on the railway over the next five years.

Included in this year's programmes are the replacement of 320 miles of rail, at a cost of $73.1-million, the largest part of which will be carried out in British Columbia and Northern Ontario, and the replacement of 500 000 wooden ties at a cost of $15.6-million. These ties are in addition to the 200 000 ties scheduled to be replaced this year in the regular maintenance program.

Other improvements include bridge work, grade stabilisation, ballast replacement, replacing and repairing track equipment, and signal modifications (mostly in Québec).

GRAIN SHIPMENT CONTROVERSY

Two applications have been filed with the NTA, requesting an investigation into the alleged misuse of public funds for the shipment of grain on CN and CP. The applications have been filed by the Canadian Shipowners Association, the Thunder Bay Harbour Commission, the Transport and Communications International Union, the Seafarer's International Union, and the Thunder Bay Economic Development Corporation.

The applications allege that CN and CP are misusing funds to ship grain to eastern ports and are restricting the competition of grain shipments at the expense of other modes of transportation. The first application alleges the railways are charging rates that are below their variable costs, contrary to Section 112 of the National Transportation Act (1987). The second application requests the NTA to investigate certain grain movements originating on the Prairies and bound for points in Eastern Canada and the receipt of public funds for these shipments.

Under the Western Grain Transportation Act (WGTA), the shipper pays for one-third of the cost to ship grain and the federal government pays the remaining two-thirds. This only applies to shipments as far east as Thunder Bay and the federal government pays $720-million annually for grain shipments. The application to the NTA is alleging that the railways are receiving public funds for the portion of the trip east of Thunder Bay, costing shipowners $25-million in revenues since 1990. *—Colleen Eastman*

CANADIAN PACIFIC

ESQUIMALT AND NANAIMO

CP employee John Cooper says that CP Rail is deliberately abandoning lower Vancouver Island by discouraging E&N freight customers. Cooper said that Victoria may see the end of rail-freight service this year. This could also threaten the VIA service on the Island. There is currently only one freight a week into Victoria with only a few cars. A CP spokesman in Vancouver denied there was any plan to get out of freight service on the lower Island. *—Victoria Times-Colonist*

FIRST QUARTER PROFIT

Canadian Pacific Limited made a profit of $22-million for the first quarter of 1993, and predicts a profit for 1993. Railway revenues were down by more than half from 1992 as a result of a nine percent decline in freight levels.

At CP's annual meeting, chief executive Bill Stinson said that CP will be narrowing its focus soon by selling one or more of its subsidiaries. CP's core business is comprised of CP Rail System, PanCanadian Petroleum, Fording Coal, and Unitel Communications, and other CP-owned companies include CP Forest Products, CP Hotels and Resorts, United Dominion Industries, and a share of Laidlaw Inc. Stinson said that anything could be sold except for CP Rail, as it is the basis of CP Limited. *—Toronto Star via Rex Rundle*

BRITISH COLUMBIA RAILWAY

BCR ON STRIKE

As part of the continuing labour-management difficulties, BCR employees in Lillooet were off the job on July 2. Four freight trains and the passenger train were cancelled. A province-wide strike started at 18:00 on Monday, July 18. The wage offer made by the management was not far from the demands of the union, but other issues such as cabooseless trains have not been agreed upon. The B.C. government had not intervened by July 23, but said they won't let the strike drag on. The 1600 unionised employees have been without a contract since January 1.

—CBC Radio and Victoria Times-Colonist

CHETWYND STATION DEMOLISHED

BCR tore down the Chetwynd station in late April, citing structural deterioration. Trailers are being used as replacement. After this change and the fire at Dawson Creek, only the station at Fort St. John remains from the three built in 1958 when the railway pushed into the Peace River area.

OTHER NEWS

TOURIST RAILWAYS AND MUSEUMS

Heritage Park in Calgary is holding another Railway Days event, from July 23 to 25. Highlights will include operation of a mixed freight on the Saturday and some railway-related demonstrations such as telegraphy.

The Kaatza Station Museum in Lake Cowichan, B.C. is being loaned Shay locomotive No. 12 from the Ladysmith Railway Historical Society for five years. The Lake Cowichan museum has a re-created pioneer home, a mining tunnel, a general store and post office, and a railway display in the former E&N station. The museum already has CN box car 428560 and CN caboose 78876.

POSSIBLE AMTRAK EXTENSION

The Washington State Department of Transportation and state Transportation Commission have adopted a $237-million six-year programme for Amtrak enhancement. The proposal would add two state-supported Seattle–Portland trains starting between 1993 and 1995 biennium as well as a daily Seattle–Vancouver, B.C., round trip. Track improvements are pegged at $10.2-million for Seattle–Vancouver. Between 1997 and 1999, another round trip would be added in both directions between Seattle and Vancouver. With the proposed improvements, running time between Vancouver and Seattle would be 3 hours 45 minutes.

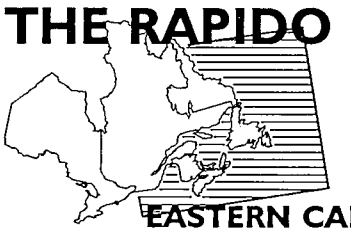
—Washington Association of Railroad Passengers via Northwest Railfan

FERRIES

After less than a year of service, Royal Sealink abandoned its *Nanaimo Express* passenger ferry service to Vancouver at the end of June. The route attracted about 120 commuters, but lost money. The ship, *Orca Spirit*, is tied up in Nanaimo, awaiting sale, probably to Asia. ConnectAir of Nanaimo is offering a service from Nanaimo to Vancouver International Airport for those commuters left without transport with the discontinuation of catamaran ferry service.

B.C. Ferries celebrated its 33rd birthday on June 15. In the year ending March 31, they carried 20.5-million passengers and over eight million cars. *—Victoria Times-Colonist*

THE RAPIDO



EASTERN CANADA

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HIGH SPEED TRAINS

X2000 CANADIAN TOUR

The Swedish X2000 train, brought to North America for testing and display in the U.S. by Amtrak, visited Ontario and Québec in late July. The train was brought to Canada as a joint venture of CP Rail System and ABB Canada.

The train arrived from Washington D.C., via Buffalo, Hamilton, and Guelph Jct., on July 26, and was prepared for the tour in London the next morning. The train was displayed in Windsor on the afternoon of July 27, then was taken to Toronto. Two trips were run from Toronto to Guelph Jct. on July 28, two trips from Ottawa to Buckingham Jct. on July 29, and two trips from Montréal to Rigaud on July 30. The final day in Canada was on July 31, when the train made one round trip from Québec to La Pérade, then returned to Montréal and headed south for Washington.

More information on the X2000 and its Canadian tour will be in the August issue of *Rail and Transit*.

POSSIBLE ICE VISIT

The other European high-speed train that is in North America on a promotional tour was to make a brief visit to Toronto in August, but this has been postponed. Siemens Electric Canada had arranged to bring the German InterCity Express (ICE) trainset to Toronto, but scheduling on the U.S. tour would not allow for the side trip. Siemens now hopes to bring the ICE to Toronto in November or December.

CANADIAN NATIONAL

RESTRICTION ON "UNSAFE" TRACK

After an inspection of the CN Drummondville Subdivision on May 19 and 20, a Transport Canada rail safety inspector placed speed restrictions on a large portion of the line. The inspector found 115 lengths of rail that were "shelling," and felt that it was unsafe to operate over these rails at track speed.

The Drummondville Subdivision is CN's main line from Montréal to Québec, and handles numerous freight trains and up to ten VIA trains each day. The normal speed limit on the line varies between 80 and 100 m.p.h. for LRC trains and 40 and 60 m.p.h. for freight trains, with some local speed restrictions.

The inspector first placed two 30 m.p.h. speed restrictions on the line, one 66 miles long, between Trudel and Daveluyville, and the other 29 miles long, between Saint-Cyrille and Saint-Édouard. CN requested that they be given more specific locations for the "unsafe" rail, as 115 39-foot lengths of rail constitutes only 0.85 miles. The inspector reduced the restrictions to seven locations totalling 53 miles, with the longest section being 18 miles long.

As a result, VIA was forced to replace its service with buses between Montréal and Québec City on June 12, 13, and 14. VIA reverted back to the use of trains on June 15, but delays were still experienced. Trains operated up to an hour late on June 15 and service gradually improved while CN replaced rail. By June 20, service returned to normal.

SMITHS FALLS CHANGES

Due to an incident on February 6, 1991, when a CP Rail switching assignment was obstructing the CN Smiths Falls Subdivision further than allowed and was almost struck by a VIA train, changes in control of the track connecting the CN line to the CP track have been made at Smiths Falls.

Previously, the CN Smiths Falls Sub., which is OCS-controlled, ended at Mile 34.4, Smiths Falls East, where it connected with the CP "CN Lead" track. The track beyond Mile 34.4 was Rule 105 track, meaning that all movements must operate at reduced speed. This territory lasted for a tenth of a mile, before reaching a CP signal controlling the interlocking through Smiths Falls.

To remove the Rule 105 territory and place all of the track under the control of an RTC, station name Smiths Falls East has been relocated to Mile 34.5, which is the location of the CP signal. This prevents a CP movement from passing the signal at the end of the interlocking without permission from the CN RTC. This change should allow the 70 m.p.h. speed restriction to be removed, so that VIA trains can return to their normal speed of 95 m.p.h.

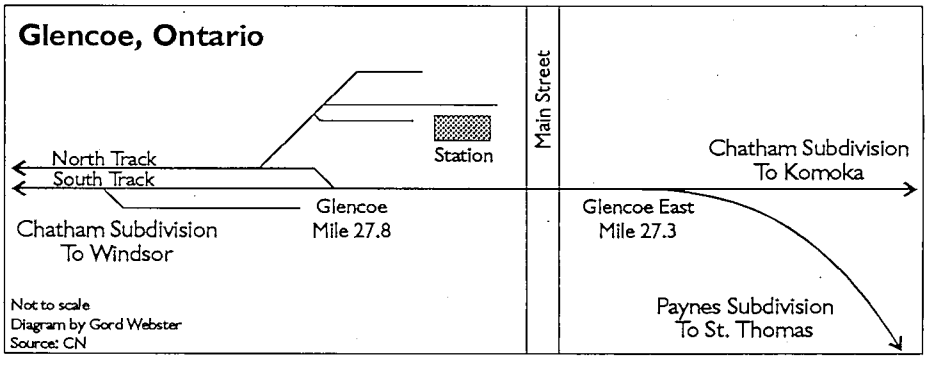
GLENCOE CHANGES

CN has made some changes to the track at Glencoe, the junction of the Paynes and Chatham subdivisions. The new track arrangement, shown on the diagram at the bottom of the page, is a result of relocating the junction switch further east and removing sections of two tracks. As a result of these changes, station name Glencoe East has been moved from Mile 27.5 to Mile 27.3, Chatham Subdivision, and station name Glencoe moved from Mile 27.7 to Mile 27.8, Chatham Subdivision. Previously, the north track began at Glencoe East and the Paynes Subdivision connected with the Chatham Sub. via track CA 40 and ended at Glencoe, Mile 27.7, Paynes Subdivision. Now the Paynes Sub. ends at Glencoe East, Mile 27.3.

NEW TIMETABLES

CN has issued new timetables for the St. Lawrence and Atlantic regions. Changes in St. Lawrence Region timetable No. 70, effective April 25, are as follows:

- Switching zones have been removed on the Montréal and Alexandria Subdivisions.
- The Point-au-Père Wharf Spur has been removed from the Rimouski Sub., Mile 117.5.
- The Bourassa Spur has been removed from the Joliette Subdivision, Mile 49.1.
- The designation "yard" has been removed at Glen Robertson, Mile 0.0, and Hawkesbury, Mile 20.9, Vankleek Subdivision.
- Station name Smiths Falls East has been relocated from Mile 34.4 to Mile 34.5, Smiths Falls Subdivision.
- The following station names have been deleted: Chaudière, Mile 9.3, Drummondville Subdivision; Saint Boniface, Mile 55.9, Prémont, Mile 71.4, Sainte-Ursule, Mile 73.4, Saint-Barthélemy, Mile 82.8, Saint-Cuthbert, Mile 88.2, Saint-Norbert, Mile 90.5, Sainte-Élisabeth, Mile 95.5, and l'Assomption, Mile 117.4, Joliette Subdivision; Saint-Thècle, Mile 14.8, Lac-aux-Sables, Mile 23.4, Desbiens, Mile 135.4, and Metabetchouan, Mile 169.0, Lac Saint-Jean Subdivision; Pointe-Bleue, Mile 16.9, Roberval Subdivision; Gouin, Mile 83.9, Doheny, Mile 90.5, René, Mile 105.8, and Lac-à-Beauce, Mile 111.0, La Tuque Subdivision; Wykes, Mile 113.8, and Paradis, Mile 222.1, Saint-Maurice Subdivi-



sion; Belcourt, Mile 5.2, Uniacke, Mile 12.8, Authier, Mile 80.2, and Goodwin, Mile 120.6, Taschereau Subdivision; and Montanier, Mile 73.0, Val-d'Or Subdivision.

• The former main track of the Lac Saint-Jean Subdivision from Mile 204.4, Ha-Ha-Bay, to Mile 205.6, has been renamed the Alcan Spur.

• The Granby Sub. has been reclassified as the Granby Spur, running for a distance of 36.7 miles from Mile 39.9, Rouses Point Sub.

• The Massena Sub. has been reclassified as the Massena Spur, running for a distance of 45.1 miles from Mile 36.3, Rouses Point Sub.

• The siding at Valleyfield, Mile 41.8, Valleyfield Subdivision, has been deleted.

The only change, other than changes to passenger trains, in the Atlantic Region timetable No. 83, effective April 25, was the removal of the siding at Bronson, Mile 39.0, Napadogan Subdivision. Separate books have been issued in English and French, instead of printing a bilingual timetable.

SHORTS

Railtex's Cape Breton and Central Nova Scotia Railway has received permission from the NTA to take over CN's line from Truro to Sydney, Nova Scotia. • An application by the Toronto Historical Board to have the CN West Toronto station designated as an historic station has been rejected. • The switch at Nipissing, junction between the Beachburg and Newmarket subdivisions, is now lined normal when set for through movements on the Newmarket Subdivision. • CN has applied to the NTA for permission to abandon the Chester Subdivision in Nova Scotia between Mile 4.0, Summit, and Mile 42.3, Stillwater, which is the end of the line.

CANADIAN PACIFIC

EMPLOYEE REDUCTIONS

CP began measures in 1991 to reduce its workforce by 5300 positions. The largest closure was of Angus Shops in Montréal in January 1992, affecting almost 900 workers. Other reductions in 1992 included the consolidation of RTC offices in Ontario at Toronto, a new agreement with the running-trades unions allowing operation with a two-person crew, and reductions in the intermodal sales department.

This year, CP is continuing to reduce its workforce. Currently, the mechanical department is being reduced, eliminating a number of supervisory positions, and the engineering department will follow. CP will create a Canada-wide crew management centre in Montréal, closing 30 offices across Canada that currently perform this task. The new office will employ 70 people and is expected to begin operation this fall, eliminating 100 positions over the next two years. A site for this new Montréal office has not yet been chosen. CP will also be consolidating its customer service centres across Canada from nine offices to one central office in Winnipeg. There will be 210 positions at the new CSC, eliminating 150 jobs overall. CSC offices in Toronto, Montréal, Thunder Bay, Vancouver, Revelstoke, Calgary, Moose Jaw, and Saskatoon will close.

This fall, the number of maintenance-of-way sections will be cut in half, aided by the greater mechanisation of the sections. CP has designed newly-equipped five-ton hi-rail trucks, which will be assigned to each new section. Prototypes of the new truck have been tested, and the reduction of sections is expected to be made by mid-September.

Other locations CP plans on eliminating jobs are on the Canadian Atlantic Railway, which it has applied to the NTA to abandon, and on its line through the Ottawa Valley, where CP and CN have applied to form a partnership to and operate over one line.

—CP Rail System Annual Report

TILLSONBURG DIAMOND REMOVED

The diamond crossing of the CP Port Burwell Sub. and the CN Tillsonburg North Spur, off of the Cayuga Subdivision, has been removed. Straight rail has been installed on the CP line in place of the diamond, which was located at Mile 15.2 on the CP.

TRACKS OUT OF SERVICE

The following tracks on CP have recently been removed from service:

• Streetsville Junction siding, Mile 0.4, Owen Sound Subdivision, effective June 30.

• The Owen Sound Subdivision, beyond the 11th Street crossing in Owen Sound (CNR interchange track).

• The St. Thomas Industrial Spur, beyond Mile 0.25 (Yarmouth Road crossing).

• The wye at Welland.

• The old Saint-Maurice Valley Subdivision track in Trois-Rivières.

• The South Bank Branch Spur, between Mile 3.80 and Mile 4.05, off the Adirondack Subdivision near LaSalle.

• The Stanbridge Sub. beyond Mile 12.57.

• The Berthierville Spur, off of the Trois-Rivières Sub., Mile 0.2 to Mile 2.1 (end of spur).

ABANDONMENT APPROVAL FOR GRR

CP has received permission to abandon the Waterloo Subdivision from Mile 13.0, CN North Junction, to Mile 15.8, Waterloo, which is the end of the subdivision, effective July 31. CP reached this isolated section of the subdivision by using the CN Huron Park Spur between Mile 11.3 and Mile 13.0.

There is a crossing at grade with the CN at Mile 15.70. The Seagram Spur is also located on the line, branching off at Mile 15.4. The Waterloo Subdivision is part of the Grand River Railway, which was leased to the CPR in 1908 for 99 years.

WINDSOR STATION/MONTRÉAL FORUM

A ground-breaking ceremony was held in June for the new Montréal Forum, adjacent to Windsor Station. The ceremony was held in a parking lot in the rear of the station, where there was no exposed dirt, so a truckload of dirt was dumped in the lot for the dignitaries to dig into.

The project will result in the station tracks terminating farther west than they do now. One of the first stages of the project will be the construction of a temporary passenger terminal for commuters, to be completed by the end of the summer. The permanent terminal which will eventually be built will be larger than originally planned, reflecting the expectation that new commuter lines to Saint-Jérôme, Mascouche, Iberville, and Châteauguay will eventually use this station, along with the existing trains to Dorion and Rigaud.

Preparatory work has begun for the demolition of the power house located at rue Saint-Antoine and rue de la Montagne. The "Mud Hut" is scheduled to be demolished beginning in November.

—CP Windsor World and Tom Box via UseNet

EVEN MORE NEW TRACK SIGNS

We have been able to bring you new CP track signs for the past two months in a row. There are two more new signs for this month again. The new signs are the Beginning of (named) Railway sign and the Engines Prohibited Beyond This Point sign.

The Beginning of (named) Railway sign is a black vertical arrow above the black initials of the railway, on a silver square. The sign is located at the point where the named railway begins, such as at Smiths Falls East.

The Engines Prohibited sign contains a black engine symbol encircled in red, with a red diagonal bar, on a yellow reflective square, and is located at the point beyond which engines are not permitted to operate.

NEW SIGNAL

CP is now using a white aspect light for a signal indication on Signal 154, located at the north end of the Elder siding on the MacTier Subdivision. When the southbound signal displays a restricting signal, the white aspect will indicate whether the route lined is for the siding or into the north leg of the wye for the entrance into the Vaughan Yard intermodal terminal.

SHORTS

Demolition of the roundhouse in Smiths Falls was completed in June by a private contractor. The turntable remains in place and at least one pit is still left open. • IFS Operating Bulletin No. 5 has been issued, effective July 1. A change in the bulletin is the addition of scale test cars MILW 980238 and MILW 980239 and CN Montréal Auxiliary crane 50108 under the equipment restriction table.

STCUM/MONTRÉAL

DEUX-MONTAGNES UPGRADING

As mentioned in the May *Rail and Transit*, the Deux-Montagnes commuter line has been shut down for six weeks, commencing the evening of July 2.

On June 12, 13, and 14, several trains were cancelled. From June 14 to July 2, trains ran only during the morning and afternoon rush hours, Monday to Friday. A temporary bus service operated at other times. No service was operated on the June 24 and July 1 holidays.

From July 3 to August 29, service has been totally removed, with temporary bus services operated by the STCUM, the STL (Laval), and the CIT de Deux-Montagnes replacing the trains. There will be no service to Laval Links station, as it is only a short walking distance from Laval-sur-le-Lac. The service to Deux-Montagnes will be provided by a shuttle bus from Laval-sur-le-Lac, operating over a roadway on a control dam that is normally open only to pedestrians and bicycles. The STL and CIT bus services operate only at rush hours. The downtown terminal for the STCUM and STL buses is at rue Viger and rue University.

From August 30 to September 19, trains will again run only at rush hours, as they did in June.

The work to be done between now and September 1994 consists mainly of track, signals and communications work (including an antenna to be installed in the Mont-Royal tunnel and a new control centre at Central Station), and the construction of a test track for the new trains. The new cars are scheduled to begin arriving at the rate of one per week, beginning in September 1994. Replacement of the electric supply and overhead wire will begin in the summer of 1994 and will be finished by September 1995. Station renovations will also begin this year and will continue through the duration of the project. All of the work should be completed by September 1995. *—GW, AC, PS, and CN Keeping Track*

COMMUTER RAIL COUNCIL

CP and CN have announced that they have agreed to form an alliance to promote an expanded commuter rail network in the Montréal area. CP made a proposal to the Québec government called Bonjour Montréal Inc., early last year, and CN/AMF followed with a proposal called MonTrain.

The new alliance is called the Commuter Rail Council and will be comprised of representatives from both railways and possibly the public sector. For the announcement, on June 7, the railways assembled a consist of CP SD40 5557, CN SD40 6003, and former GO Transit coaches 1088 and 1081, for photographs. *—CP press release and Art Clowes*

IN TRANSIT

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TORONTO

TROLLEY COACHES GONE AGAIN

For the second time in a year and a half, the TTC has discontinued trolley coach operation. The 4–Annette and 6–Bay routes had been operated by a fleet of 40 Brown-Boveri trolley coaches built in 1980 and leased from Edmonton Transit. The lease ended on July 21, and shortly before that date the TTC decided not to renew the agreement, but to operate its own surplus diesel buses on the two routes instead. The last day of trolley coach operation was Friday, July 16, when nine of the buses were used on 6–Bay. With no immediate need for the coaches in Edmonton, where that city's remaining 60 trolleys are underused, the 40 buses will be stored on the lower level of the TTC's disused Davenport Garage, while Edmonton looks for another lease or purchase customer.

The elimination of trolley coach service is being made because the electric buses cost about $1-million more to operate each year than an equivalent number of diesel buses, not including the lease costs. The TTC discontinued trolley coach operation on its nine long-standing trolley coach routes in January 1992, also for financial reasons. Considerable opposition to the move resulted, and because the lease was still running on the 40 Edmonton coaches, trolley coach service on the 4–Annette and 6–Bay routes was resumed in September 1992. All of the TTC-owned early-1970s Western Flyer trolley coaches, in poor condition, have remained in storage since January 1992.

STREETCAR PRIORITY

For the first time, a significant stretch of in-street streetcar track has been designated for public transit use only. On weekdays from 07:00 to 09:00 and from 16:00 to 18:00, the centre lanes of King Street from Dufferin Street in the west to Parliament Street in the east are reserved for streetcars and taxicabs only and left turns have been banned. The reserved segment includes all of the downtown core, and is marked by small signs suspended from the streetcar overhead span wires, and lettering painted on the road surface. Early experience shows that the lanes are working reasonably well, and 504–King streetcars are running faster.

A less noticeable, but equally significant, change is occurring on Queen Street, from Roncesvalles in the west to the Beach area in the east. All traffic signals are being modified so that streetcars receive up to 30 additional seconds of green time when serving a passenger stop at the intersection. A coil in the roadway in advance of the intersection is automatically activated by the transponder on the streetcar that is normally used to control the electric track switches. The coil sends a message to the traffic signal control centre to

Transit news continued on Page 19 ▸

▾ TTC TROLLEY COACH

A leased Edmonton Transit trolley coach on TTC route 6–Bay, northbound on Bay Street at Front Street adjacent to Union Station.

—Photo by Pat Scrimgeour

THE TRAIN SPOTTERS

Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

CP TORONTO YARD (AGINCOURT) .. May 24 ..... Charlie Randall

The following units were seen in the yard:

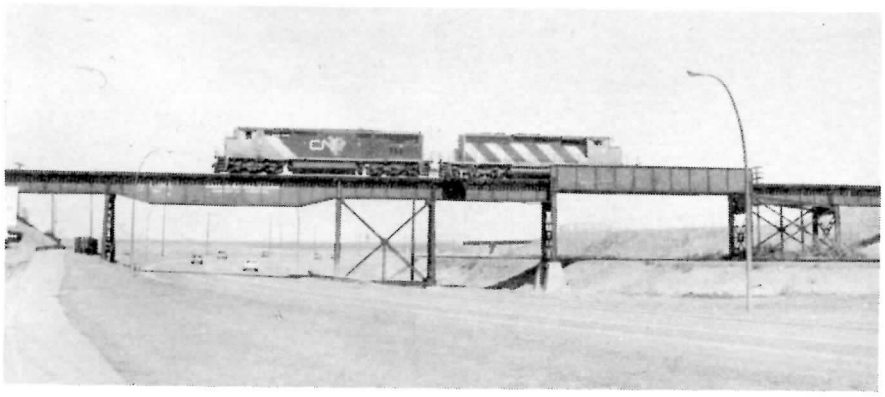
SW9s 1200-1203-1204-1205
SW1200RS 1272
GP7 1502
GP9s 1516-1519-1537-1621-1641-1684
RS18s 1841-1856
GP38-2s 3026-3072-3074-3121
C424 4213
M636 4707-4719
Cabless SD40-2 5480
SD40s 5521-5538-5541
SD40-2s 5589-5594-5607-5626-5645-5773-5917-6030
SW1200RSs 8107-8136-8139-8153
GP9s 8205-8210-8212-8223-8232-8233-8243-8249
Ploughs 400776-400848

BURLINGTON ..... April 23—May 23 ..... Todd Badour

April 21, 23:33 – CN Train 383 with 2414-GTW 6206-6204-CN 5047
April 22, 09:11 – CN E/B with 5358-EML 790-794-CN 5146-1328
April 23, 12:11 – CN Train 238 with 6000-6007
15:45 – CP Train 700 with 5542-Soo 784
April 24, 12:50 – CN Train 410 with 5353-GTW 6206-CN 2329-2327
April 25, 19:31 – CN Train 392 with 9468-2314-2323-NRE 882-870
April 26, 11:35 – CP Train 557 with 5406-Soo 751
19:48 – CN Train 413 with 6001-2305-5087
April 27, 20:26 – CP Train 558 with 5402-GATX 7361-CP 4511-4571
April 29, 00:51 – CN Train 415 with 3551-GATX 3702-CN 2031
19:37 – CN Train 392 with 5352-NRE 878-CN 5340-3571-GATX 3702-CN 2307
April 30, 01:58 – CP Train 523 with 4743-5788
19:23 – CN Train 392 with 6003-NRE 870-CN 6004-2038-2329-9314
09:00 – CP Train 557 with 4707
May 1, 00:47 – CN Train 383 with 5358-EML 794-GTW 6204-CN 5146
May 2, 19:21 – CN Train 392 with 2105-2314-2032-NRE 882-CN 5345-5183-5023
May 9, 23:26 – CN Train 448 with 9447-2004-9655-7040-7042-7104
May 12, 20:24 – CP Train 558 with 5688-5415-8226
May 13, 13:42 – CN Train 380 with 3585-5042-9486
13:55 – CN Train B449 with 3505-2327-2309
19:16 – CN Train 392 with 5096-2310-5034-NRE 892-CN 5040-NRE 869
May 15, 00:18 – CN Train 383 with 5336-NRE 886-CN 9510-HL 6365
May 16, 10:08 – CP Train 700 with 5503-4209-4563-4212
13:33 – VIA Train 72 with *CN 2322*-VIA 6417
May 22, 20:45 – CP Train 558 with 4562-4246-4222
May 23, 00:06 – CP Train 700 with 4716-4500-1841

CALGARY ..... April 3 ..... Bob Sandusky

I saw CN Dash 8-40CM 2431 and SD40-2 5316 return from a little jaunt from Sarcee Yard down the Calgary industrial line, a remnant of the former Grand Trunk Pacific main line into the city, and a line usually reserved for GMD1 switchers. The photo shows a view looking north, with the line crossing Ogden Road and the CP Brooks Subdivision.



IN TRANSIT

CONTINUED

extend the green time in two-second increments, up to 30 seconds, until the streetcar passes a second coil, located just past the stop location, which cancels the command. By allowing more green time at passenger stops, streetcars are less likely to be delayed by a signal changing to red while the car is stopped for passengers to board and alight.

The system was tested on the west part of Queen Street over the last three years, and full-scale installation over the entire 501—Queen route will be completed by the end of the summer. If successful, it may be extended to more streetcar routes.

1994 SERVICE PLAN

The TTC has published its plan for service improvements for next year. The plan recommends 30 small route changes and major changes in the West Toronto area, including the return of the Rogers Road route name.

CALGARY

CALGARY TC TO PENNSLYVANIA

Unrestored Calgary Transit Canadian Car Brill 1948 T44 model trolley coach No. 432 left the Halton County Radial Railway in Rockwood, Ontario, for a traction group in Johnstown, Pennsylvania, on July 1. The coach had originally been collected privately by an individual, but the owner had been unable to obtain the necessary covered storage space to do restoration, and turned it over the OERHA in 1986. Subsequently, all windows were smashed by vandals at a time when similar damage was done elsewhere in the area.

For collectors of signroll lists, the side sign exposures for Calgary routes still remaining on the coach are: Belt Line; Bowness; Bridgeland; West Hillhurst; University; (one white space); Cambrian Heights; Edmonton Trail; Renfrew; City Centre; Crescent Heights; East Calgary; Parkdale; (one white space); Elbow Drive; Tuxedo; Windsor Park; Thorncliffe; Exhibition Grounds; Garage; Killarney-17th Avenue; Killarney-26th Avenue; (one white space); MacLeod Trail; Mount Pleasant; Sunnyside; South Calgary; Special.

—J. D. Knowles

BACK COVER – TOP

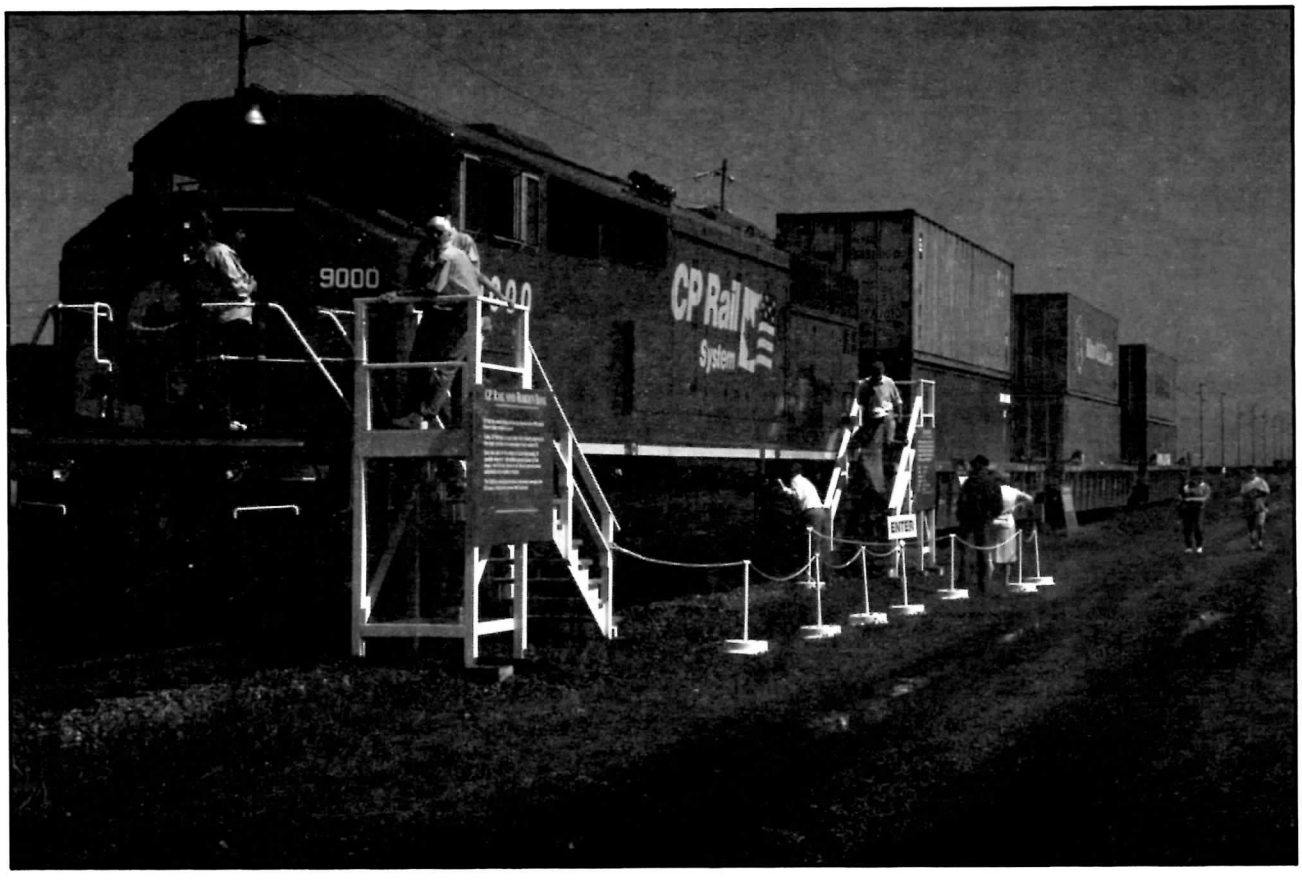
A northbound CN double-stack train crossing the Seguin River at Parry Sound, Ontario.

—Photo by Pat Scrimgeour, August 16, 1992

BACK COVER – BOTTOM

CP SD40-2F 9000, in the new CP Rail System "dual-flag" paint scheme, on display at Roberts Bank, British Columbia.

—Photo by Gray Scrimgeour, May 16, 1993


9000
CP Rail
System
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