

# Rail & Transit



SEPTEMBER 1994



Newsletter of the Upper Canada Railway Society



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## ON THE CALENDAR

**Friday, October 21** – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Please bring your slides and videos.

**Friday, October 28** – 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, November 18** – UCRS Toronto monthly meeting, 7:30 p.m.

**Friday, November 25** – UCRS Hamilton monthly meeting, 8:00 p.m.

## COVER PHOTO

VIA Train 9, the northbound *Canadian*, at Falding siding on CN's Bala Subdivision, just south of Parry Sound. The lead locomotive is FP9 6505. The track to the left was the connection to the old Algonquin Subdivision, the former Ottawa, Arnprior, and Parry Sound Railway, and now forms part of the siding. —Photo by John Carter, August 1985



NUMBER 537 – SEPTEMBER 1994

## Newsletter

### ATLANTIC CANCELLATION

Shortly after CP's plans fell through to sell, intact, its Sherbrooke–Saint John line, VIA made the official announcement that the tri-weekly *Atlantic* Montréal–Halifax via Saint John overnight train will be discontinued.

The timing is a coincidence, and the train's cancellation is not unexpected. CP has made it clear that it has no use for the shortest railway between Montréal and the east coast, and has been actively trying to sell all or part of the line. The route is approved for abandonment from the beginning of 1995. VIA has no money to buy the line itself.

Even if the line was sold to a single buyer and retained as a through route between Montréal and the east, it isn't likely that VIA would have kept the *Atlantic* going. Short-line railways are not usually in the business of hosting passenger trains, and the inevitable track downgrading that follows would make the service uncompetitive and unreliable. In the end, the line will likely be sold piecemeal (see page 12), and new owners have already said they don't really want a passenger train around, thank you very much.

Six-days-a-week passenger service will be retained between Montréal, Moncton, and Halifax, by the simple expedient of running the *Ocean*, over the CN route, every trip, instead of every other. Arrangements to serve Saint John from an *Ocean* connection at Moncton will be announced in a few weeks, and will almost certainly involve buses.

This isn't the first cancellation for the overnight-by-the-CP-route train. Discontinued in an earlier round of VIA cuts in 1981, the *Atlantic* was reinstated four years later. It was somewhat of a surprise that the service was retained through the 1990 cuts, and the alternate *Ocean* and *Atlantic* operation was a clever compromise by VIA. In the end, the train outlasted the railway itself.

The last *Atlantics* will leave Halifax and Montreal on December 15, to allow a smooth transition into the holiday travel season.

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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.

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Completed October 3, 1994

# PARRY SOUND

ART Gallery

Parry Sound is one of many places in Ontario to relax and enjoy both fine scenery and quality railfanning. Located in the heart of the 30 000 Island tourist region, Parry Sound offers plenty of scenic splendour, as well as the transcontinental main lines of both CN North America and CP Rail System.

Parry Sound's most obvious landmark is CP's passage through the community. At 1695 feet 5 inches in length, CP's bridge is the longest railway bridge in Ontario. Impossible to miss when in Parry Sound, the best views of the bridge are from below in the town itself, and from the fire lookout tower above, southeast of the bridge. The lookout tower offers a superb view of the Parry Sound area. And don't worry about the swaying; it ain't gonna fall over!

CN's main line is notable for the way it lays a large horseshoe through the city. VIA's flagship train, the *Canadian*, uses this trackage three times a week, making station stops every Tuesday, Thursday, and Saturday northbound, and every Tuesday, Thursday, and Sunday southbound. The former CN station used by VIA is shared with local government offices.

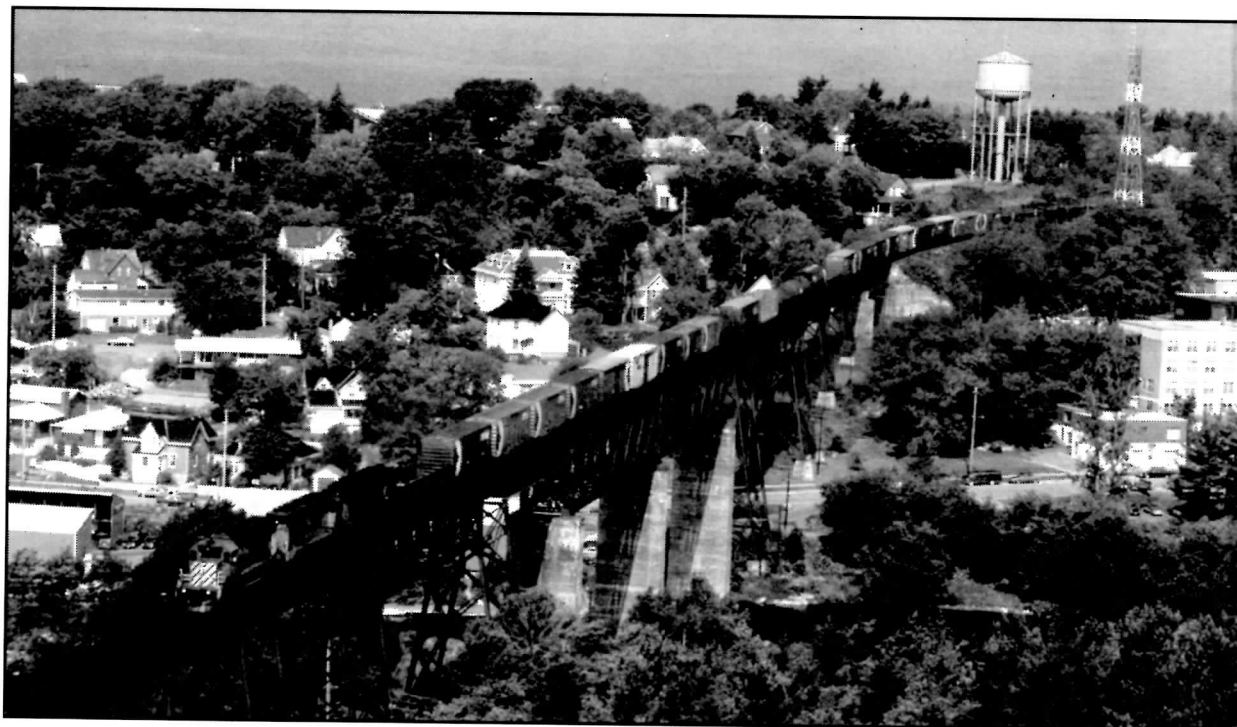
The nearby South Parry is a crew-change point for crews on CN freight trains. Just south of South Parry, at James Bay Junction, was the junction point of the Canadian Northern Railway and the Ottawa, Arnprior and Parry Sound Railway. The OA&PS continued west through Rose Point to Depot Harbour, which, when constructed, was, in the truest sense of the term, a railway town. The local economy was based entirely on the railway, with men working either on the shipping docks or at the grain elevators, both owned by the railway, or responsible for the movement of trains.

Activity remained well into the Canadian National era, and until the mid-1980s, part of the OA&PS trackage just outside of Parry Sound (originally built as the James Bay Railway and later used as the connecting track between the CN Bala and Algonquin subdivisions) was used for equipment storage. Very little remains in Depot Harbour today. The OA&PS right of way east of Highway 69 is now the Seguin hiking trail.

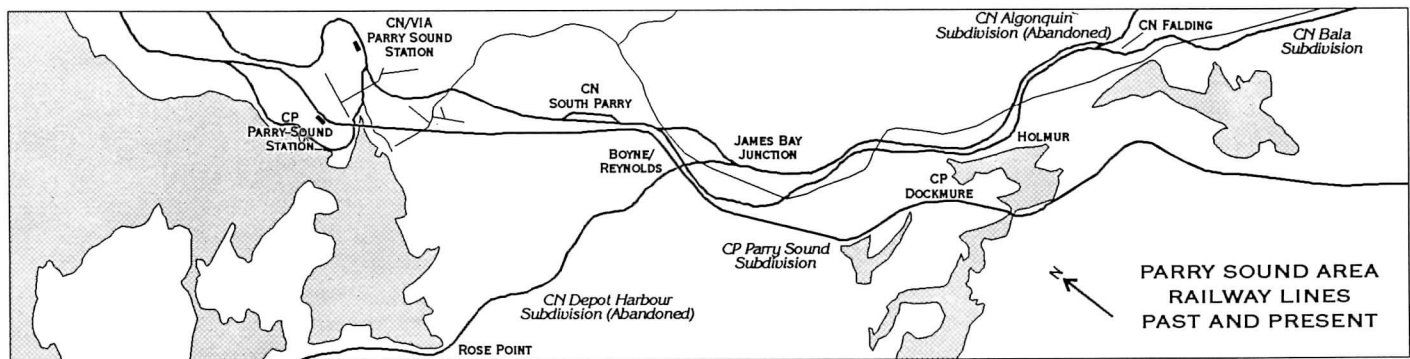
Other locations in the Parry Sound area are MacTier, a CP crew-change point about 20 minutes south of Parry Sound; Medora, on Highway 169 just north of Bala, which features overpasses over both CN and CP; Nobel, named after Alfred Bernard Nobel, the inventor of dynamite, and home to an explosives plant; and Pointe Au Baril with CP's high bridge over the river and harbour.

Talking hot box detectors will alert radio-equipped railfans to activity on both railways. CP has a detector at Mile 26.0, between Parry Sound and Nobel. CN detectors are at Mile 133.7, between Falding and Dock Siding, and at Mile 163.2, between Waubamik and Ardbeg. The CN is CTC-controlled, whereas the CP is OCS with approach-lit signals and block indicators located at sidings.

For those who enjoy camping, Killbear and Oastler Lake provincial parks are located just north and south of Parry Sound, respectively. Be forewarned, however, that CP's main line skirts the east side of Killbear, and CN's main line is literally just across the road from Oastler Lake. Passing trains hold little sympathy for tired campers; more than a few railfans and non-railfans have abruptly packed up and left Oastler Lake at three in the morning as a result. ■







### CN TRAINS THROUGH PARRY SOUND

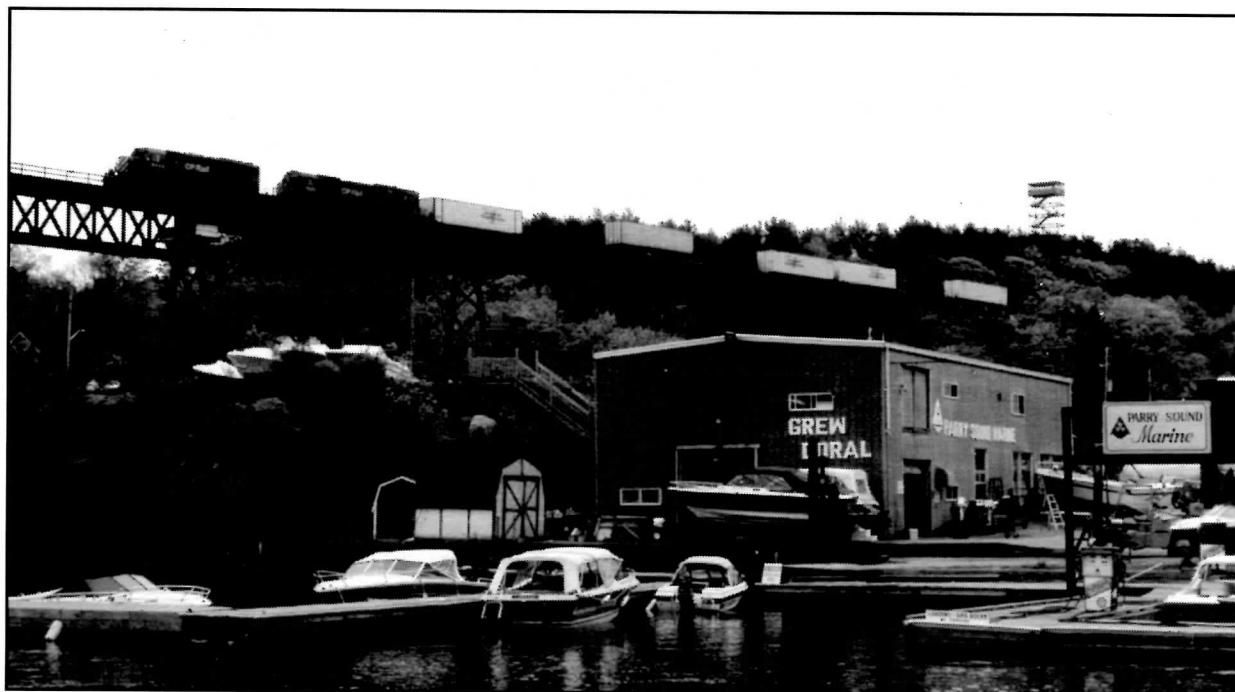
- 111 TORONTO B.I.T.—CALGARY
- 112 VANCOUVER—TORONTO B.I.T.
- 113 TORONTO B.I.T.—VANCOUVER
- 203 WINDSOR—VANCOUVER (Auto)
- 214 VANCOUVER—TORONTO
- 215 TORONTO—CALGARY
- 216 CALGARY—TORONTO
- 217 TORONTO—EDMONTON
- 218 VANCOUVER—TORONTO
- 219 TORONTO—EDMONTON
- 225 TORONTO—WINNIPEG FORT ROUGE
- 260 VANCOUVER—TORONTO B.I.T. (OOCL)
- 261 TORONTO B.I.T.—VANCOUVER (OOCL)
- 262 VANCOUVER—TORONTO B.I.T. (EVERGREEN)
- 263 TORONTO—VANCOUVER (EVERGREEN)
- 266 VANCOUVER—TORONTO B.I.T.
- 303 TORONTO—WINNIPEG
- 304 EDMONTON—TORONTO
- 330 VANCOUVER—TORONTO
- 336 WINNIPEG—TORONTO (VIA THUNDER BAY)
- 418 WINNIPEG—TORONTO
- 478 CAPREOL—MIMICO (OCS)
- 479 TORONTO—WINNIPEG (OCS)
- 482 CAPREOL—TORONTO (OCS)
- 482 WINNIPEG—TORONTO (OCS)
- 484 CAPREOL—WINDSOR (OCS)
- 487 WINDSOR—CAPREOL (OCS)

- 488 CAPREOL—NIAGARA FALLS (OCS SLAG)
- 489 NIAGARA FALLS—CAPREOL (OCS SLAG EMPTIES)
- 490 CAPREOL—SARNIA (OCS SLAG)
- 491 SARNIA—CAPREOL (OCS SLAG EMPTIES)
- 492 CAPREOL—BROCKVILLE (OCS SLAG)
- 493 BROCKVILLE—CAPREOL (OCS SLAG EMPTIES)
- 494 CAPREOL—TORONTO (OCS SLAG)
- 495 TORONTO—CAPREOL (OCS SLAG EMPTIES)
- 497 MIMICO—CAPREOL (OCS)
- 720 SARNIA—CAPREOL (BUNKER C OIL)
- 721 CAPREOL—SARNIA (BUNKER C EMPTIES)
- 724 CAPREOL—SARNIA/WINDSOR (SULPHURIC ACID)
- 726 CAPREOL—BUFFALO CR (SULPHURIC ACID)
- 727 BUFFALO CR—CAPREOL (SULPHURIC ACID EMPTIES)
- 728 CAPREOL—WINDSOR FOR CR (SULPHURIC ACID)
- 733 SARNIA/WINDSOR—CAPREOL (SULPHURIC ACID EMPTIES)
- 736 NORTH BAY/CAPREOL—COURTRIGHT (SULPHURIC ACID)
- 747 KINGSTON—WAINWRIGHT (MILITARY MOVE)
- 748 WAINWRIGHT—KINGSTON (MILITARY MOVE)
- 752 WINNIPEG FORT ROUGE—BATH SPUR
- 753 BATH SPUR—WINNIPEG FORT ROUGE

NOTE THAT MANY OF THESE TRAINS OPERATE LESS THAN DAILY, EVEN RARELY.

### VIA TRAINS THROUGH PARRY SOUND

- 1 TORONTO—VANCOUVER CANADIAN ... TUESDAY, THURSDAY, SATURDAY
- 2 VANCOUVER—TORONTO CANADIAN ... SUNDAY, TUESDAY, THURSDAY



## PHOTO CAPTIONS

### PREVIOUS PAGE:

CP SOUTHBOUND TRAIN FROM FIRE LOOKOUT TOWER, AUGUST 3, 1984.

### LEFT PAGE:

VIA CANADIAN, NORTHBOUND AT CN STATION, JUNE 5, 1993.

### THIS PAGE:

NORTHBOUND TRAIN ON CP BRIDGE, JUNE 5, 1993.

ALL TEXT AND PHOTOS BY JOHN CARTER.

TRAIN INFORMATION FROM *CANADIAN TRACKSIDE GUIDE 1994*.

## OTHER INFORMATION

### CN RADIO FREQUENCIES FOR THE AREA:

CHANNEL 1 — 161.415 MHZ

CHANNEL 2 — 161.205 MHZ

### CP RADIO FREQUENCIES FOR THE AREA:

CHANNEL 1 — 161.475 MHZ

CHANNEL 4 — 161.115 MHZ

CHANNEL 5 — 161.325 MHZ

TELEMETRY (BOTH RAILWAYS) — 457.937

### TOPOGRAPHIC MAPS FOR THE AREA

INCLUDE:

NATIONAL TOPOGRAPHIC SYSTEM

SCALE 1:50 000

31E4, 31E5, 41H8, 41H9

ONTARIO TRANSPORTATION MAP SERIES

SCALE 1:250 000

MAP No. 4

## CP TRAINS THROUGH PARRY SOUND

- 300 THUNDER BAY—QUÉBEC (GRAIN)
- 301 QUÉBEC—MOOSE JAW (GRAIN EMPTIES)
- 302 MOOSE JAW—QUÉBEC (GRAIN)
- 303 QUÉBEC—BRANDON (GRAIN EMPTIES)
- 304 BRANDON—QUÉBEC (GRAIN)
- 305 QUÉBEC—SUTHERLAND (GRAIN EMPTIES)
- 306 SUTHERLAND—QUÉBEC (GRAIN)
- 307 QUÉBEC—WINNIPEG (GRAIN EMPTIES)
- 308 WINNIPEG—QUÉBEC (GRAIN)
- 309 QUÉBEC—THUNDER BAY (GRAIN EMPTIES)
- 310 THUNDER BAY—TROIS-RIVIÈRES (GRAIN)
- 311 TROIS-RIVIÈRES—MOOSE JAW (GRAIN EMPTIES)
- 312 MOOSE JAW—TROIS-RIVIÈRES (GRAIN)
- 313 TROIS-RIVIÈRES—BRANDON (GRAIN EMPTIES)
- 314 BRANDON—TROIS-RIVIÈRES (GRAIN)
- 315 TROIS-RIVIÈRES—SUTHERLAND (GRAIN EMPTIES)
- 316 SUTHERLAND—TROIS-RIVIÈRES (GRAIN)
- 317 TROIS-RIVIÈRES—WINNIPEG (GRAIN EMPTIES)
- 318 WINNIPEG—TROIS-RIVIÈRES (GRAIN)
- 319 TROIS-RIVIÈRES—THUNDER BAY (GRAIN EMPTIES)
- 320 THUNDER BAY—MONTRÉAL (GRAIN)
- 321 MONTRÉAL—MOOSE JAW (GRAIN EMPTIES)
- 322 MOOSE JAW—MONTRÉAL (GRAIN)
- 323 MONTRÉAL—BRANDON (GRAIN EMPTIES)
- 324 BRANDON—MONTRÉAL (GRAIN)
- 325 MONTRÉAL—SUTHERLAND (GRAIN EMPTIES)
- 326 SUTHERLAND—MONTRÉAL (GRAIN)

- 327 MONTRÉAL—WINNIPEG (GRAIN EMPTIES)
- 328 WINNIPEG—MONTRÉAL (GRAIN)
- 329 MONTRÉAL—THUNDER BAY (GRAIN EMPTIES)
- 401 TORONTO—VANCOUVER
- 402 VANCOUVER—TORONTO
- 403 TORONTO—EDMONTON
- 404 EDMONTON—TORONTO
- 405 TORONTO—WINNIPEG
- 406 CALGARY—TORONTO
- 407 TORONTO—CALGARY
- 409 TORONTO—VANCOUVER
- 410 VANCOUVER—TORONTO
- 411 TORONTO—VANCOUVER
- 412 VANCOUVER—TORONTO
- 418 VANCOUVER—TORONTO
- 474 WINNIPEG—TORONTO/MONTRÉAL
- 476 WINNIPEG—TORONTO/MONTRÉAL
- 478 BRANDON—TORONTO
- 498 VANCOUVER—TORONTO (FACT AUTOMOBILE)
- 626 ALL MINES—EASTERN CANADA (POTASH)
- 692 ALBERTA PLANTS—EASTERN CANADA (UREA)
- 700 KIDD—ALL DESTINATIONS (SULPHURIC ACID)
- 701 ALL POINTS—KIDD (SULPHURIC ACID EMPTIES)
- 703 COPPER CLIFF—ALL DESTINATIONS (SULPHURIC ACID)
- 705 FALCONBRIDGE—ALL DESTINATIONS (SULPHURIC ACID)
- 934 SCHREIBER—TORONTO
- 935 TORONTO—SCHREIBER

NOTE THAT MANY OF THESE TRAINS OPERATE LESS THAN DAILY, EVEN RARELY.

Ride 'em before they're gone! (2)

## TWO VIA TRIPS IN QUÉBEC

### Montréal–Gaspé *Chaleur*



The westbound *Chaleur* at Port-Daniel on June 18, 1994.

—Photo by Pat Scrimgeour

Buy a ticket for the sleeping car on the *Chaleur* and you have sent yourself onto the nearest equivalent on land to an ocean cruise, as you meet your fellow passengers and watch the sea for whales and birds and spend time by the seashore in Gaspé.

You'll leave Central Station in Montréal early in the evening, and head for the dome of the Skyline car. For the first few minutes, you'll see the familiar railway sights: the viaduct south from Central Station, where some electric commuter equipment may be parked for the night; AMF at Pointe Saint-Charles, where you'll see locomotives in various stages of rebuilding, from rusting hulks to shining new units; and VIA's Montréal Maintenance Centre beyond, where lines of LRC and stainless-steel equipment wait for their next runs.

Then you'll turn onto the Victoria Bridge and cross the St. Lawrence River and the Seaway to the south shore. After the train passes the airport at Saint-Hubert, you might pass a westbound freight train and look down onto the double-stacked containers from the dome.

At Sainte-Rosalie, the two tracks converge into a single main line, and you can head downstairs to the dining room area of the Skyline car for dinner. Between the station stops at Saint-Hyacinthe and Drummondville, your train will meet several freight trains, led by sets of M420s or GP40-2s, or a mixture of GM and MLW six-axle units, with the occasional GTW or leased unit for variety.

This is CN's main line to the east, the former Grand Trunk. Together, CN's and CP's lines on the north shore of the St. Lawrence and CP's "short line" through Maine do not carry half of the freight of this single-track line. In addition to being a heavy freight route, this is also part of VIA's high-speed network, with long sections rated at 100 m.p.h. for Montréal–Québec LRC trains.

Just at sunset, your train makes a stop at Charny, where the line for Québec diverges and crosses the

### Jonquière–Montréal *Saguenay*

It was a great offer – a ride to the Lac Saint-Jean region of eastern Québec. From there I could take the train back to Toronto, and see two different faces of VIA. From Jonquière to Montréal, it would be the *Saguenay* – a remote train, unremarked outside of its own region, possessed of classic equipment, and under a threatened future because of looming budget cuts; and between Montréal and Toronto, the fastest train in Canada, the *Metropolis*, with its LRC cars and locomotives, first-class service, and trendy interior decor.

The *Saguenay*, Train 602 of July 24, departed the new (late 1980s) bus and train station in Jonquière on time at 13:25. Our consist was FP9 6307, baggage car 9639, coach 5487, and snack bar-coaches 3215 and 3217, all ex-CN. We were scheduled to cover the 496 km distance to Montreal in 8 hours, 30 minutes. Drinks and sandwiches from the snack-bar attendant in Car 3215 made up the food service for the trip.

The upbound trip on Friday had carried more than 150 customers, most of them to remote cottages and camps along CN's Lac Saint-Jean Subdivision. The train has 12 scheduled stops, but makes more than that as it calls at small, privately-constructed platforms along the track, at the handful of station buildings that remain, and at any convenient grade crossing. For many people, the tri-weekly train is the only access to their vacation cabins.

We made 23 stops in all, and at some places – Chambord, Lac-Édouard, Rivière-à-Pierre – there were more than a dozen customers boarding the train. Rivière-à-Pierre is a popular jumping-off point for Québec City people heading north – the station parking lot there fills up for the Friday northbound departure, and empties out after the Sunday southbound arrival.

This is not a fast train – over much of the route, the maximum permitted speed is between 35 and 45 miles an hour. The many curves, the rough track (despite some welded rail), and the look-out for potential customers makes the all-day trip just a bit tedious. It is a scenic ride, with innumerable lakes, rivers, and trees, and lots of rock. Through Portneuf provincial park, we paralleled impressive rapids on the Rivière Batiscan for several kilometres. We met two northbound freights, one at Brooks siding (pulled by CN GP40-2 9526, EMD Leasing GP38 775, CN GP40 9302, and CN GP40-2 9663) and another at Triage Garneau, CN's main yard for the region.

Over the course of the journey, my coach never had more than 15 people in it, but the other two cars were more than two-thirds full. Arrival in Montréal was at 22:20, twenty-five minutes late. With the Mont-Royal tunnel closed all summer for rebuilding, our train couldn't coast through downgrade to Gare Centrale; we detoured via Taschereau Yard and the Montréal Subdivision to arrive in the station from the south.

## ⇒ Montréal-Gaspé *Chaleur*

Québec Bridge, and where CN's Diamond Subdivision leads into Joffre Yard. The train follows the original GTR line down the hill from Charny, behind the buildings on the main street of Saint-Jean-Chrysostome, then skirts the river shore into the station at Lévis. While the train crew changes at Lévis, you might step off the train for a few minutes, walk along the train, and watch the ferries to Québec and the passing river traffic.

If you stay in the vestibule, with the dutch door open, you'll have to duck your head into the train to avoid being hit by branches on the trees at trackside as the line climbs away from the river. After you pass the Marine Industrie shipyard at Lauzon, you might find that the speed of the train has increased to the point that you'd rather be back in the dome.

You'll be nodding off as the line up from the valley joins the freight line at Saint-Charles and distinctly tired by Montmagny. You might even try to stay awake to catch a glimpse of the Bombardier passenger-car plant at La Pocatière, but you'll wait in vain, as in the dark nothing will be visible of the plant, well to the north.

By the time you're tucked into your berth in the sleeping car, the main freight route has diverged to the south at Saint-André Jct. and the *Chaleur* will be stopping at Rivière-du-Loup. If you're a sound sleeper, you'll miss the stops overnight at Rimouski, Mont-Joli, Amqui, and Causapsca, and perhaps even at Matapédia.

When you do wake up, get up quickly, as you'll want to spend as much of the morning as possible in the dome car. At New-Richmond, you could see CN's one freight a day switching the mill on the south side.

While you eat breakfast in the dining area, the train runs along the shore of the Baie des Chaleurs, through Caplan and Bonaventure, and stops at New-Carlisle. New-Carlisle is best-known as the birthplace of René Lévesque, but you may remember it better as the last of the three crew-change points for the *Chaleur* (the second was Matapédia, very early in the morning).

After New-Carlisle, the line again runs along the shore of the bay, sometimes at the top of high cliffs. The line climbs high onto a hill before it drops back down into Port-Daniel, crosses the harbour there on the beach, zips into a tunnel, and emerges to run high above the bay on bridges and rock cliffs. Chandler is the eastern end of freight traffic on the line, and you might see the Abitibi-Price GE 80-ton switcher working at the mill there, taking two or three cars at a time from the lower yard up the steep hill to the back of the mill.

East of Chandler, the tri-weekly *Chaleur* is the only train, so the track is older, the ride slower and more rolling. After the station for Percé, from which you'll see the rocky tip of the peninsula but not the Rocher Percé, the line turns north and inland. It returns to sea level at Barachois, and crosses two long strands across large bays. Look back over your shoulder and you'll see Île-Bonaventure and the Rocher Percé to the southeast.

By this point, in the last hour before Gaspé, you'll have met most of the other sleeping-car passengers in the dome of the Skyline. Some will be railfans, some will be families up from the U.S. for an exotic Canadian

vacation or people taking an extended weekend trip away from Montréal.

When the train arrives at Gaspé, the station fills with passengers waiting to use the one telephone to arrange for rental cars or accommodation in town. You'll have just over a day between arrival in and departure from Gaspé. You might stay in town, or in Percé, where the number of motels may be higher than the number of year-round residents. Or you might use your rental car to cover other parts of the Gaspé peninsula or to track down the CN freight train.

Just after its arrival at Gaspé, the train is turned on the wye and backed into the stub-end station. The train is hauled by one F40PH-2 and is made up of a baggage car (a former Union Pacific car, as likely as not), one or two coaches, a Skyline car, and two or more Château sleeping cars.

In the late afternoon the next day, you're back at the station. You greet the other passengers, and you'll recount tales of rental-car rates or even whale-sightings. The same service crew is back on board, and the same train crew is back from New-Carlisle in the crew van.

Once you're all in the dome, everyone will have stories to tell of the places they went, the things they saw, the places they wish they'd gone, and the things they wish they'd seen. The railfans will talk of photographing the CN train that morning in New-Richmond and of their quick dash back with the rental car. The family from Arkansas will marvel at the beaches they sat on and the whales they saw, though they will continue to ask about the pronunciation of Gaspé, Percé, and Forillon National Park.

By the time other people join the train along the way for the trip west, you and your fellow dome-inhabitants will consider yourselves as the original voyageurs, and the others as mere interlopers. Although you'll be gradually assimilated into the crowd, you know who you are and will have secret smiles for each other as the newcomers remark on scenery that is yesterday's news to you.

You'll have dinner downstairs, you'll watch the sun set from the dome, and you'll return to the sleeping car to sleep, but by early the next morning, you're back in the dome car, just you and your old friends of four days' duration. The tourists now know what a double-stack train is and how the signals work, and the railfans realise that they know more about sea birds and whales than they did when the trip began.

—Pat Scrimgeour

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## ⇒ Jonquière-Montréal *Saguenay*

A good trip, and well worth making while one still can. How was the second part of my trip, on the *Metropolis*? Short (LRC 6914, coaches 3304, 3307, and VIA 1 car 3473), fast, less than half-full, and 15 minutes late into Toronto. With its different surroundings, equipment, and market, it had little in common with the *Saguenay*, save the leafy overhead view — from the *Metropolis*, of the hand-painted decorative ceiling of the VIA 1 car; from the *Saguenay*, frequent doses of the real thing, the forests of the Canadian Shield.

—Scott Haskill

# Commonwealth Games "Spirit" buses

By Gray Scrimgeour

During the XV Commonwealth Games in Victoria, transit played an important role in moving athletes, spectators, and officials between the various venues. In addition to borrowing buses from other BC Transit fleets, Victoria's transit operator pressed all of its vehicles into use for the extra service and special routes that were run for the Games. A notable feature of the Victoria buses were the "Spirit of . . ." signs that were applied to the upper windshield area of almost every bus. Two or three buses were named for each of the 67 countries in the Commonwealth. Below is a list of "Spirit" buses, as observed during the Games.

The specially-named buses will not retain their decoration for long after the Games. Decals were already off buses 8014 and 8046 by Tuesday, August 30, two days after the Commonwealth Games closing ceremonies.

Bus roster information from *The Street Side Guide to Urban Transit Fleets in Canada, 1993 Edition*.

## Borrowed buses

During the Games, BC Transit in Victoria borrowed 35 buses from the BC Transit operation in Vancouver. Some borrowed buses were returned before the Games finished, because fewer events were held towards the end.

For the opening ceremonies, at least half of the attendees went by bus, and everyone travelled within a very short time. There were more than 100 buses used on the first day. Vancouver buses seen at Commonwealth Stadium before the ceremonies on opening day were 3810, 3811, 3815, 3820, 3822, 3823, 3824, 4652, 4693, 4698, 4699, 4742, 5430, 5432, 5433, 5901, 5902, 5903, 5904, 7435, 7437, 7438, 7977, 7979, 7980, 7993, 7995, 7996, 7997, 9443, 9444, 9945, and 9947.

Of the many buses used for the closing ceremonies at Commonwealth Stadium, the following Vancouver-area buses were seen: 4652, 4693, 4699, 4742, 7435, 7436, 7437, 7438, 7977, 7978, 7979, 7993, 7995, 9443, and 9947. Most out-of-town buses ran on the frequent shuttle routes between the ceremonies and the Victoria neighbourhoods of Gordon Head, Mackenzie, and Foul Bay, while Victoria buses ran on the special Downtown-University of Victoria route. Some chartered school buses were used on parking-lot shuttle routes.

Bus type, bus number, and "Spirit of . . ." country	791 British Virgin Islands	859 Kenya	945 Isle of Man	8005 Tonga
	792 Ghana	860 Uganda	946 Nigeria	8006 Turks and Caicos
	793 Nauru	861 Singapore	947 Tanzania	8007 St. Lucia
<b>OBI Orion V</b>	<b>GM T6H-5308N</b>	862 Sri Lanka	948 Sri Lanka	8008 Western Samoa
603 Pakistan	800 St. Lucia	863 Wales	949 Tanzania	8009 Mauritius
604 Namibia	801 Tuvalu	864 Zimbabwe	950 Guyana	8010 St. Vincent and the Grenadines
605 Namibia	802 Zimbabwe	865 Norfolk Island	951 Western Samoa	8011 St. Helena
606 Norfolk Island	803 Australia	871 Sierra Leone	952 Ghana	8012 Hong Kong
607 Botswana	804 Bangladesh	872 Seychelles	953 (Not seen)	8013 Cayman Islands
608 India	805 Singapore	873 Seychelles	954 Grenada	8014 Zimbabwe
609 Montserrat	806 Papua New Guinea	874 Singapore	955 England	8015 Uganda
610 Norfolk Island	807 New Zealand	875 Solomon Islands	956 Zambia	8016 Tanzania
<b>GM TDH-4519</b>	808 Sierra Leone	876 (Not seen)	<b>GM T6H-5308N</b>	8017 Swaziland
761 (Not seen)	809 Botswana	877 Maldives	959 Zambia	8018 Tuvalu
762 Cayman Islands	810 Jamaica	878 Papua New Guinea	960 Uganda	8019 St. Kitts and Nevis
763 Bermuda	811 Belize	<b>MCI "Classic" TC40102N</b>	961 Malawi	8020 Nauru
764 Dominica	812 St. Kitts and Nevis	920 Malawi	962 Bahamas	8021 Tonga
765 Barbados	<b>GM T6H-5307N</b>	921 Australia	963 Turks and Caicos	8022 Nigeria
766 Guyana	837 Tonga	922 (Not seen)	964 Barbados	8023 Trinidad and Tobago
767 Norfolk Island	838 Gibraltar	923 Malaysia	965 Swaziland	8024 Wales
768 Antigua and Barbuda	839 Vanuatu	924 Kenya	966 Cyprus	8025 Zambia
769 Northern Ireland	840 Sri Lanka	925 South Africa	967 (Not seen)	8034 Malaysia
770 (Not seen)	841 Wales	926 Guernsey	968 St. Helena	8035 New Zealand
771 St. Vincent and the Grenadines	842 Cook Islands	927 (Not seen)	969 Cook Islands	8036 Australia
<b>GM T6H-4521</b>	843 Vanuatu	928 Isle of Man	970 Belize	8037 Bangladesh
772 Trinidad and Tobago	844 (Not seen)	929 Nigeria	971 Guernsey	8038 Northern Ireland
773 The Gambia	845 Hong Kong	930 Scotland	972 Malaysia	8039 England
774 Brunei	846 Bermuda	931 Pakistan	973 Gibraltar	8040 Bahamas
775 (Not seen)	847 Dominica	932 India	974 Kenya	8041 Scotland
776 Barbados	848 St. Vincent and the Grenadines	933 England	975 Cayman Islands	8042 Pakistan
777 (No name)	849 Falkland Islands	934 The Gambia	<b>GM TDH-4519 (Nanaimo)</b>	8043 South Africa
778 (Not seen)	850 Sierra Leone	935 Lesotho	6082 Jamaica	8044 British Virgin Islands
779 (Not seen)	851 New Zealand	936 Canada	<b>GM T6H-4523N (Nanaimo)</b>	8045 Brunei
781 Belize	852 Gibraltar	937 Bahamas	6202 The Gambia	8046 Falkland Islands
782 Antigua and Barbuda	853 Swaziland	938 India	<b>New Flyer "TUF" D40LF</b>	8047 Hong Kong
783 Bermuda	854 Grenada	939 Isle of Man	8001 Canada	8048 Namibia
784 Mauritius	855 Ghana	940 Montserrat	(Blue total-paint bus)	
<b>GM T6H-4523N</b>	856 Malta	941 Falkland Islands	8002 Vanuatu	<b>Plus . . .</b>
785 Jersey	857 Trinidad and Tobago	942 Canada	8003 Cyprus	Victoria's bus mechanics also got into the act, and gave their recovery truck an appropriate "Spirit" name.
786 Lesotho		943 Jersey	8004 Malta	Truck AO16 Spirit of Spirits
		944 South Africa		



# Research and Reviews



Just A. Ferronut's

## Railway Archaeology

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Did you hear about the baggagemen who were storing the baggage they had just removed from a train? As they set down an animal cage, they noticed, since the cover was a bit loose, that the cat in it was dead! Not wanting to get blamed, they immediately started looking for a cat about the same size and colour. Luckily, after considerable effort they found one, and, following a few scratches, got it in the cage. Later that day, an elderly lady came in to claim her baggage, which included the cat cage. She lifted the cover and immediately went over to the baggageman and said, "Young man, that is not my cat!" The baggageman said, "Are you sure madame?" "Yes," said the lady, "you see, my cat had died and I was bringing it home for burial."

### Completion of eastern sojourn

Last month, I was mentioning some of the railway findings from my summer trip to New Brunswick and Prince Edward Island. This trip was barely two weeks long, and after counting family obligations, I didn't think I would get much time for hobby activities. As I indicated last month, though, when you start writing about your trip, you realise how much travelling you can cram in a short time!

As I closed last month I was wandering around Hampton, New Brunswick, on CN's Saint John-Moncton line. This was also the northern terminus of the St. Martins and Upham Railway. After visiting the library and the station, I visited the Kings County Museum. It, like most Canadian museums, is staffed with interesting and knowledgeable people. As I have said many times, the more I get involved in railway history, the more I realise how the various aspects of history are all intertwined.

While discussing railway history, and in particular the St. Martins and Upham Railway, one of the museum assistants asked whether I had seen Ruby M. Cusack's booklet *Yesteryear: The St. Martins Train*. They had one copy of this 40-page booklet that was published in 1988. Needless to say, I purchased it. The booklet contains many snapshots from this small 30-mile railway, which

operated up to the beginning of the second world war. I am hoping I am going to be able to find out if this booklet is still in print, and if so, where it may be obtained. I will keep you posted on what I can find out.

Armed with a few dates from Hampton, a visit to the Sussex Town Library added a few more newspaper articles on New Brunswick railways to the computer data bank.

With Moncton as a base for a few days, it was time for some more exploration of Albert County, south of the city, as well as what is becoming my annual pilgrimage to Prince Edward Island.

A trip to Alma, at the south-east entrance to Fundy National Park in Albert County, revealed two interesting pieces of information on the Albert Southern Railway, which terminated in this village. While the railway has been gone for 80 years or so, I was given a lead on what is apparently a recycled Albert Southern station. I want better confirmation, but the style and size of what is now a house fits that of an early station. Although Alma looks at its history as being primarily related to ship construction, shipping, and lumbering, the village's tourist bureau has one early photo that clearly shows the Albert Southern's railway line curving around the south of the village to serve the shipping wharves along the east bank of the Salmon River.

Long-time railway enthusiast, former railroader, photographer, and writer Keith Pratt and his wife Jean had invited me again this year to come over to Prince Edward Island for a visit. So it was off to catch an early morning ferry at Cape Tormentine. As has been my luck for the last couple of years, my crossings have been on either the *MV Holiday Island* or the *MV Vacationland*. Since many thought these ferries, designed for motor vehicles only, were quite controversial compared to earlier ferry designs, they were nicknamed during construction as "Fuddle" and "Duddle" in honour of the country's controversial political leader of the day. Our arrival at Borden was greeted with the sight of the early stages of construction for the new fixed-link crossing to the mainland that had been officially commenced the previous day.

Heading west from Borden, I looped into Summerside to have a look at the former CNR station that was converted into a regional library by the Rotary Club during 1990-91. The present station-cum-library, measuring some 135 by 32 feet, was constructed in 1927. This depot is mainly a single storey, although a central portion is a storey-and-a-half. The building has a band of

brick (a dado) around it from the foundation up about three feet. Above the brickwork, the exterior walls are stuccoed. The notes on its construction state that the height of the station to the peak of the roof was 30 feet, and the roof projected about six feet from the main building to protect passengers. The original ladies and general waiting rooms were both 26 by 30 feet. The station also had two offices to house the Western Union Telegraph Company. The west end of the station held space for the express offices and baggage room.

The depot is on Water Street at the corner of Grenville Street, and was constructed to replace an earlier station that was moved across the tracks on July 18, 1927. A 1912 photo of this earlier station reveals a smaller 2½-storey building with a gable roof and three track-side dormers. It had a single-storey flat-roofed ell or extension on the east end. The notes about moving this building indicate that the work was started on a Sunday night and was only completed after a strenuous period which lasted all night due to delays caused by lack of proper equipment and chains that kept parting. The notes continued that the building was not quite clear of the tracks when the Western Train arrived at 6:30 a.m., and this train was held up about twenty minutes.

Among other notes in the library about the earlier days around the station was an article dated August 12, 1925, which stated that the water to the station and the waiting room was shut off due to contamination. This action was taken by the Board of Health, following the death by typhoid fever of the janitress who lived in the station. The water was supplied by the railway's own wooden tank, a half-mile from the station.

### 1994 passenger train service on P.E.I.

Honest; I photographed passenger trains on Prince Edward Island in July 1994. If you promise not to tell VIA Rail, I'll give you the details. After leaving Summerside I drove to just outside Alberton, where I visited the Prince Edward Island Miniature Railway. This endeavour has been operating here for about 15 years, and is a very interesting attraction for both the railfan and family alike. This railway presently has over 1½ miles of track complete with a tunnel, and a 200-foot long trestle with two Howe trusses, one spanning a stream and another spanning the railway where it passes over itself. The railway consists of two loops with diamond crossings and interlockers. The railway is a 7¼-inch gauge

line and the route passes through fields, woodland, and along a stream. The forest portion has numerous curves. The people at the PEIMR told me that that was because the owner, Mr. B. J. Maloney, tried to avoid cutting any more trees than he absolutely had to. However, based on my knowledge of the winding alignment of the original P.E.I. Railway, I must wonder if he was not trying to follow the same Island tradition. While Alberton is west of the Island's more popular tourist areas, to me the Prince Edward Island Miniature Railway was worth the visit.

### A few hours of railway reminiscing

As I mentioned, Keith and Jean Pratt had invited me to come over again this summer. This is an invitation that one can't turn down, for besides being able to listen to Keith talk about his years of being involved in railroading, etc., Jean is a great cook.

I goofed in trying to tape some of Keith's stories, but will get them pieced together eventually. In one case he was showing me a photo of a string of cars on the siding at Bloomfield Station and telling me that typically cars were stored over the summer for the fall shipment of potatoes at many different locations. This one chap at Bloomfield had for several years always spent considerable time getting "his" cars ready for the local potato shippers. However, one year after cleaning and readying 19 or 20 cars, the message came from "down the line" to ship most of them out for use elsewhere. The result was one unhappy railway worker.

Then there was the story about the snow-bound crew. I may confuse a few of the details, but basically a local wayfreight from Tignish (the western terminal of the line) had been ordered late one afternoon to head east to Alberton (about 15 miles or so) to pick up a few cars. As they headed out it started to snow and blow. They got east and were switching the siding, but it was becoming harder and harder to operate. The switches were filling with snow in as fast as the crew could shovel them out. They finally got their cars and got back on the main line to head west. Then they got into a snow-filled cut and there they stayed!

They tried to work the train back and forth, but they were simply packing the wind-driven snow in harder into the drift in the cut, until they finally couldn't move the train. It was now morning and they telegraphed the dispatcher in Charlottetown to send out a double-header and crew to get the train out of the snow drift. The dispatcher tried to convince them that they were daft, for it was a clear, sunny day in Charlottetown. If they were actually stuck, the dispatcher was certain that a switcher from Summerside could clear them with no problem. They argued some more, and finally, while the dispatcher

still figured this was some kind of a hoax, he reluctantly sent out the double-header. It was a couple of more days before they got the stuck train shovelled out enough to get it out of the cut and head for home.

Keith had brought with him a video tape of probably his second-most-favourite railways, the Maine two-footers, and the associated Edaville Railroad in Massachusetts. These operations with diminutive equipment were probably the lines that got me interested in this hobby. The tape contained a lot of historical footage and what does one 1939 scene show but Keith Pratt himself standing on the cow-catcher of a Bridgton and Harrison engine.

Prior to my leaving, Keith introduced me to another book, *Remembering Railroading on Prince Edward Island*. This is a 100-page soft-covered book by island railroader Harold Gaudet. It is a series on railroading anecdotes both from fellow railroaders and from Mr. Gaudet, as he remembered his years of P.E.I. railroading that started in the mid-1930s. While I didn't know most of the people mentioned, I do remember a few, and I definitely recall many of the relationships between the "Island Division" and "Regional Headquarters," in Moncton. Anyway, thanks to the Pratts I now have a copy of this interesting book in my collection.

As I leave the Island for my trip back to Montréal, I have a query on behalf of Keith who is trying to locate the following photos for his collection on island railroading:

- Harmony Junction Station and yard.
- Elmira Yard looking both East and West and showing the railway buildings and wye.
- Murray Harbour Yard.
- Georgetown Yard.

Should anyone be able to help in this photo search, a note to me would be appreciated.

### Back in Québec

As I wander around the southern parts of Québec in an effort to get a better understanding of the myriad railways, the most obvious things that surface first are the remaining stations, so I try to learn a little more about them.

Back in the June 1994 column, I mentioned the CPR's Cookshire station on their main line between Sherbrooke and Mégantic. At the time I was questioning whether the present configuration is a modified version of the station shown in the 1914 photo from CP's Corporate Archives in J. D. Booth's book *Railways of Southern Quebec*.

As the result of my question, our member Michael Shirlaw sent along a letter with some extra comments about the stations at Cookshire. In commenting about the station photo, Michael referred to an 1890 photo in same book that shows the earlier station in this community.

Based on Michael's comments and closer examination of the photographs and the station, I would now conclude that the present station is probably a modified version of the one that existed in 1914. It was the "hatchet job" removal of the west portion that caused my original question. However, an explanation is that perhaps the bay window was extended and the east end modified at an earlier date when money and care were available to be able match the earlier station. On this basis, the present station would be the community's second depot on CP's line.

After nearly a year of looking, I finally found the relocated and restored South Durham (Durham-Sud) station. The village of South Durham, named in 1878, is about 10 miles west of Richmond on the old St. Lawrence and Atlantic Railroad (GTR's Montréal to Portland line). The post office was located in the station a few years after this portion of the line was opened in 1851. The original station was destroyed by fire in 1891 and a new brick depot was constructed. This brick structure was destroyed by fire in 1902 and the present frame structure was built. The nearby station agent's house was demolished in 1964. Five years later, in 1969, the station was closed. In 1970, the Bonanni family purchased the station and moved it to Melbourne to become part of a motel complex. However, except for moving the station and placing it on a concrete foundation, nothing was done to it.

As a real derelict in 1989, it was moved again by new owners and was first apparently used as a restaurant. In 1992, total restoration was undertaken by the new owner and a local historical group. Today, it sits on a full basement on a hillside overlooking the St. Francis valley, on the Melbourne Vallée Road, just south of Route 116, some nine kilometres east of South Durham. It was this distance that caused my problem in locating it. On my recent visit, the basement, which has the concrete walls covered with soft bricks, was one of the galleries for a weekend art show. The hillside lot permits a ground-level entrance to the basement.

The station's exterior has been fully restored with an open veranda along the front to represent the passenger platform. It is painted in its earlier colours of cream with green trim. The building, a single-storey station with a hip roof, is broken into roughly four equal parts. In the main station, the operator's office is in the middle with the ladies' waiting room on one end and the men's on the other, next to the baggage room. Entrance today is through the baggage room. All four rooms contain extensive displays of railway memorabilia. The baggage room and operator's area contain many artifacts normally found in those areas, while the waiting rooms have collections of a more

general nature including many letters, bills of lading, posters, etc. This restored station is well worth a visit.

Another station that still exists in its original location on the old Montréal-Portland GTR line is the one at Coaticook, a town about 20 miles south of Sherbrooke. This station was either designed or built by a committee. The south end is a single-storey building with a slightly flattened witch's hat conical roof. The north two-thirds of the station is a full two storeys with one gable-ended roof sitting across the station while the most northerly portion has a gable with a north-south peak. The operator's bay window is duplicated on the second floor. The main entrance on the side away from the track is under the crosswise central gable roof. However, the entrance has half a conical roof over it to form a portico, complete with a large fancy wooden column on each side of the door. This station is painted in ochre red with cream trim and is presently used by a lodge. Coaticook was also the site of a large railway ballast pit that was located across from the station and just slightly south.

When I had problems finding the South Durham station that was only moved about nine kilometres, imagine my surprise when I found a station that was moved about 30 km as the crow flies. Looking at the roads and routes this would probably be about 50 km in route distance. I found it on a hill overlooking a valley, the Vermont border, and distant hills about five kilometres east of Stanstead. This station is the GTR station from Compton. Compton is eight miles north of Coaticook, and the birthplace of Louis S. St-Laurent, Prime Minister of Canada from 1948 to 1957. The original station site at Compton was about a mile west of the village. A visit to the Compton station site today reveals one the original sectionmen's houses still in use as a private dwelling.

The relocated Compton station, like Coaticook, is painted in CN's earlier paint scheme. The station has been reversed with its turret and waiting room facing southward. The new owner appears to have kept all the original exterior features of this single-storey frame station.

The last Québec station that I will bore you with this month is at North Hatley, on CP's abandoned Beebe Subdivision. This line was also mentioned in the June column. The line was built by the Massawippi Valley Railway Company and connected with the GTR at Lennoxville. The North Hatley station is a storey-and-a-half frame structure with a gable roof. It and its connected low-pitched gable-roofed freight shed have been converted into the town offices. One interesting feature is that, at least today, the operator's bay has a single-slope lean-to roof on it. This shingle-clad structure is painted light green and prob-

ably sports two other features that were not in the original design, shutters and window boxes for flowers. In the main village a couple of hundred metres north of the station the old railway line crossed a stream on a small wooden trestle. The south span of this trestle has been removed, railings have been added along the sides, and a gazebo has been built on it to form a wharf-like walk over the water.

## More heritage stations

The federal government has added the following stations on CN lines to the list of heritage stations in Canada: In Ontario, CN stations at Kingston (the Outer Station, on Montréal Street), Casselman, and Grimsby, and the VIA/CN stations at Alexandria, Georgetown, and Niagara Falls. In Québec, the VIA/CN stations at Matapédia and New-Carlisle have been declared as heritage stations. The stations at Chandler, Carleton, Charny, Hervey-Jonction, and Caplan in Québec, and Port Colborne, Washago, Merriton, Caledonia, Gananoque, and Maxville in Ontario have all been turned down.

## Information Network

### For old time's sake

Message from: **Richard Carroll**

*Rail and Transit's* occasional assessment of passenger train speeds (see last month's issue) in North America and abroad started in the fall of 1975. Many Canadian passenger train routes had disappeared by that time, and in some cases, long before. So here is a sample listing of some such services, with key dates and running times. Note that with the exception of the Buffalo-Detroit via St. Thomas trains, the best time on each route was achieved with Budd Rail Diesel Cars. The introduction of these cars from the 1950s allowed substantial improvements in travel time on these largely secondary passenger trains. Most of the schedules were lengthened by the end of the service, often because the track received less maintenance as freight and passenger traffic declined.

BEST-EVER TIME AND DATE		LAST SERVICE DATE AND TIME	
<b>Québec City—Sherbrooke (QCR)</b>			
3h45min	1957	April 1967	3h45min
<b>Québec City<sup>1</sup>—Chicoutimi</b>			
6h50min	1958	June 1979	7h55min
<b>Montréal—Mont-Laurier</b>			
4h15min	1953	November 1981	5h05min
<b>Ottawa—Montréal (via Lachute)</b>			
2h40min	1958	November 1981	3h05min
<b>Toronto—Owen Sound (CPR)</b>			
3h00min	1959	October 1970	3h00min

### Sudbury-Sault Ste. Marie

3h45min 1963 June 1977 3h45min

### Regina-Saskatoon (CNR)

3h00min 1970 June 1984 3h55min

### Saskatoon-Prince Albert (CNR)

1h50min 1959 November 1981 2h10min

### Edmonton-Drumheller

4h10min 1978 November 1981 4h15min

### Calgary-Lethbridge

2h25min 1955 July 1971 2h40min

### Buffalo-Detroit (via St. Thomas)<sup>2</sup>

4h11min 1964 January 1979 5h50min

### Notes:

- 1 Service ran to/from Sainte-Foy from September 1976 to June 1979.
- 2 Scheduled from 1967 to 1971, the 90 minutes between Windsor and St. Thomas (109.6 miles for a 73.1 m.p.h. average) remains Canada's fastest ever on non-CN/CP tracks

Of these above runs, the first is still possible, although much of the route has recently been approved for abandonment. The next three are not now possible, because all or part of the route is abandoned. The Toronto-Owen Sound and Sudbury-Sault Ste. Marie trips are still possible, although track conditions on CP's line to Owen Sound are worse than in 1970. Regina-Saskatoon, Saskatoon-Prince Albert, and Calgary-Lethbridge remain possible. The Edmonton-Drumheller would have to make use of the Central Western Railway, which now operates part of the route. Buffalo-Detroit remains possible, although much of the former New York Central line, now owned by CN and CP, is in poor condition.

### Observed times

Here are three examples of personal knowledge of specific trips that were faster than any ever advertised on the following runs:

**Barrie-Toronto** (63 miles): Best-ever time on paper is 1h11min, but in the late 1970s, a *Northlander* run I was on did it in just 1h07min, and would have taken less except for a meet with CN's Barrie commuter train near St. Clair Avenue in Toronto.

**Washago-Toronto** (89 miles): Best-published time is 1h40min. About five years ago, a southbound *Northlander* I was aboard took only 1h31min, averaging well over 60 m.p.h. between Washago and Richmond Hill.

Both of the above *Northlander* runs were with the Trans-Europ Express diesel trainsets.

**Toronto-London** (115 miles): Best time on paper is 1h53min. Around 1974, a friend of mine was working on a *Tempo* train on a 1h55min non-stop schedule. However, the train left Toronto quite late, and then took only 1h45min for the trip - in a heavy snowstorm, at that!





## THE RAPIDO



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### CP RAIL SYSTEM

#### CANADIAN ATLANTIC UPDATE

Canadian Pacific made a surprising announcement on September 16 regarding the proposed sale of its Canadian Atlantic Railway, between Sherbrooke, Québec, and Saint John, New Brunswick. An official press release said that NorRail's acquisition of the CAR could not be completed. Known as CanTrak until recent incorporation in Ontario as NorRail Transport Incorporated, NorRail had been the leading contender for purchase of the entire CAR.

At the beginning of September, NorRail had expected to conclude the deal with CP by month's end and start operation on January 2, 1995. The company had placed deposits on used locomotives in the United States for delivery by mid-December under lease-purchase agreements, and had its entire financial and operating plan in place.

Instead, CP has entered negotiations with the Irving group to sell all operating assets of its line from Brownville Junction, Maine, to the Maine-New Brunswick border. A large part of the CAR lines in New Brunswick are owned by the New Brunswick Railway Company, which is, in turn, owned by the Irvings. The NBR was leased to CP on July 1, 1890, under a 990-year agreement.

A spokesman for J.D. Irving Ltd. said that they plan to sign an operating agreement with Guilford Transportation Industries to operate the line from Brownville Junction to Saint John. They would also be prepared to grant operating rights over this same track to the purchaser of the western portion of CP's track.

CP is continuing to look for a buyer for its line between Brownville Junction and Sherbrooke. Despite the deal with Irving, CP said NorRail is still free to negotiate for this track. CP's last-minute reversal on the New Brunswick section of the line, together with the continuing offer to sell the western por-

tion to NorRail, suggests that the Irving group would not allow CP to transfer the lease of the Irving-owned New Brunswick track to another party.

Iron Road Railways, of Washington, D.C., said it will investigate the purchase of the western portion of the CAR. Iron Road is already looking at CP's line between Montréal and Newport, Vermont, which is also for sale. IRR will soon own the Bangor and Aroostook Railroad, which connects with the CAR at Brownville Junction.

CP workers on the CAR were given four-month lay-off notices last month. It is not known if Guilford will hire any of the CP employees to operate the line. NorRail had planned to hire 100 of the 320 workers that are currently working on the line.

—*Saint John Telegraph Journal, Ottawa Citizen and Financial Post*

#### NEW TRAINS

Two new trains, Nos. 923 (westbound) and 924 (eastbound), are now operating between Windsor and Toronto. These trains are classified as wayfreights and make lifts and set-offs at any points required between Toronto and Windsor. They also handle any dangerous commodities, dimensional shipments, or cars with speed restrictions. The trains had been operating as "the Toronto Wayfreight" and "the Windsor Wayfreight" for a few weeks before they were assigned their numbers.

Train 923 is scheduled to depart Toronto around 13:00 and London at 20:30, arriving in Windsor at 02:00. Train 924 is to depart Windsor at 08:45 and London at 18:00, and arrive in Toronto just before midnight. They both operate seven days a week. Train 923 was previously the number of a Toronto to Windsor train that handled mainly auto traffic. Its traffic was handled by other trains once the enlarged tube of the Detroit River Tunnel opened earlier this year.

#### TRAIN CHANGES

A few changes have been made to the operation of trains in and out of Toronto, and include the following:

- Train 510 now operates daily instead of Tuesday to Saturday. This train handles Galt and Windsor traffic, as well as GM and Ford traffic, between Detroit (CSXT) and Toronto. It is scheduled to depart at 07:00 (but may depart earlier) and to arrive in Toronto at 20:50.
- Train 519 now operates daily instead of Sunday to Friday. This train handles auto traffic from Niagara Falls, New York, to

Oshawa, Ontario, and Sainte-Thérèse, Québec. It is scheduled to depart Niagara Falls at 21:00 and arrive at Sainte-Thérèse at 16:00, except Sundays when it only operates from Toronto to Sainte-Thérèse on a schedule approximately eight hours later.

- Trains 521 (Binghamton, New York, to Toronto) and 522 (Toronto to Binghamton) now operate over the Bridge Line Division daily. Previously these trains operated only between Toronto and Buffalo SK Yard. Train 521 is scheduled to depart Binghamton at 18:00 and Buffalo at 07:00, arriving in Toronto at 20:00 the next day. Train 522 is scheduled to depart at 09:30 from Toronto, 00:01 from Buffalo, and to arrive at Binghamton at 09:00. These trains handle any traffic not carried by the auto trains, including lifts and set-offs for the Rochester and Southern at Silver Springs, New York.

- Train 918 now operates daily from Toronto to Montréal, instead of when required. No. 918 handles dangerous-commodity traffic, dimensional shipments, cars with speed restrictions, empty paper cars for set-off at Bedell, and CAR traffic bypassing Montréal. It is scheduled to depart Toronto at 12:00 and arrive in Montréal at 02:30.

#### DERAILMENTS

A CP freight train derailed at 11:15 on August 22 on a bridge over the Lehigh River near White Haven, Pennsylvania, on Conrail track. The 54-car train derailed 16 flatcars carrying highway trailers, and four of the trailers fell off of the bridge, one of which landed in the river below. One of the trailers spread its load of K-mart plastic bags in the river, and the next day, bags were found a mile downriver from the accident.

In another derailment, the lead two locomotives, CP SD40-2s 5654 and 5746, derailed on Train 520 on the evening of September 3, at Smithville, Ontario. The fuel tank on the lead locomotive was ruptured and spilled 13 500 litres of diesel fuel when the derailed engines travelled 150 feet on the ballast. All of the freight cars remained on the rails and there were no injuries in the incident. —*Times Leader and Hamilton Spectator*

#### CHEMICAL LEAK

Fourteen CP employees were taken to hospital on September 11 after a train that was emitting toxic fumes passed them in Dorval and Pointe-Claire. A 12-man gang working along the tracks in Dorval noticed a strong chemical odour when the westbound train passed them at about 10:50. They radioed ahead to have the train inspected.

The train stopped in Pointe-Claire, just east of Beaconsfield, and the conductor and a maintenance-of-way employee walked towards the source of the fumes. The workers were nauseated by chlorophenol fumes and taken to hospital and released a few hours later. The workers at Dorval were also examined at the hospital. A rubber gasket on a tank-container on a flatcar was badly corroded, releasing about two litres of the toxic chemical. The leak was sealed and the car set-off for return to Saint-Luc yard. The container originated in Europe and was destined for southern Ontario.

—*Montréal Gazette*

#### HIRING SPREE

Thanks to an increase in railway traffic, CP is hiring or has hired many new employees in the east. Eight trainperson positions were available at Schreiber, Ontario, for the first time since the late 1980s. Other trainperson positions were available in Sudbury, Toronto, and Montréal. The Toronto Yard car department also had 15 new positions, the first hiring in that department in seven years.

—*Thunder Bay Times*

#### CONRAIL ONTARIO REROUTE

A derailment on Conrail's track in the U.S. resulted in a train being detoured over CP between Buffalo, New York, and Detroit, Michigan. The train operated August 12 to Guelph Junction via Hamilton and then west to Detroit. The motive power on the train was CR Dash 8-40CWs 6150, 6190, SD60M 5580, and Dash 8-40CW 6115. None of these units was equipped to operate in the lead position in Canada, so CP GP9 8239 was used to lead the train. CR lent Dash 8-40CW 6108 to CP to pay back for the use of the CP lead unit. CR 6108 operated to Sainte-Thérèse, Québec, from Niagara Falls and return.

#### LOCOMOTIVE PURCHASE

CP's board of directors have been asked to approve the purchase of 160 new AC-powered locomotives, worth about \$320-million. A CP spokesman said a final decision has not been made on the multi-year order for the units, but approval will be sought this month.

—*Financial Post via Dave Morgan*

#### CAST PURCHASE BLOCKED

The Supreme Court of Bermuda has temporarily halted the purchase by CP of the maritime divisions of CAST Group Ltd. If the sale goes through, CP would control 80 percent of the container traffic into the Port of Montréal, with combined sales of close to \$1-billion, through CAST and CP's present subsidiary, Canada Maritime.

The Bermuda court issued an injunction on behalf of Klaus Glusing, CAST's founder and former president. Subsequent court action could postpone the CAST deal for months, or cancel it altogether. The deal was

made without Mr. Glusing's knowledge or consent, and Glusing is the controlling shareholder in Mid-Atlantic Shipping Corporation, a company that controls 40 percent of CAST common stock.

—*Globe and Mail*

#### STATION DEMOLISHED

CP demolished its fire-damaged station in Sault Ste. Marie, Ontario, on August 24. Fires had been set in opposite corners of the building on the morning of May 29, destroying the building's interior. Station staff are now working out of a trailer, and a new prefabricated station should be constructed soon.

#### OUTREMONT YARD TO CLOSE

The City of Outremont and CP have unveiled plans to redevelop CP's 50-acre yard in the north end of Montréal to accommodate up to 2000 new homes. The \$525-million development project will also include the extension of Beaubien Street west of Durocher Street, connecting it to the Rockland overpass, easing north-south traffic through the city.

The project will span 15 years, with construction of the first homes in 1996. CP is awaiting NTA approval before it can begin to dismantle its yard and move a section of track that connects the Outremont facility to the port of Montréal. The yard is the only large, undeveloped parcel of land left in Outremont. This project is part of a program CP is undertaking to develop surplus rail properties throughout North America.

—*Jacques Messier and Art Clowes*

#### CP BOUTIQUE AT HOTELS

CP Hotels and Resorts is opening boutiques selling Canadian Pacific-themed items in some of its hotels. Called *The Canadian Pacific Store*, the first one was at the Banff Springs Hotel. There is one at Toronto's Royal York, and another will soon open at the Chateau Frontenac this month. The boutiques sell antiques, books, and reproductions of silverware, crockery, paper products and posters.

—*Le Soleil and Pat Scrimgeour*

#### CP TRUCKS BOUGHT

The employees of Canada's oldest trucking company have accepted a \$35-million deal to purchase the company. About 2500 members of the Transportation Communications Union will be the majority owners of the 121-year-old CP Express and Transport Ltd. in the second-largest employee buyout in Canadian history. The buy-out will save roughly 3000 jobs, but 220 positions will disappear, mainly through early retirement incentives.

CP Trucks has been a perennial money-loser, and in recent years suffered from poor employee morale as it became clear that Canadian Pacific wanted out of the trucking business. If employees hadn't voted for the buyout option, complete closure of the operation was likely.

Since the late 1980s, the units of CP Trucks that have been sold include the Express Airborne courier business, Bulk Systems heavy trucking operation, Moving Systems household moving, Canpar parcel pick-up and delivery, and Highland Trucking truckload operation. It is the sole remaining CP Express and Transport less-than-truckload (LTL) operation that will be purchased by the employees. A possible new name for the company is *Accelerator*, the marketing slogan used for CPET's fast LTL service in the 1970s and 1980s.

The company operates out of 38 terminals across Canada. As part of the purchase agreement, management committed to raise \$2-million in cash, and workers took benefit cuts and a wage freeze amounting to \$15-million. When the buy-out is completed by October, union members will own about 70 per cent of the company, senior management will own 10 per cent, and other salaried employees will own 20 per cent. There will be union, management, and independent directors. Financing has already been arranged for a new fleet of trucks. Losses of \$40-million since 1989 were underwritten by CP, so the new company starts debt free.

—*Canadian Press and Globe and Mail*

#### GRAIN TRAINS

Grain trains have started to roll through southwestern Ontario again. On September 17, Soo SD40 6411, Soo SD40-2 6610, and HLCX SD40-2 6363 headed 52-car Train 390 from Detroit to Guelph Junction and then south to Buffalo. All of the cars were destined for Albany, New York.

#### CP UNITS ON SHORT LINE

Two SD40-2s, CP 5860 and Soo 6610, operated on the Rochester and Southern Railway, in New York State, on September 10. The units were moved on Train 271 from Binghamton, New York, along with 27 empty salt cars. The CP locomotives were dropped off at Silver Springs, and ran to Retsof.

#### PROFIT

CP Rail System had an increase in operating income of \$62-million over last year, to \$106-million for the second quarter of this year. Parent Canadian Pacific Ltd. achieved a profit of \$198.4-million for the second quarter, compared to only \$12-million last year.

—*Toronto Star via Rex Rundle*

#### SHORTS

Short-line Wisconsin and Southern received permission to take over three line segments in Wisconsin from CP. The lines include the railway between Middleton and Madison, and some additional trackage in and around Janesville. • CP Train 481 (Montréal to Vancouver) now departs from Montréal from Monday to Friday, instead of Tuesday to Saturday.

—*Al Tuner*

## CN NORTH AMERICA

### CP'S OFFER

An offer by CP to purchase CN's railway operations east of Winnipeg and Chicago was announced September 22. The offer is \$1.4-billion for the lines and some equipment, which is not quite half of the \$3-billion CN estimates it is worth.

Included in the proposal was an assurance that CP would haul CN's westbound freight originating in the east to Winnipeg, for interchange back to CN. CP would commit to this arrangement for 20 years.

There has been little response to the proposal from CN and government officials. CP has given a 90-day deadline for a response, and wants any deal to close before January 1, 1996. Real estate holdings and the CN Tower were not included in the proposal.

—*Montréal Gazette via Dave Morgan*

### CENTRAL VERMONT SALE OPPOSITION

There is a large group of people, including railway workers and local politicians, who are opposed to RailTex's proposed takeover of CN's Central Vermont Railway. The main concern is the predicted loss of employment, which would shrink from 178 to only 78 workers under the new ownership. Regulations in the U.S. do not require existing labour contracts to be honoured when a non-railway company purchases an existing railway for operation as a short-line. This was meant as an incentive to preserve lines that the major railways would have abandoned. Today, 26 percent of railway track in the U.S. is operated by short-line railways, compared to 6 percent in 1970.

Vermont's U.S. Representative Bernard Sanders has proposed federal legislation to slow or stop the trend. His bill, which has considerable support, would require that all workers displaced by the sale of a railway line be paid as much as six years of wages and benefits.

Bruce Flohr, president of RailTex, a former Southern Pacific executive who briefly headed the Federal Railroad Administration, says he cannot understand the opposition. He has been confronted with pickets, rallies, petitions and meetings with politicians. Flohr does not hesitate to continue to discuss his plans: cut the number of clerks from 29 to six, redevelop the land on which Italy yard in St. Albans sits, and sell or donate the 1866-built CV headquarters building. There are many more potential cost-cutting areas. Most CV trains still operate with four- or five-man crews and one quarter of the trains are required to operate with a caboose under union agreements.

A number of companies along the railway are waiting to carrying out expansion plans,

which would create many new jobs in the area. But like Bruce Flohr, they are awaiting a favourable ICC ruling. —*Wall Street Journal*

### GRAHAM SUBDIVISION SAVED?

The federal cabinet approved a six-month delay in the abandonment of CN's Graham Subdivision, between Superior Junction and Conmee in northern Ontario. Approval was originally granted to abandon the line effective September 1, 1994, but this is now delayed until March 1, 1995. CN agreed to delay the removal of track after Avenor and Buchanan Forest Products expressed a strong interest in setting up a short-line railway to handle wood fibre to Thunder Bay mills.

—*Financial Post*

### ABANDONMENT APPROVAL

Permission has been granted to CN by the NTA to abandon the Marmora Subdivision from Mile 0.0 (Picton) to Mile 30.2 (near Trenton), which also includes the 4.2-mile Bethlehem Spur in Picton. The abandonment is effective April 7, 1995. Companies such as Essroc Cement, which are served by the line, did not convince the NTA that traffic levels could rise enough to stem the losses from operating the line.

### ACCIDENT

On September 1, a CN hot box detector told a train's crew on the Guelph Subdivision near Acton that there was a hot axle on the train around 04:30. The crew stopped to inspect the train and found a hot axle. A mobile crane from MacMillan Yard was sent to lift the car while the axle was changed, closing the line for a few hours. VIA detoured its morning train from Sarnia over the Dundas Subdivision instead of running it through Stratford. The local media reported the incident as a ten-car derailment.

### SARNIA TUNNEL UPDATE

*Excalibore* has not yet begun to work since its shut-down last winter. The boring machine is now expected to begin operation by the end of this month. CN's second Sarnia-Port Huron tunnel was originally expected to be complete by this summer, but the delays have postponed the opening, to at least May 1995.

The progress being made in the relocated tunnel is slow compared to that of the 19th-century workers who constructed the original tunnel. In the first ten months of work on the original tunnel, workers progressed 1117 metres, compared to only 468 by *Excalibore*. CN officials expect to make up for lost time and break through in Port Huron by December.

—*CP Wire*

### HAMILTON STATION NEARLY SOLD

Two Hamilton businessmen are preparing an offer to CN to purchase the closed James Street Station. Their plan would see the station converted into a small "Chinatown,"

including Asian retail shops. The men, Winsome Tong and James Chang, plan to buy the station and surrounding property for \$1.5-million. The parties are waiting for federal and provincial government approvals which are expected by November. Once the station is acquired, the businessmen will ask the federal government for approval to finance the \$21-million project through the Investor Immigrant Programme. This program gives landed immigrant status to foreign investors with a net worth of at least \$500 000, who are willing to invest at least \$350 000 in an Ontario business for at least five years, and who have a proven investment record.

—*Hamilton Spectator*

### EX-CN LODGE FOR SALE

The historic former-CN Minaki Lodge on the Winnipeg River in Ontario may be turned into a gambling casino, if a local native group has its way. The lodge was built in 1907. It fell into provincial hands in 1974 and was closed for several years because of suspected mercury pollution in the Winnipeg River. It was sold for \$4-million in 1986 to Four Seasons Hotels after the government spent \$50-million on improving it over its 12 years of ownership.

—*CP Wire*

### NS OPERATIONS

Norfolk Southern is operating a daily return auto train between Buffalo and Talbotville, Ontario, via Hamilton. The train of enclosed auto-racks and auto-parts boxcars arrives in Hamilton on the Grimsby Subdivision, continues to London on the Dundas Subdivision, and then goes south to St. Thomas on the Talbot Subdivision to service the Ford plant at Talbotville. The train returns to Buffalo via the same route.

—*Art Clowes*

### CAPREOL SHOP LAY-OFFS

CN gave 78 employees at its Capreol work equipment shop lay-off notices on September 7, to take effect from January 31. The closure of the Capreol and Prince George shops were announced last February, and the Prince George shop has already closed. Discussions are continuing with interested parties for the sale of the Capreol shop.

—*Sudbury Star*

### SHORTS

The first of the new Bombardier-built commuter cars for the STCUM Deux-Montagnes line are expected to arrive in Montréal on October 6. Testing of the cars will commence October 15 at the north (west) end of the line near Autoroute 640.

### PROFIT

CN announced it made a profit of \$98-million for the second quarter of 1994, compared to a \$13-million loss last year. CN's U.S. railway operations second quarter results showed a \$4-million pre-tax loss.

—*Toronto Star via Rex Rundle*



## VIA RAIL CANADA

## VIA SCHEDULE CHANGES

VIA's timetable changes for the fall on October 30. The major change this year is the acceleration of trains between Toronto, London, and Windsor, made possible by the major trackwork that CN has carried out for VIA this summer. The Montréal-Toronto schedules have also been changed, to provide trains earlier in the morning. Minor changes have been made on a number of other trains, including the removal of the five to ten extra minutes that were added for the summer to allow for track maintenance.

**Ottawa-Toronto** - Train 641, the Saturday-only morning train from Ottawa to Toronto, leaves five minutes earlier, at 07:35, and has new stops at Trenton Jct. and Oshawa, replacing stops that were previously made by Train 53 from Montréal. Train 40, the morning train from Toronto to Ottawa, has new stops at Oshawa and Belleville, replacing stops that were previously made by Train 52 to Montréal.

**Montréal-Toronto** - Train 53 has been advanced to leave Montréal one hour earlier, at 06:15. The stops at Trenton Jct. and Oshawa have been removed, and so the trip is 20 minutes faster, and the train arrives in Toronto at 10:42, much earlier than the previous 12:02. On Saturdays, Train 53 is replaced by Train 653, which leaves at 07:30, 15 minutes later than previously; this train arrives in Toronto at 11:57. The eastbound counterpart to these trains, Train 52, has also been advanced. It leaves Toronto at 07:10, 50 minutes earlier. Its stops at Cobourg and Belleville have been transferred to Train 40 for Ottawa, and the stop at Brockville has been removed. The trip to Montréal is 25 minutes faster, and so the train arrives in Montréal at 11:38, much earlier than the previous 12:53. The other major change on this route is the addition of a new Train 669, replacing Train 69 on Sundays and leaving Montréal 25 minutes later, at 18:25. In addition to these changes, Train 57 makes a new stop at Trenton Jct.

**Toronto-London** - With the acceleration of all trains over this route, Train 80/81, the commuter train between London and Toronto, now leaves London 12 minutes later in the morning, at 06:45, and arrives at London 12 minutes earlier in the evening, at 19:07; the times at Toronto are unchanged. This change saves between 15 and 24 minutes a day for people commuting to Toronto from London, Woodstock, or Brantford.

**Toronto-Windsor** - There has been no change to the pattern of trains between Toronto and Windsor, still with four trains a day in each direction plus one extra on busy

weekend days, but all trains now run substantially faster. Train 71 leaves Toronto 15 minutes later, at 08:55, and arrives in Windsor nine minutes earlier, at 12:54. Train 73 still leaves at 12:35, but runs 17 minutes faster. Train 75 leaves 15 minutes later, at 16:30, and arrives seven minutes earlier, at 20:18. Train 77, Thursday and Sunday only, leaves at the same time, 17:15, running in tandem with Train 81 to London on Thursdays, and arrives in Windsor 33 minutes earlier, at 20:57. Train 79 still leaves at 19:00, but runs 37 minutes faster, arriving in Windsor at 22:53.

In the eastbound direction, Train 70 still leaves Windsor at 06:00, but arrives in Toronto 15 minutes earlier, at 10:02. Train 670, Sunday only, leaves five minutes later, at 07:05, and arrives 13 minutes earlier, at 11:01. Train 72 leaves at the same time, 09:35, but runs 31 minutes faster. Train 74, Sunday, Monday, and Friday only, leaves 15 minutes earlier, at 11:15, and arrives 44 minutes earlier, at 14:50. Train 76 leaves ten minutes later, at 14:40, and arrives 13 minutes earlier, at 18:25. Finally, Train 78 leaves Windsor 20 minutes later, at 18:35, and arrives in Toronto two minutes later, at 22:34.

**Toronto-Sarnia** - Minor changes only. Train 89 leaves Toronto ten minutes earlier, and on Sundays, Train 685 leaves ten minutes earlier, and Train 689 leaves five minutes earlier. Train 88 leaves Sarnia five minutes later.

**Toronto-Niagara Falls** - No changes, except that Trains 90 and 95 both run two minutes faster.

Apart from these changes in Ontario and Québec, the only other changes are minor ones to the *Canadian*. Train 1 arrives at Melville five minutes earlier, and now makes a ten-minute stop there. Train 2 arrives at Melville three minutes earlier and two minutes later, for a ten-minute stop, and stops ten minutes earlier at Rivers, Brandon North, and Portage la Prairie.

## AMTRAK

## MONTRÉAL DETOURS

Because of CN trackwork at Mile 23.99 on the Rouses Point Subdivision on September 5, the Amtrak *Montrealer* and *Adirondack* were detoured over CP lines. Train 691 (Amtrak No. 60), the *Montrealer*, detoured over the CP Adirondack Subdivision from Saint-Jean-sur-Richelieu to Parsley (the interchange between CP's Saint-Luc and CN's Taschereau yards), then on the CN Montréal Subdivision to Central Station; Train 690 (Amtrak No. 61) followed the reverse route. Trains 694 (Amtrak No. 68) and 699 (Amtrak No. 71), the *Adirondack*, ran on the CP Lacolle and Adirondack subdivisions all

the way to Parsley, rather than change to the CN at Rouses Point, New York, as they would normally. The Amtrak trains ran about one hour late as a result of the detours.

## HIAWATHA SCHEDULE GUARANTEED

In an effort to win back passengers it lost during a seven-week strike by the United Transportation Union against CP on the former Soo Line, Amtrak is guaranteeing on-time performance of its Hiawatha Service between Chicago and Milwaukee. Anytime a train fails to arrive on schedule, passengers will receive a coupon good for one-way travel between the two cities. During the July 14 to August 29 work stoppage, Amtrak was forced to reduce the number of trains operated and the speed at which the remaining trains ran. Service was restored September 4.

-Journal of Commerce

## OTHER

## CIGGT CLOSES

The Canadian Institute of Guided Ground Transport has closed. The CIGGT was a research institute at Queen's University, in Kingston, that focused on railway operations, engineering, and related transport issues. The institute was founded in 1970 by Queen's and several private sector partners, including CN and CP.

Early in its existence, the CIGGT was involved in the Canadian project to develop a magnetic-levitation train technology, which was later abandoned. In more recent years, the CIGGT did short-term research work for various clients, including VIA. The institute also published a number of books and papers on Canadian railways.

A statement issued by Queen's noted that the decision to close the institute was based on the CIGGT's deteriorating financial situation, and its relatively minor contribution to teaching and research at Queen's.

-Queen's Alumni Review

## UNION'S MOTION DISMISSED

The Canada Labour Relations Board ruled that the Cape Breton and Central Nova Scotia Railway is a provincially-incorporated company, and therefore is not subject to federal successor-rights provisions. Had the Brotherhood of Maintenance of Way Employees been successful in their motion, RailTex's CB&CNS would have had to honour previous union contracts that were in place before the line was sold by CN. The BMW is appealing the board's decision. -Steve Danko, *Financial Post*

## OTTAWA VALLEY APPEALS

A federal court has denied an appeal by The Wildlands League, an environmental group, against the proposed CN-CP co-production through the Ottawa Valley. The league contested the initial ruling on May 3, but was turned down again August 15.

Two other groups representing labour and business will, however, have their appeals heard. The two groups, headed by the Oil Seed Processors Association and the Canadian Council of Railway Operating Unions, will argue that the CN-CP agreement does not meet the definition of a company under the National Transportation Act.

Implementation of the co-production through the valley is on hold until the outcome of the appeals is determined. —CP Wire

#### STRATFORD, HURON AND BRUCE

Canadian Agra, the company that was behind the proposed reconstruction of CN's abandoned railway line from Harriston to Douglas Point in Ontario, has officially cancelled the plan. The Stratford, Huron and Bruce Railway would have served industries in the Bruce Energy Centre, but its backers felt the Ontario government's Bill 40, which changed the Labour Relations Act granting successor rights to railway unions, made the plan unviable. The company claims it would have been forced to honour as many as 17 collective agreements, and hire more staff than they felt necessary to operate the line.

CanAgra had met with provincial Labour and Transportation staff hoping to obtain an exemption, but were told an exemption would be permitted only if the unions agreed. The company did approach the unions but were unable to obtain their approval after 18 months of trying. —Kitchener-Waterloo Record

#### SALEM AND HILLSBOROUGH FIRE

A fire at the Salem and Hillsborough Railway's shop in Hillsborough, New Brunswick during the early hours of September 16 destroyed a number of pieces of equipment, causing millions of dollars worth of damage. Destroyed in the fire were: two ex-Devco RS1s (208 and 209); ex-CPR 4-4-0 29, built in 1887; 98-year old ex-GTR Official Car Violet; ex-CN baggage car 8665; Buffet-Lounge *Nauwigewauk* (ex-VIA/CN Buffet Lounge *Au Courant*); ex-CN flanger 56471; ex-CN flatcar 662101; an ex-CN wooden boxcar; two other wooden boxcars cut down as coaches; and ex-CPR baggage car 4381, also used as a coach. No. 29, which had seen limited operation this year, may be salvageable for static display purposes. The S&H excursion and dining cars were parked away from the fire and were not damaged.

Police believe the fire may have been deliberately set. It started in a storage building which housed the locomotives and cars, as well as the railway's offices, historical records, tools, and spare parts. Some of the destroyed items belonged to the Canadian Railroad Historical Association, and were on loan to the S&H. Salem and Hillsborough officials refused to speculate about links between the fire and a break-in at the railway's office two weeks before.

The S&H was created after CN abandoned nine miles of track between Hillsborough and Salisbury and sold it for \$1 to the CRHA. In 1984, the group began offering tourist and dining excursions on the line.

At the time of the fire, the S&H still had 20 bookings left for the season. The group will operate these trips, mostly with ex-CN S12 8245. Runs on September 24 and 25 may be operated with ex-CN 4-6-0 1009, which escaped damage. Up until the fire, the railway had a strong year, and will continue with a previously-planned fund-raising pancake breakfast on September 24.

—Art Clowes and Earl Roberts

#### NEW QUÉBEC RAILWAY

The NTA (in order 573-R-1994) has recognized la Société des chemins de fer du Québec (SCFQ) as a railway company, enabling it to operate a railway under provincial jurisdiction. As part of its decision, the NTA also approved the sale by CN to SCFQ of the Murray Bay Subdivision, from Limoilou (Mile 1.90) to Clermont (Mile 92.1), east of Québec City. CN and SCFQ will use the track between Mile 0.93 and Mile 1.90 for the interchange of traffic.

#### RAILAMERICA TO CANADA

RailAmerica Inc. is buying Steel City Truck Lines Inc. of Sault Ste. Marie, Ontario, for \$2-million (U.S.). RailAmerica owns four short-line and regional railways in the U.S. and said the acquisition will help expand its growing intermodal market. Steel City was created in 1966 as a regional lumber carrier, operates a 150-tractor fleet, and hauls a variety of products primarily in Michigan, Ohio, Indiana, New York and Wisconsin.

—Journal of Commerce

#### TRESPASSERS BEWARE

An amendment to the Railway Safety Act now permits railway police officers to charge trespassers under the act, which has stiffer penalties, including imprisonment, than previous legislation. An individual found guilty on indictment faces the possibility of a fine up to \$10 000, up to a year in prison, or both. The penalty for a summary conviction is a fine up to \$5000, imprisonment up to six months, or both.

When the Railway Safety Act came into effect on January 1, 1989, a provision in the previous act allowing for the prosecution of trespassers was left out of the new act. More than 20 trespassers have died on Canadian railway property this year.

—CP Press Release

#### SEA NEWS

##### ST. LAWRENCE SEAWAY

The St. Lawrence Seaway, stretching 3800 km from Anticosti Island in the east to the head of Lake Superior in the west, turned 35

years old in May, and is showing its age. The Seaway has never been less used, more in debt, or more in need of an overhaul.

After the recessions in the 1980s, the seaway lost most of its business. Cargo travelling through the seaway has dropped by half since the late 1970s — to 32-million tonnes last year. Shipments of U.S. and Canadian grain and iron ore from Québec and Labrador, the bulk of the seaway's business, are way down: 12-million tonnes of grain in 1992, compared with 23-million in 1980; 16-million tonnes of ore in 1992 against 26-million in 1979. Coal traffic has dropped 25 percent, largely because of power surpluses at Ontario Hydro, which has favoured nuclear production.

Costs have increased for the shipping companies using the seaway: an average \$17 000 a voyage to pass through 15 locks between Lake Superior and the Saint-Lambert Locks opposite Montréal, compared with \$1300 (in current dollars) when the seaway opened in 1959. The St. Lawrence Seaway Authority — the Crown corporation that runs the system on the Canadian side — has suffered annual deficits of more than \$10-million and has stayed afloat only by dipping into reserves from better years.

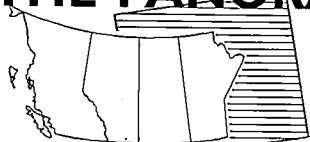
In recommendations made to the minister of transport, a number of questions were asked, including: should Ottawa continue subsidising CP and CN to the detriment of the seaway? In 1984, the new Western Grain Transportation Act resulted in grain shipments going through west coast ports instead of the seaway. Sixty percent of Canadian export grain used to go through the seaway, but this has declined to approximately 30 percent. The WGTA also led to the closing of a number of grain elevators in Ontario (e.g. at Port McNicoll, Tiffin, and Owen Sound).

The future is not all bad for the seaway. The Canadian Wheat Board says the elimination of agricultural subsidies in the current GATT will restore foreign markets for Canadian grain exports, which will improve seaway traffic. And this year, new coal shipments brighten the horizon. Coal shipments are expected to rise eight percent to 3.5-million tonnes as a result of increased market activity in Europe and on Canada's east coast, and less reliance by Canadian users on imported coal.

An overall traffic increase for 1994 of about two percent over last year is expected. For the fiscal year that ended March 31, 1994, the St. Lawrence Seaway Authority recorded a net operating loss of \$6.1-million. Higher tolls helped reduce the loss, which was \$11-million the year before. Traffic levels through the seaway in 1993 were relatively unchanged from the year before.

—Montréal Gazette, Ottawa Citizen and Canadian Press

## THE PANORAMA



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## BRITISH COLUMBIA RAILWAY

## BLOCKADE

Members of the Gitskan band from Fort Connely have blockaded BC Rail's Dease Lake extension. The blockade is part of a dispute between the Connely band and the Takla Lake band, which is part of a logging consortium. The blockade was first established in May, seeking to stop the flow of raw timber from what the Connely band claims is traditional territory.

A court injunction prohibiting the blockade was served in August. On August 30, the RCMP enforced the injunction and tore down the blockade. On August 31, two nearby bridges at MacLean Creek and Hudson Bay Creek (near Takla Landing) were destroyed by arson. The cost of replacing the bridges has been estimated at about \$3.5-million. Natives re-established the blockade after the bridge fires. BC Rail and a log transportation company are discussing a temporary way of moving logs, pending bridge replacement.

—Victoria Times-Colonist, Vancouver Province

## AMTRAK

## SEATTLE—VANCOUVER

An inspection train carrying Amtrak officials, including president Thomas Downs, operated from Seattle, Washington, to Vancouver on August 16. Power was Dash 8-32BH 511 (likely the first use of Amtrak's GE units north of Seattle), and the consist was Amtrak inspection car A10001 *Beech Grove*, and Burlington Northern business cars BNA 21 *Jefferson Pass*, BNA 23 *Stampede Pass*, BNA 3 *Red River*, and BNA 24 *Glacier View*.

The new target date for restoration of the *Pacific International* daytime train between Seattle and Vancouver is October 1995, a year later than planned.

—Dean Ogle

## CANADIAN NATIONAL

## ABANDONMENT APPLICATIONS

CN has applied to abandon two lines in southern Saskatchewan. The first application is for the Gravelbourg Subdivision, which runs west from Mile 53.2 of the Avonlea Subdivision, between Mile 0 at Gravelbourg Jct. and mile 7.9 near Claybank. The line was opened by the Canadian Northern in

1912. The Gravelbourg Subdivision was under abandonment prohibition until 2000, but this was removed on April 24, 1994. The line has been out of service since June 1991 due to a washout.

CN has also applied to abandon the track between Lewvan and Benson, Saskatchewan. The Lewvan Subdivision extends from Minard Jct. (the junction with the Lampman Subdivision) at Mile 0.0, to Whitmore (the junction with CP Rail in Regina) at Mile 115.5. If the abandonment goes ahead, the outer ends of the Lewvan Sub, from Minard Jct. to Benson, and from Whitmore to Lewvan, would remain in service.

## CANADIAN PACIFIC

## ROCK SLIDE AT FIELD

When a large rock slide closed the Trans-Canada Highway east of Field on August 3, hundreds of tourists were stranded for several days. Some residents of Field are concerned that there is a potential hazard from further mud slides, and claim that a new concrete snowshed over CP Rail's Laggan Subdivision, which has modified the natural slide path, threatens the highway.

The superintendent of Yoho Park agrees that debris flows from Mount Stephen have been magnified by CP's new snowshed. CP engineering staff do not believe that the railway's work caused the slide problems, but agree that the slides have been getting bigger over the years. Geologists familiar with the area say that there has been an increase of unstable material at the top of many slide paths as a result of glaciers receding over the last 150 years.

—Victoria Times-Colonist

## TOURIST RAILWAYS

## PENTICTON TOURIST TRAIN

The president of the Kettle Valley Railway Heritage Society says BC Rail will provide three 60-year old passenger cars from its "Royal Hudson" fleet for the planned tourist train operation near Penticton. CP Rail will donate a caboose and two track maintenance motor cars. The group plans to restore the KVR Summerland station.

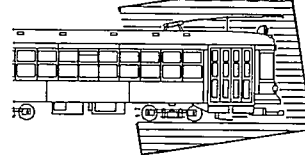
—FidoNet

## KETTLE VALLEY TRESTLES

There is a restoration society dedicated to preserving and reusing for hiking trails the wooden trestles that carried CP Rail's abandoned Kettle Valley Railway through the Myra Canyon, south of Kelowna. The Myra Canyon Trestle Restoration Society, which started with only six members, previously put planks on the first five trestles, Nos. 1 through 5 (counting east from Ruth). This summer, beginning with trestle 6, the Great West Fork Canyon Creek Bridge, the society continued with repairs to other trestles. Enough money has been raised to do trestles 10, 11, and 13.

—FidoNet

## IN TRANSIT



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## MONTRÉAL

## MONORAIL PROPOSAL

A consortium of companies, led by Daimler-Benz subsidiary AEG Transportation Systems, proposed to the Québec government that they would build, finance and operate a monorail system from Montréal's south shore to Canadian National's Central Station. As well as the \$365-million needed for the construction of the line and the equipment, real estate undertakings have been promised to the sum of another \$600-million. Other partners in the consortium are CN subsidiary AMF Technotransport; Tecsub, a Montréal engineering-consulting firm; and a Royal Bank real estate subsidiary. If the provincial government agrees to the project, the system should be up and running in about five years. It would take fourteen months to complete all of the necessary studies, followed by four years of construction.

AMF owns the rights to the monorail technology, and has been looking for a Canadian partner for some time. Easing some of the potential complications associated with an unconventional system is the fact that the technology already exists in Europe, and that the right-of-way will pass in areas where the land is already available. Called Sprint, the monorail would serve three stations, the two termini and an intermediate station on Île des Soeurs. It is estimated that the 10.4-km trip would take 12 minutes, at 80 km/h. The system has been designed to handle snow, freezing rain, and ice.

A real estate development company, Candarel, has offered to pay the cost of the Île des Soeurs mid-point station. The entire 18.2-hectare Île des Soeurs development, of which the terminal will only be one part, could cost up to \$600-million, and would include office buildings, a hotel and more than 1000 condominiums.

Like several other proposals in past years to improve transit links to communities around Montréal, the announcement was made during an election campaign. The mayors of Brossard, Verdun, and Montréal declared their support for the proposal, but were at the same time cautious, given its political motivation.

—Journal de Montréal, La Presse



## OTTAWA—HULL

### OC TRANSPO AND VOYAGEUR

In a bid to convince people that buses are a convenient way to travel, Voyageur Colonial has teamed up with OC Transpo to improve access to the bus line's Montréal-Ottawa inter-city services. Voyageur will use the Transitway and certain stations to provide more convenient downtown and regional stops for both inbound and outbound inter-city services. Details of the arrangement are still being worked out, but it is anticipated that customers will be able to buy Voyageur tickets at OC Transpo public offices and OC Transpo tickets at Voyageur's terminal.

—Ottawa Citizen

### PARK-AND-RIDE IN GATINEAU

Commuters in the eastern sector of Gatineau will be able to park their vehicles and ride to work on the bus come this fall. The Société de transport de l'Outaouais (STO) has begun construction of a terminal located at the corner of Labrosse and Saint-René Boulevard at a cost of \$970 000, 75 per cent of which will be paid by the Québec Ministry of Transport. Future plans also include bus-only lanes.

—West Québec Post and Bulletin

## TORONTO

### BATHURST LOOP RELOCATION

Tentative approvals have been received for the relocation of the TTC streetcar loop at the eastern entrance of the Canadian National Exhibition. The upcoming construction of a trade centre at the CNE will force the relocation of the loop, and the preferred alternative is to build a new facility farther to the south, using part of an Ontario Place parking lot. The relocation of the loop, and the associated extension of the 511-Bathurst streetcar line, has been approved by the TTC and by Metro Toronto.

The new loop will be south of Lake Shore Boulevard, and will better serve Ontario Place, while still being close to Exhibition Place. The loop will be built to designs prepared several years ago for the Waterfront West Light Rail line, one of the Rapid Transit Expansion Projects that passed the environment assessment stage, but has been put on hold by a lack of funding.

The new loop will cost \$18.5-million, and take approximately three years to build. The trade centre construction budget contains \$6.5-million for relocation of the loop, and the remaining \$12-million has not yet been committed by the provincial government. Removal of the existing loop could begin as early as March 1994. Plans for the 511-Bathurst route during the construction have not been finalised, but some streetcar operation on Bathurst will be retained.

### TRACKWORK UPDATES

The complete rebuilding of the grand union junction at King and Bathurst Streets, scheduled for the Thanksgiving Day weekend, has been delayed until next year. The supplier of some of the special-work castings could not deliver them by the agreed-upon time. They will arrive before Thanksgiving, but the TTC requires some lead time to test-fit the entire junction at the Hillcrest shops, before disassembling it and moving it to the site, and the castings would arrive too late for this. The intersection will instead be rebuilt during the Easter weekend in 1995.

Since buses had already been scheduled to replace streetcars on 511-Bathurst for weekends in October, the time without streetcars will be used to rebuild a section of tangent track on Bathurst, from Sussex to College. Bus substitution on 511-Bathurst is nothing new this year; buses were used in May, June and July as track was rebuilt along the route; for September, all service is given by buses on 511-Bathurst, as the junction at Queen and Bathurst is being rebuilt. Streetcar service has been maintained throughout most of the construction period on 501-Queen.

The track on Howard Park Avenue is also being redone in September and early October, from Roncesvalles Avenue to the entrance to the High Park Loop. Trackage on Howard Park Avenue has been a constant source of noise complaints from local residents, and the new steel-tie method of track construction is being used, so that the resulting track is stronger and quieter. At the last minute, it was realised that the wider excavation required for the new track construction method would not leave enough room for the replacement buses to safely use the narrow roadway. As a result, the buses have to divert around the neighbourhood, operating from High Park Loop to Dundas West Station, via Parkside Drive and Bloor Street.

When the narrow roadway on Howard Park was discovered, all upcoming track replacement projects were checked for the same problem, and it was found that the October replacement of 506-Carlton track on Gerrard Street, between Carlaw and Broadview Avenues, would also be too narrow for TTC buses. As a result, the replacement buses for this project will divert via Carlaw, Dundas, and Broadview.

## VICTORIA

### NEW SERVICE PLAN

The Victoria Regional Transit Commission has recommended improved service and the purchase of eleven more buses. The budget proposed by the commission, for implementation in 1995-96, would allow for institution of a new limited service 39-Royal Oak/UVic

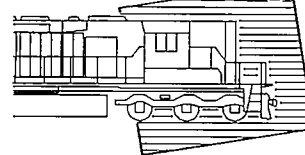
route to connect Saanich Peninsula buses to the University of Victoria, and provide a useful new crosstown service. This route operated during the Commonwealth Games, east on Royal Oak Drive to Cordova Bay Road, through Mount Douglas Park and along Shelbourne Street to McKenzie Avenue and UVic.

Service on the 51-Western Exchange/UVic route would be expanded to four trips in the morning and three in the afternoon. Service on a number of other present routes would be expanded.

### NEW STUDENT PASS

BC Transit is arranging for special discounted monthly and quarterly bus passes with large organisations such as UVic and Camosun College. With the discount, passes will require photo identification. The present passes are transferable. It is hoped that the discounts will encourage commuters to use the transit service rather than drive in single-occupancy vehicles.

## MOTIVE POWER



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## NOTES

### W&H PAINT SCHEME

Nova Scotia's new Windsor and Hantsport Railway will be painting its fleet of ex-CP RS23 units into maroon and grey, with block lettering, in the same style CP once used. Of the eight units purchased from CP upon the takeover of the former Dominion Atlantic line, seven are now painted in CP's standard "action red" scheme with CP Rail lettering, and one, 8037, is in CP red with Canadian Atlantic Railway lettering. —Marshall Karn, JC

### MODIFIED CPRS SCHEME

Former Delaware and Hudson GP38-2 7305 (a 1972-built ex-Lehigh Valley unit) emerged from Ogden shops on August 31 in the dual-flag paint scheme, as CPRS 7305. The unit differs from other newly-painted CP units in that it has the large reflective "CP" on both the front nose and rear end of the unit. This is the first D&H unit to be painted in the CPRS scheme. Sister locomotive 7311, in Ogden for an overhaul, will likely be similarly treated. It should be released from the shop by October 31. —Marshall Karn, JC

# OSR AND ST. THOMAS ENGINES

Ontario Southland Railway received the last of its four locomotives purchased from the Greater Winnipeg Water District. Ex-GWWD 102, a 1945-built GE 44-ton unit, left CP's Toronto Yard on September 16 on a flatcar on its way to St. Thomas for unloading.

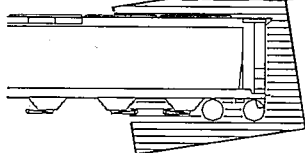
One of the OSR's other ex-GWWD locomotives, 103, moved Port Stanley Terminal Rail equipment to St. Thomas on the weekend of August 28 for display at the Elgin County Railway Museum's railway show. A two-car train of PSTR equipment, pulled by 103, gave public tours of the St. Thomas yard. No. 103 is still in its GWWD yellow-and-black paint scheme, with new green cabsides and PSTR lettering.

Also at the museum that weekend was an un-numbered ex-Atlas Steel GE 45-ton unit, recently arrived from Sorel, Québec. Built in 1939, the small switcher was the first diesel owned by the Wabash Railroad. As Wabash 51, it worked the shops and yard at St. Thomas for many years until 1960, when it was sold for industrial use. Newly purchased from Atlas Steel and returned to its former home, the unit is now part of the collection of the Elgin County Railway museum. Currently operational and in faded blue paint, it has been given the name "Tilley", and will be restored to its Wabash paint scheme.

## DIESEL DIVISION NEWS

CN's new order of high-horsepower units from GM's London plant are to be model SD70M-I, numbered 5600 to 5624. They will be delivered in mid-1995. These units will have DC traction motors, full-width cabs but normal-width hoods, and will feature the new isolated cab. The isolated cab was developed by GMDD and Conrail, and is structurally separate from the rest of the locomotive carbody, thus reducing noise and vibration for the crew. • AT&SF has ordered 25 SD70Ms, rated at 4300 horsepower, to be delivered between January and April 1995. • Two orders have been completed and shipped recently: the Southern Pacific SD70Ms, and the current batch of Burlington Northern SD70MACs. Recent deliveries include BN 9474 to 9485, and 9488. • During July and August, these orders were worked-on at London: Burlington Northern, Iarnród Éireann, Southern Pacific, Norfolk Southern, Algeria, and California. • One of the first F59PHM-Is for California, No. 2001, left London under a tarpaulin, on CP Train 505 at 17:30 on September 2, for Los Angeles. These units are for use on state-sponsored Amtrak trains and feature a very different streamlined fibreglass exterior shell, built by contractor Fibertek. Along with "Amtrak California" lettering, the locomotives have a new paint scheme and logo. Under the hood, they are similar to GO Transit's F59PHs.

# ROLLING STOCK



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## INTERMODAL ORDER

CN has leased 855 new domestic containers and 660 new chassis to meet an increase in demand for intermodal services. The equipment will be leased from Road Trailer Rentals of Unionville, Ontario, and has a value of over \$26-million. Compared to last year, CN's intermodal business is up by 27 percent. —*Montréal Gazette via Dave Morgan*

## VIA HEP II

The VIA HEP II programme to upgrade stainless-steel passenger cars for use in southwestern Ontario is underway. A mocked-up car is scheduled to be delivered this December, and the first completed car will be delivered next April. The first train with the refurbished equipment is expected to run in July 1995. There are a total of 33 cars in the programme, which is scheduled to be completed 10 months from the first car's release. Up to a half-dozen of the cars will be configured for VIA 1 service. In the meantime, some HEP I cars may be substituted for service in southwest Ontario. —*Richard Carroll*

## MONORAIL CONTRACT

Bombardier announced last month that it was selected by the Jacksonville, Florida, transportation authority to negotiate the supply of a fully automated monorail system to serve downtown Jacksonville. The \$75-million project will replace an existing system, installed in 1989, with Bombardier's UM III Monorail. The line will also be extended. The work will take 40 months to complete from the signing of the contract.

—*Toronto Star via Rex Rundle*

## MALAYSIAN SKYTRAIN

Bombardier and SNC-Lavalin announced a tentative agreement with the Malaysian government for a \$961-million contract to build a new rapid transit system in Kuala Lumpur. The line would be similar to existing ICTS operations in Vancouver, Toronto, and Detroit. The bid was selected over offers from French, German, and Japanese firms.

The 70 cars for the system will be built in Bombardier's Kingston plant. This is only the fourth sale of the twenty-year old technology, and the first overseas customer. A deal for a system in Bangkok came close to agreement, but was never finalised. The Malaysian con-

tract should be signed within six weeks, with a construction start soon after, and a possible opening before Kuala Lumpur's 1998 Commonwealth Games. —*Toronto Star*

## NEW N.Y. PLANT AND CONTRACT

Plattsburgh, New York, is the home of a future Bombardier railway rolling stock plant. The facility will be constructed at the soon-to-be-closed air force base. Coinciding with this announcement was another that Bombardier received a \$59.6-million order from New York's Metro-North commuter railroad.

—*Le Devoir*

## COACHES RETURN

More double-deck coaches and auxiliary power control units are returning from their stay on Metrolink in California. GO APCUs 905 and 907, and coaches 2015, 2025, 2026, 2027, 2028, and 2033 were moved by Union Pacific to Fremont, Nebraska, where they were interchanged to Chicago and North Western between June 16 and 19. C&NW took them to Proviso Yard in Chicago, Illinois, and transferred them to Conrail. Some were still enroute to Chicago on September 20, while at the same time other coaches were passing through Ohio on their way to Buffalo.

## COACHES TO QUÉBEC

The 58 single-level coaches that the Québec provincial government thought about purchasing for months and finally did are now being delivered. The following coaches were delivered to AMF on August 29: GO 1078, 1082, 1083, 1084, 1085, 1086, 1087, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1098, 1099, 1100, 1101, and 1103. On September 19, the following coaches left Toronto at 22:00 on a special CN train, No. B398, and arrived in Montréal the next morning: 102, 107, 1050, 1052, 1065, 1067, 1072, 1074, 9946, 9947, 9948, 9953, 9956, 9959, 9960, 9961, 9964, 9966 and 9971. Other coaches were to be similarly moved the following two days: 100, 101, 103, 104, 106, 1042, 1044, 1055, 1102, 1104, 1105, 7850, 7851, 9827, 9829, 9830, 9832, 9833, 9931 and 9932. Coaches 1081 and 1088 have been in Montréal for a number of months for promotional purposes.

## BACK COVER — TOP

BC Transit—Victoria low-floor bus 8004, a New Flyer D40LF, on Dallas Road, November 23, 1992. During the Commonwealth Games, this bus was named the *Spirit of Malta*.

—*Photo by Gray Scrimgeour*

## BACK COVER — BOTTOM

Bound for Hamilton from the ONR, a south-bound ore train is on the CN Newmarket Subdivision, just south of Gravenhurst, October 1, 1983.

—*Photo by Chris Spinney*

