

Rail & Transit



NOVEMBER 1994



Newsletter of the Upper Canada Railway Society

THIS MONTH

IN RAIL AND TRANSIT

3

CP RAIL IN THE THOMPSON CANYON

A Rail and Transit gallery, featuring
Rob Scrimgeour's photos.

6

TWO WEEKS IN WESTERN CANADA

Bill Reddy and his trip of a lifetime
in B.C. and Alberta.

9

RESEARCH AND REVIEWS

RAILWAY ARCHAEOLOGY . . .

. . . Along the Ottawa River's north shore

. . . Station names on the E&NA

INFORMATION NETWORK . . .

. . . Photo composition

. . . VIA's southwest Ontario speed-up

. . . Update on BC Transit "Spirit" buses

12

TRANSCONTINENTAL

THE RAPIDO CAR west-end sale

. . . VIA Metropolis fire

THE PANORAMA Grey Cup special

MOTIVE POWER CN's new GE units

IN TRANSIT New low-floor bus

ROLLING STOCK VIA surplus sale

THE TRAIN SPOTTERS Your sightings

ON THE CALENDAR

**Please note the temporary
change of location for the
December Toronto meeting**

Friday, December 16 — UCRS Toronto meeting, 7:30 p.m., at the *CHP Heritage Centre*, second floor, Cumberland Terrace, just above the Bay subway station at Bay and Bloor Streets. Please bring your slides.

Friday, December 16 — 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, January 20 — UCRS Toronto monthly meeting, 7:30 p.m. This meeting returns to the usual location, at the Metro Toronto Archives. Dave Spaulding will make a presentation on railway stations.

Friday, January 27 — UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTO

CP Rail SD40-2F 9024 is shown pulling an empty grain train eastbound out of Drynoch siding, after having met a westbound loaded grain train, led by SD40-2 5870. For more of this and other weekend action in the Thompson Canyon, see the illustrated article beginning on Page 3.

—Photo by Rob Scrimgeour, April 9, 1994



NUMBER 539 — NOVEMBER 1994

Newsletter

FURTHER INFORMATION

Tom Box sent some comments on "Two VIA Trips in Québec" (September 1994 *Rail and Transit*).

On the *Saguenay*, he says the Jonquière station couldn't have been built in the late 1980s, as he was there in July 1990, and it hadn't been built by then.

On the *Chaleur*, Tom corrects the article by saying that the CN Drummondville Subdivision is not a former Grand Trunk line. The GTR main line was what are now the Saint-Hyacinthe and Sherbrooke subdivisions, with a branch from Richmond to Lévis. The Drummondville Subdivision was built as the Drummond County Railway, and later acquired by the Intercolonial Railway of Canada (with trackage rights over the GTR from Sainte-Rosalie to Montréal). It was as part of the ICR that it eventually became part of CN.

(Of course I should have known the proper history of the Drummondville Subdivision. My only excuse is that I wrote the article late in the evening while travelling on the Queen of the North from Prince Rupert to Port Hardy, and didn't have any reference material close to hand. Naturally, I should have checked later. —PS)

Other comments from Tom:

"Your description of life in the Skyline car brought to mind the fact that this car is underused on the *Ocean*. They don't serve meals there, just snacks, and they don't serve alcohol, either. There's a cart service that sells snacks and drinks to coach passengers, meals are in the diner, and sleeping car passengers hang out in the *Park* car. So not much goes on in the Skyline."

MEMBERSHIP RENEWALS FOR 1995

With the October *Rail and Transit*, we enclosed a membership renewal form for most members. (Those with memberships expiring at other times of the year will receive theirs later.) Once again, there has been no increase in the dues, except this year for an adjustment to follow U.S.-dollar exchange rates.

PUBLISHED BY

Upper Canada Railway Society

P.O. Box 122, Station A

Toronto, Ontario M5W 1A2

EDITOR

Pat Scrimgeour

250 Queens Quay West #1607

Toronto, Ontario M5J 2N2

E-Mail: 73112.1037@compuserve.com

CONTRIBUTING EDITORS

John Carter, Art Clowes,

Scott Haskill, Don McQueen,

Sean Robitaille, Gray Scrimgeour,

Chris Spinney, Gordon Webster

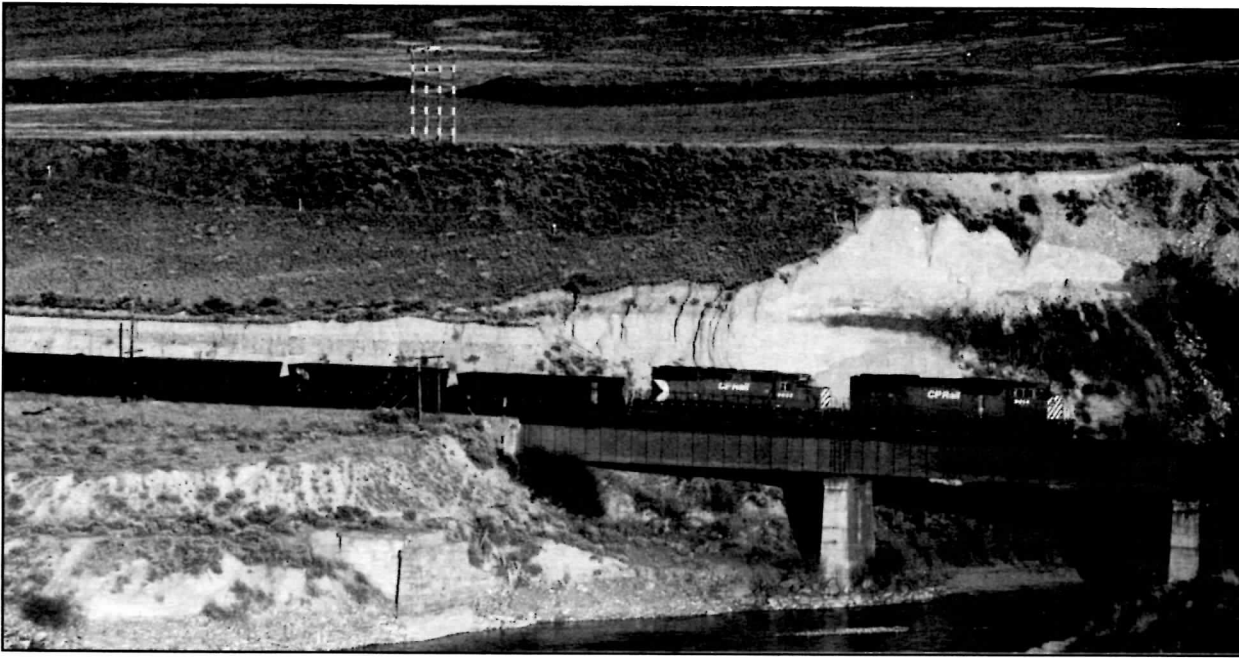
Please send news and short contributions to the addresses shown with each news section. Articles and photos should be sent to the editor at one of the above addresses. If you are using a computer, please use electronic mail or send a WordPerfect or text file on an IBM-compatible (5¼" or 3½") disk, along 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 \$35.00 (or \$27.00 in U.S. funds) 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.

UPPER CANADA RAILWAY SOCIETY DIRECTORS

John Carter, VP—Services	416 690-6651
Pat Semple, VP—Administration	416 923-9123
Scott Haskill, Secretary	416 604-2071
Art Clowes	514 934-5549
Rick Eastman	416 494-3412
Al Maitland	416 921-4023
George Meek	416 532-5617
Pat Scrimgeour	416 260-5652
Chris Spinney	416 281-8211

Completed November 27, 1994



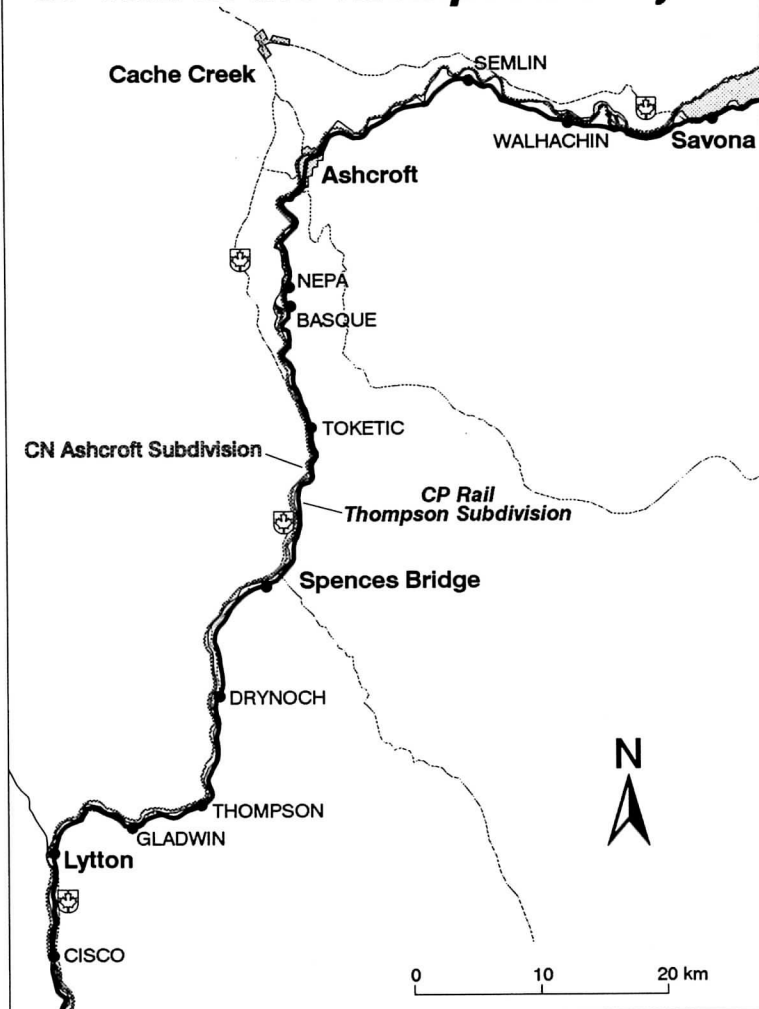
CP Rail in the Thompson Canyon

ART Gallery

Photos by Rob Scrimgeour



CP Rail in the Thompson Canyon



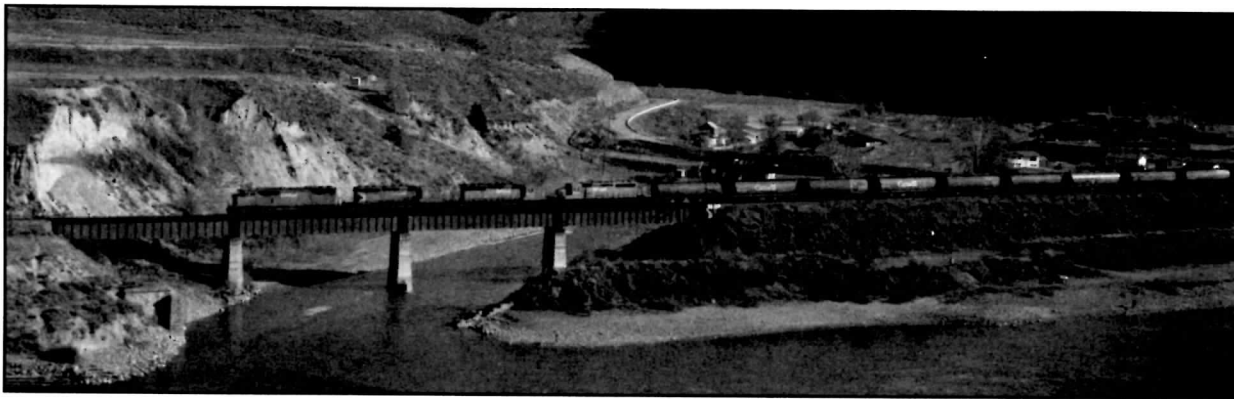
CP Rail Thompson Subdivision

0.0	KAMLOOPS.....	Yard
3.0	BENLEDI	Crossover
8.8	TRANQUILLE	End of two tracks
11.8	.....	Hot box detector
16.9	MUNRO	7085-foot siding
25.2	SAVONA	7725-foot siding
32.1	WALHACHIN	9460-foot siding
35.5	.....	Hot box detector
38.5	SEMLIN	9710-foot siding
47.3	ASHCROFT	8645-foot siding
54.8	NEPA	Connection to CN
55.9	BASQUE.....	7100-foot siding, connection to CN
60.5	.....	Hot box detector
64.0	TOKETIC	9230-foot siding
72.8	SPENCES BRIDGE.....	7350-foot siding
79.3	DRYNOCH.....	7380-foot siding
81.9	.....	Hot box detector
85.6	THOMPSON.....	7155-foot siding
90.1	GLADWIN	
94.9	LYTTON	7784-foot siding
98.1	.....	Hot box detector
100.3	CISCO	Connection to CN
103.9	KANAKA	7170-foot siding
110.8	KEEFERS	7045-foot siding
116.5	CHAUMOX	7160-foot siding
121.5	NORTH BEND.....	Yard

CP Frequencies Channel 7 – 161.535 MHz
 Channel 4 – 161.115 MHz

CN Frequencies Channel 1 – 161.415 MHz
 Channel 4 – 160.665 MHz





The Thompson Canyon

It was April 1994 and spring break: time to get away from school and see some main line railroading in a relaxed environment. From Victoria, there are quite a few good areas to choose from. There are the UP and BN along the Columbia River, BN's Stevens Pass, and, a favourite of mine, the BCR north of Lillooet. For this trip, I decided to go to the Thompson Canyon and camp at Goldpan Provincial Park. I decided to limit my self to just the area between Lytton and Ashcroft in an effort to stay relaxed and enjoy the holiday.

From Victoria, I took the ferry to Tsawwassen and then headed to New Westminster to visit Pacific Scale Rail. With my car all loaded up with railfan reading material, I headed east on Highway 7 following near CP Rail. This is a more interesting trip to Hope than the main Trans-Canada freeway, Highway 1. As you turn north up the Fraser Canyon at Hope, you feel quite confined after the broad expanses of the Fraser Valley to the west. North of Hope the canyon is heavily treed and limits the rail photography somewhat, but with time and effort there are fabulous views. At Lytton, the Fraser Canyon continues north towards Lillooet and the BCR, but the Trans-Canada and the railways turn east into the Thompson Canyon.

Lytton is a good place to top up the cooler, as the next grocery store is in Ashcroft; the road does have occasional restaurants and gas stations along it. East and north from Lytton, the canyon remains confining, but the area is more arid and the canyon slopes have fewer trees. This makes it much easier to find open views of the railway. Not far beyond

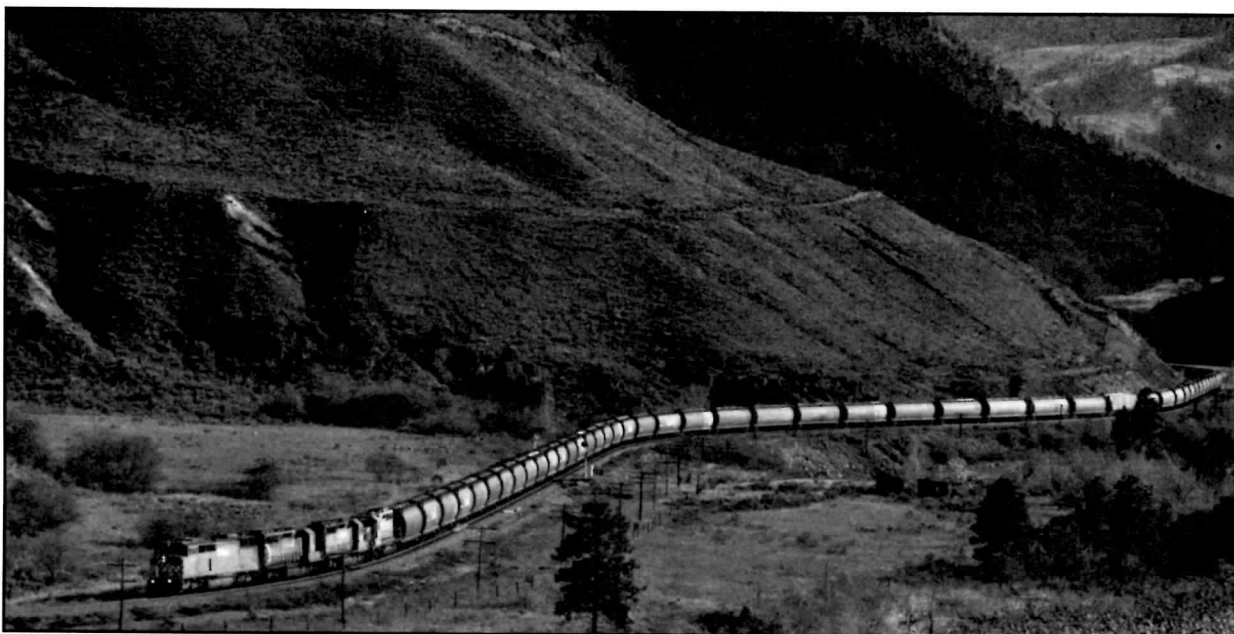
Photos:

Saturday, April 9, 1994, saw CP SD40-2F 9024 pulling an empty grain train east through the Thompson Canyon. We follow it through the canyon, starting in the siding at Thompson meeting a westbound, on Page 4. The cover photo shows it leaving Drynoch siding after meeting a loaded grain train. It passes over the mouth of the Nicola River just north of Spences Bridge at the top of Page 5, and is seen again north of Toketic at the bottom of Page 5. Later that same day, 9014 came west with a train of coal headed to Roberts Bank for shipment to the other side of the Pacific Ocean. I photographed it accelerating away from Toketic siding and again approaching Spences Bridge. These views are shown at the bottom and top of Page 3.

Lytton, about a third of the way to Spences Bridge, is Skihist Provincial Park. There are campsites on the uphill side of the road and a nice overview of CN's tracks a long way down on the downhill side. While I have not camped at Skihist, I think it would be a better choice for families and the less hard-core railfan as there are flush toilets and the trains' noises will be quieter. Being of unsound mind, I passed up Skihist for Goldpan. It turned out to be an economical choice as nobody came around to collect the camping fees. (At that time of year there was no running water, so the charges were waived.)

Goldpan Provincial Park is about two-thirds of the way from Lytton to Spences Bridge, and is a very tiny park with

Text continues on Page 8 →



Two Weeks in Western Canada

By Bill Reddy

A trip of a lifetime: two weeks touring British Columbia and Alberta. Since early in March of 1994, my wife and I had planned on going to the Canadian Rockies, and so when a flyer arrived from Mountain Outin Tours, we knew it was right.

On Sunday, September 11, 1994, we met at the Seattle-Tacoma International Airport, with 118 other railfans and friends, for a bus ride to Vancouver and an overnight stay in Richmond B.C. Our departure from the hotel on Monday morning was early, to be on BC Rail Train No. 1, leaving from North Vancouver at 07:00.

At the BCR depot, the Royal Hudson, 4-6-4 2860, sat dead, and we were told that it would not run again until the excursion trains resume next spring. On the station track was our train of eight RDC cars. In the lead were the cars we would ride all week, RDC-1s BC-10 and BC-11. Our departure was delayed due to a mistake by the tour bus company, as some of the people who had stayed in a different hotel arrived 15 minutes late. As our train left the depot, we saw the intermodal terminal and some cars, still lettered for Pacific Great Eastern, that looked to be in work-train service.

The first section of the railway, from Vancouver to Lillooet, is the Squamish Subdivision, 157.6 miles long. This part of the road passes through West Vancouver, a residential district, and above Horseshoe Bay, the gateway to Howe Sound. At Mile 28 is Porteau Cove Provincial Park on the shore of the sound. At Mile 40.4 is Squamish, which was the southern terminus of the railway until the extension south to North Vancouver opened in 1956. Squamish is the present location of the BC Rail shops. During the summer months, the Royal Hudson excursion trips run from North Vancouver to Squamish, where the passengers enjoy a few hours before their return.

From Mile 47 to Mile 61, the railroad climbs a 2.2 percent grade, following the spectacular canyon of the Cheakamus River. Along the route at Brandywine Falls, Mile 68, is a 280-foot-high bridge.

Whistler, at Mile 73, is an interesting community, now an internationally-known ski resort and formerly a garbage dump. The next large town, at the north end of the Squamish Subdivision and therefore a crew-change point, is Lillooet. During the school season, BC Rail operates a one-car train each morning north from Seton Portage to Lillooet, picking up school children at various locations and road crossings. This may be one of the only school trains still in service on the North American continent.

The Lillooet Subdivision extends from Lillooet to Williams Lake, Mile 312.7 (the mileages are continuous from North Vancouver, Mile 0.0, to Fort Nelson, Mile 979.4). Just north of the Lillooet depot, at Mile 160, the railroad crosses the Fraser River and over the next 28 miles, the line climbs over 3000 feet on a 2.2 percent

grade to the Cariboo Plateau. Williams Lake is another crew change point.

The BCR line is single-track, and freight trains are often required to hold the main track at various passing sidings. Part of the regular routine is that passenger train will enter the sidings to clear the main track for these long freights. Many of the freight trains require mid-train slave units and most trains still carry a caboosse.

From Williams Lake to Prince George, our train travelled over the Prince George Subdivision. Prince George is the north end of regular passenger service, but there seems to be a demand in the area to extend the service north, perhaps as far as Fort Nelson.

Prince George is a community of 70 000 people, the site of several wood processing plants, and the interchange point between BC Rail and the CN Jasper-Prince Rupert line. At one time, CN had considerable shop facilities at this location. Among the interesting sites in Prince George is the Central British Columbia Railway and Forest Industry Museum, located at Cottonwood Park, behind the CN shops. There are five diesel locomotives at this location, along with CNR 4-6-0 1520, built by the Canadian Locomotive Company in Kingston in 1906 and previously on display at Saint-Constant, Québec.

Our tour group left BC Rail on Monday night at Quesnel, and we spent the night at the Tower Inn there. On Tuesday morning, we departed by motor coach for a visit to Barkerville, a restored gold-mining town, then to our hotel in Prince George.

On Wednesday, September 14, we boarded our special train consisting of RDC cars BC-10 and BC-11 at the Prince George yard office, with an 08:00 departure for Chetwynd. At this location, part of our group split for a bus ride up to Fort St. John, while the balance of the group continued by train. On this part of the trip, we had two photo run-bys.

The Chetwynd Subdivision is 168.1 miles in length, and between Mile 521.1 and Mile 545 at First, the track may be used by either diesel-electric power or electric locomotives from the Tumbler Subdivision. Our train covered the Chetwynd Subdivision in about six hours, after which we boarded another motor coach, for a look at the Peace Canyon Dam. This is one of the more interesting hydro-electric operations in British Columbia, and the visitors' centre is open to the public almost every day of the year.

Our arrival at the Pioneer Inn in Fort St. John was by motor coach, but our RDC train made a ferry movement to Fort St. John to meet us there.

On Thursday morning, some passengers who wanted to ride over the Alaska Highway boarded buses for Fort Nelson, and the rest of us remained on the train for our trip there. The Fort Nelson Subdivision is 250.8 miles in length, and Fort Nelson is some 978 miles from North Vancouver. At Fort Nelson, we were met by a delegation

of RCMP officers. After our dinner, we had the opportunity to learn about their mission and to ask the questions that many of us had about this world-famous police force.

Fort Nelson is the current end of the BCR, but with the expansion of the lumbering and mining industries, it may not be the end forever.

On Friday, September 16, we returned to Fort St. John, where we spent another night, awaiting our ride on Saturday over the Dawson Creek Subdivision. Dawson Creek, B.C., is a most interesting town. It is the home of a museum housed in the former Northern Alberta Railway station and covering the history of the NAR. Next to the museum is a grain elevator which has been converted into an art museum. Dawson Creek is also an interchange point between the BCR and the CN (former NAR) Grande Prairie Subdivision. The Peace River area of B.C. still has extensive wheat fields and therefore grain elevators. CN runs several times a week into Dawson Creek, while BC Rail operates a tri-weekly train from Chetwynd to Dawson Creek and return. BCR facilities at this location are small compared to some of the other terminals we visited, but they are sufficient for the volume of traffic now generated.

On Sunday morning, we once again boarded our motor coaches, this time heading for Tumbler Ridge, where we enjoyed an elegant buffet at the Tumbler Ridge Inn while our train deadheaded to Murray on the Tumbler Subdivision. On our way from the Inn to meet the train, our motor coaches were delayed by the permafrost in the highway and although it was a Sunday, highway crews were busy repairing the highway. At Murray, we were able to look at the one-stall engine house.

The Tumbler Subdivision is 82.3 miles in length, and has the two longest tunnels on BC Rail. The longest of these is the Table Tunnel, 5.6 miles long, with portals at Mile 34.1 and Mile 39.7. The next-longest is the Wolverine Tunnel, 3.7 miles long, with portals at Mile 43.6 and Mile 47.3. There are also two shorter tunnels, one at Mile 49.6, 800 feet in length, and a 1200-foot one at Mile 53.5. So that ventilation equipment would not be needed in the long tunnels, the line was electrified when it was built. There are seven electric units, class GMF 60E, numbered 6001 to 6007, all built by General Motors in 1983 and 1984.

This subdivision is set up so that empty coal trains can loop around the coal loading facilities, and load coal without stopping. There is a pattern of operations that calls for two coal trains per day over the Tumbler Subdivision, with an occasional extra. These unit coal trains carry a CN caboose, a run-through from Prince Rupert. The electric locomotives are usually replaced by CN diesels at Wakely, but the BC Rail crews handle the trains as far as the interchange at Prince George. CN crews then take the trains west to the export terminal at Ridley Island, just outside Prince Rupert.

The highlight of our trip was a meet at Whitford with an eastbound empty coal train heading toward Murray. Our RDCs took the siding and we found a good area to photograph both trains. The coal train operation is state-of-the-art, with several inspection points and dragging-

equipment detectors at at least four locations.

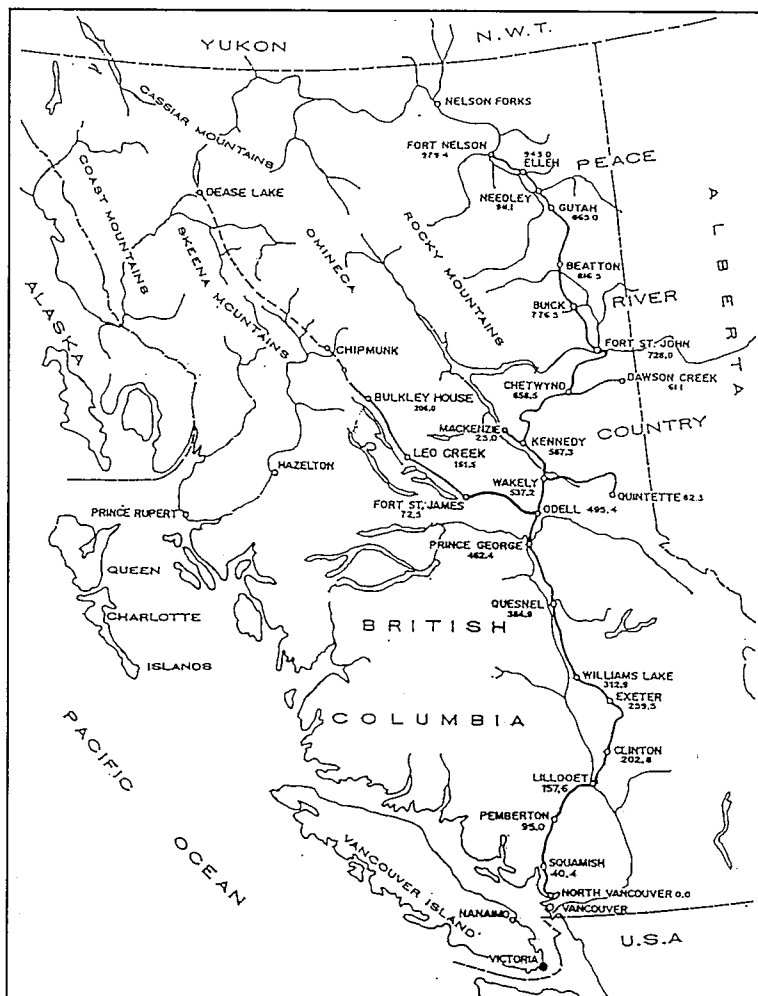
Our arrival in Prince George was a bit late, and we all headed for the hotel. Part of the group rode Train 2 back to North Vancouver on Monday morning.

The balance of our group left on Monday morning for Jasper, by motor coach on the Yellowhead Highway. We stopped at the Alpenrose Restaurant for a German buffet. With an arrival in Jasper around 16:30, many of us took the opportunity to ride the aerial tramway, which overlooks the entire valley below.

After our arrival at the hotel, my wife and I decided to walk downtown. Here on display beside the VIA station was CN 4-8-2 6015, a CLC-built locomotive. We were impressed by the town of Jasper. Elk roam about the streets with ease, while traffic slows down to allow their passage. The town is home to a good-sized yard on the east side of town. The depot is classic CN and is used by both VIA and the Great Canadian Railtour Company.

VIA's tri-weekly trains that serve Jasper are the *Canadian*, Trains 1 and 2, between Vancouver and Toronto, and the *Skeena*, Trains 5 and 6, between Jasper and Prince Rupert.

From May to October of each year, the Great Canadian Railtour Company's *Rocky Mountaineer* operates on a two-day trip from Vancouver to either Jasper or Banff and Calgary. These are based on a four day cycle. On Day 1, from Vancouver to Kamloops, these are combined trains, operating over CN. The train stays



overnight in Kamloops, and on Day 2, one part of the train, using CN, goes to Jasper, and the second section of the train operates over CP Rail to Banff and then on to Calgary. This process is reversed on Days 3 and 4. Passenger locomotives Nos. 7488 and 7498 are B36-7s leased from the Santa Fe through General Electric Leasing Co., and are painted blue. There are 22 assorted passenger cars owned by GCRC, and all are former VIA, and before that CN, cars.

On Tuesday morning, September 20, we were back on the motor coaches for our ride to Banff, with a side trip on the way to the Columbia Icefields, a most impressive sight. After reboarding our motor coaches, we had lunch at the Chateau Lake Louise. The vista at this inn, operated by Canadian Pacific Hotels and Resorts, is magnificent, and I could only wish for a longer stay. As we travelled down the Bow Valley Parkway, we passed "Morant's Curve," at Mile 111 of the Laggan Subdivision, perhaps the most famous photo location on the Canadian Pacific Railway. Our arrival in Banff was late in the afternoon.

Wednesday was a free day, to relax, shop, and visit the local museums. The highlight of the day was a visit to The Caboose steak-and-lobster restaurant, located inside the CPR station. The place is lined with old photographs and artifacts all relating to the railway. The owner is a retired CP Rail trainmaster. Our dinner menu consisted of Alberta prime beef, with an elegant wine from the Okanagan Valley. To add to the flavour of the evening, during our dinner, several trains flashed by in each direction.

Thursday morning, September 22, our group of 42 passengers assembled at the Banff depot for our departure on the westbound GCRC *Rocky Mountaineer*, non-stop to Kamloops except for the crew-change stops at Field and Revelstoke.

The train travels over the Laggan Subdivision from Calgary to Field. Perhaps the most spectacular portion of the trip is over the Laggan and Mountain subdivisions, through the Spiral Tunnels, over the Stoney Creek Bridge, through the five-mile Connaught Tunnel, and west to Revelstoke. The steep grades in the Rocky and Selkirk mountains, were the reason for the development of the CPR's 2-10-4 Selkirk-type locomotives. To handle a train through these mountains, the engineer must know every foot of the railroad. Places where land slides occur are protected by slide-detector fences.

West of Revelstoke, the train passes through Craigellachie, where the last spike was driven in 1885 to complete the CPR, then along the shores of the blue, sparkling waters of Shuswap Lake, and on to Kamloops. Kamloops is a city with diversified industry, and is an interchange point between the CN and CP transcontinental lines and the CN line into the Okanagan Valley. The old CNR station in town is boarded-up, but its platforms are still used by the *Rocky Mountaineer*, as passengers transfer from the train to the shuttle buses that take them to their hotels.

Friday morning was our last day on the train. From Kamloops, we travelled west on the CN down the Thompson and Fraser canyons, by such places as Jaws of Death Gorge and Jackass Mountain. Boston Bar is a

crew-change point, and just south of there is Hell's Gate Tunnel. By Chilliwack, the canyon has widened into a valley with good farming country. Here, I saw the tracks of the Southern Railway of British Columbia, lined by the steel poles that are a reminder of the former British Columbia Electric Railway, at one time the longest interurban electric railway in Canada.

The distance from Chilliwack into Vancouver is 76 miles, and the train followed the CN Yale Subdivision to the Fraser River Bridge in New Westminster, then the Burlington Northern New Westminster Subdivision, and then on CN tracks into the VIA station. After our arrival in Vancouver, we boarded the chartered motor coaches for our return to Seattle and the next morning's departure on Delta Airlines for Atlanta and then Buffalo.

My wife and I plan to return to British Columbia in the fall of 1995 for our next adventure. The people of BC Rail virtually gave us their railway during the time that we were there. This trip should not be missed and is well worth the time and effort. ■

CP Rail in the Thompson Canyon

→ *Continued from Page 5*

just a few campsites squeezed between the highway and the water. Located on the bank of the Thompson River, you hear that soothing sound, but you also hear all the trucks and cars passing. Just above the highway is the CP Rail track and the CN is across the river. When trains go past there is no way you can miss hearing them either. The temperature did get down below 5°C overnight while I was there, so I was glad to have a warm sleeping blanket.

For those who prefer a warm bed, a shower, and a quieter night, there are many motels further north in Cache Creek. But these are nowhere near the railway, so instead I would recommend staying in the motel at the north end of Ashcroft. It is nicer than those in Cache Creek and was comparable in price last time I stayed there. After you cross the bridge into Ashcroft, turn left down the hill into a small park; the motel is located beside the park. If you get a room facing the river you can watch the CN on the west bank.

Now, to trains. In a word: lots. Both CN and CP run more trains than you can photograph. Both railways have slow times, but these usually do not coincide. For me, the most photogenic trains are the unit trains. Long strings of identical coal or grain cars have a nice graphic quality and do not overwhelm the scenery, while trains of mixed cars can look more distracting. The photos accompanying this article are all of unit trains.

I woke up on Friday, April 9, to a misty, rainy day. A wonderful day for using black-and-white film to get nice mood photos, but not so nice for sitting outside. I enjoyed a good day of railfanning, but did too much sitting in the car. Saturday was much nicer and clear all day, and again I had a good day of railfanning with much more activity out of my car. Sunday was another wonderful day, but I had to pack up the tent and start for home. As I travelled south, there was a line of clouds south of Lytton. From there, all the way back, it was heavily overcast with a occasional rain. I guess it was nature's way of telling me my short holiday was over.

The Thompson Canyon is one of many fabulous areas in British Columbia, and possibly the busiest place in Canada as far as trains go. It is certainly deserving of more than just a quick drive through. Stay a day or two; relax. ■

Research and Reviews



Just A. Ferronut's

Railway Archaeology

Art Clowes

1625 ouest, boul. de Maisonneuve, Suite 1600

Montréal (Québec) H3H 2N4

E-Mail: 71172.3573@compuserve.com

Gee, it is that time of the month to turn on the computer and see what one may find of interest. I had planned for an article with a map of railway lines in northern Québec, but the great weather over the past month has tended to keep my computer in the off mode, so we will have to browse some computer files this month. With luck, I will get the map done before next month. However, on the positive side, the weather did entice me to do some wandering.

Along the old rail lines to Ottawa

A trip to Ottawa's Railfair '94 model railway show was an excuse to take Québec Highway 148 along the northeast side of the Ottawa River from Montréal to Ottawa. This area along the east side of the Ottawa River was once criss-crossed by the lines of the Canadian Northern Ontario Railway, the Great Northern Railway of Canada, the Carillon and Grenville Railway, the Saint-Eustache Railway, and the only remaining line, the Québec, Montreal, Ottawa and Occidental Railway. All except the last two companies were part of the Canadian Northern-Canadian National family of railways.

Highway 148 stays northeast of the Canadian Northern Ontario's former line over the approximately 25-mile section from Saint-Eustache to Lachute. At Lachute, the Québec, Montreal, Ottawa and Occidental Railway crosses Highway 148 and then parallels it most of the way to Hull. This line is now Canadian Pacific's Lachute Subdivision, extending from Sainte-Thérèse to Hull and over the river to Ottawa. Sainte-Thérèse, at the eastern end, is the junction with CP's Sainte-Agathe Subdivision and still has its single-storey frame station, which is painted nearer to a pumpkin orange than to CP red. This station houses CP radio transmitting equipment.

Lachute also was served by the Great Northern Railway of Canada's line that came west from Joliette and Saint-Jérôme to join the Canadian Northern line at Cushing Junction northwest of Lachute. The Canadian Northern used the Carillon and Grenville Railway from about Cushing Junction to Grenville, then crossed the Ottawa River to Hawkesbury, Ontario.

At Lachute, the classic Canadian Pacific station is presently being used by government services in the community. This single-storey structure, brick with stone trim, is the small-town version of the distinctive "chateau-style" structures which were a CPR trademark during the golden age of passenger trains. The building, with its hip roof and wide overhangs, sits on a stone foundation that extends up to the bottom of the windows. An article in the January 1930 *Canadian Railway and Marine World* states that this depot, located 44.1 miles from Place Viger station in Montréal, was officially opened on November 22, 1929. It goes on to state that the civic ceremony was presided over by the Mayor, and attended by the CPR's Laurentian Division superintendent and other officials.

Eleven miles west of Lachute, the single-storey brick station at Marelans sits on the south side of the track between it and the highway. This boxy spartan station has that no-nonsense efficient look common among structures built in the 1950s.

At Grenville, on the east bank of the Ottawa River across from Hawkesbury, the roadbed approach and east abutment of the old Canadian Northern bridge is easily spotted about a quarter of a mile downstream from the highway bridge.

A little closer to Hull, 30 miles from Lachute, is the small community of Montebello. This village was spotlighted by railway enthusiasts in the late 1980s as the community purchased and relocated its relatively large log station. This log station, dating from the days of the Québec, Montreal, Ottawa and Occidental Railway, was relocated to the west side of the main street (Highway 148), where it has been restored, with the logs now in natural varnish.

We were soon in Ottawa, where we spent an enjoyable few hours at Railfair, seeing friends, looking over the varied model displays, and browsing through the booths with their wares of books, photos, and modellers' supplies.

Sun Youth show

Now that it was November, it was time to visit the Sun Youth's eighth Model Train Exposition, here in Montréal. This is my third year at this show and I always find it interesting, perhaps because it is different. Sun Youth, the sponsors, are not a railway group, and the show is spread over three floors of an old school. The model displays cover the full range in scales and in skill levels. Others must also find this show worthwhile, for if I

read the flyer correctly, there will be two shows next year: one in March as well as the regular one in November.

A Montréal excursion

No, don't worry about getting your tickets, because you're too late! Back in July 1993, *Rail and Transit* carried an article as part of the celebration of the 50th anniversary of the opening of the present Central Station. This station was the successor to the Tunnel Terminal, which was the Montréal end of the Canadian Northern line from Ottawa via Hawkesbury, mentioned above. Before Central Station was built, trains could only reach the Tunnel Terminal through the Mount Royal Tunnel. Physical work on this tunnel started in June 1912 and numerous stories have been written about it and its construction.

The other day, I came across a letter and footnote concerning the first excursion through the tunnel. This letter, dated April 17, 1917, was from T. S. Darling of the Canadian Northern Montreal Land Company to Gérard R. Ruel, Esq., Canadian Northern Railway, Toronto, and stated:

"The work on the tunnel is practically completed. They are now laying a standard gauge track and have three new electric motors which will haul the regular trains. Contracts have been let for the excavation of the Station site between Cathcart and La-gauchetière Streets and for the erection of a City Station.

"We would be very pleased if you could be present for the first trip through the completed tunnel running over the standard gauge tracks and hauled by one of the large electric motors.

"If you are able to be present, we will meet at the shaft, Corner Dorchester & St. Monique Streets, promptly at 2:30 o'clock p.m. on Sunday, April 22nd."

This letter contained the following very interesting footnote: "In order to reach the train it is necessary to walk down the stairs at the Dorchester Street shaft to a depth of about 45 feet, and then walk through the heading gangway for about 500 feet. The stairs are narrow, steep, and not at all easy to go down or up. The gangway is, in places, low, so that you will have to stoop to avoid striking your head on timbers, and it will be unwise for anyone to wear clothing that will be damaged by dirt. The train will merely run through the tunnel to the West Portal and back, without stopping to let passengers off for local inspection."

Perhaps not the excursion for photography, but nevertheless an interesting one. I visualise a sunny warm spring day, with groups of men, dressed in suits and top hats, standing, pointing towards the holes in the ground and Mount Royal, discussing this great engineering project. Shortly, chauffeured automobiles arrive with senior Canadian Northern officers including perhaps G. R. Ruel, and a number of city and government officials, stepping out again with suits and top hats for their descent into the bowels of Montréal and their trip through the new tunnel behind an electric locomotive.

Station names along the E&NA

You can credit (or blame) Broadcast News for this section, since they reminded me that November 9 was the anniversary of the first through train from Saint John to Halifax, in 1872. My checking showed that November 9, 1872, was also the date for the opening of the last 76 miles, between Truro and Amherst, Nova Scotia, on this route, and the date of the purchase of the European and North American Railway by the Intercolonial Railway. At that time the line was broad gauge, 5'-6". This route wasn't converted to standard gauge until June 18, 1875.

As I looked through the history, I noted the variety of station names along this route. Many stations have names borrowed from places in Europe. Some are named for people of national importance or with local impact. Others have names with roots in the aboriginal languages. The Maritime provinces probably have more than their fair share of station names from this last group. A closer look at these names shows that some are made up of a combination of bad Maliseet and equally bad English. Some people decry that the early railways imposed poor substitutes for some of the original names. The portion of this route from Saint John to Moncton is perhaps a good place to look at some of these naming practices.

This line, currently CN's Sussex Subdivision, was built by the European and North American Railway and was opened in sections. The first was the three miles from Saint John to Moose Path, opened on March 17, 1857. The last to be completed was the 45 miles west of Moncton, on August 1, 1860, when the line was opened for through traffic from Saint John. (A photo taken three days later at Saint John was on the cover of the September 1993 *Rail and Transit*.)

An E&NA 1868 timetable listed the following among its stations on this line: Saint John, Moose Path, Torryburn, Appleby, Rothesay, Quispamsis, Nauwigewauk, Ossekeag, Passekeag, Norton, Apohaqui, Sussex, Plumweseep, Penobsquis, Portage, Anagance, Petitcodiac, North River, Salisbury, Boundary Creek, and Moncton.

- *Saint John* was named in the honour of St. John on whose day it was first visited by white explorers.

- At the other end of the subdivision, *Moncton*, originally named "The Bend," because of its location at the bend in the Petitcodiac River, was renamed to honour Lieutenant Colonel Robert Monckton, a British Army Officer who led a number of the early attacks on the Acadian settlers in the area. Moncton's first station was a quaint little frame structure between Main Street and the railway just west of the present highway underpass.

- *Moose Path*, three miles from Saint John, is descriptive enough, and *Torryburn* and *Appleby* reflect a background of early settlers.

- *Rothesay*, spelled Rothsay (probably in error) in the 1868 timetable, was originally called Nine-Mile House for its distance from Saint John, and later Kennebecasis Station. Kennebecasis, the name of the adjacent river, is derived from the Maliseet words "Kennebec" meaning snake and "sis" meaning little.

In 1860, the Prince of Wales, who later became King Edward VII, visited New Brunswick and made the journey from Saint John to Kennebecasis Station. (It is this train that is shown in the photo on the cover of the September 1993 *Rail and Transit*.) To commemorate this event, Kennebecasis Station was renamed Rothesay, in honour of one of the Prince's titles, Duke of Rothesay.

- *Quispamsis* developed from a "shanty town" that was not planned but was established accidentally Irish labourers, needed for work on the railway and other area projects, and grew into a town after the church was built.

- *Nauwigewauk*, is another Maliseet place-name. As a kid, I remember the local folk-story as to how this village got its name. A mother was travelling with her young child named "Wigie" along the Kennebecasis. The child kept complaining about having to walk and wanted his mother to carry him. Eventually, the mother got frustrated of the complaints and gave Wigie a few swats on the behind, and said "Now, Wigie, walk!"

- *Ossekeag*, 22 miles from Saint John, got its first train on June 18, 1859. At the time, Ossekeag was nothing but a swampy stop along the railway. Nearby was Hampton Village, and as time went on Ossekeag started to grow because of the railway. It was renamed Hampton Station as more and more important businesses and offices located near the railway.

- Nearer Sussex is *Apohaqui*. The first settlers here named the community Studholm, honouring an early settler, Major Guilford Studholm. The railway changed this to Apohaqui which means "meeting place of the waters" in Maliseet.

- Three miles east of Sussex is *Plumweseep*. To the first immigrants it was Salmon River,

but became Plumweseep, Maliseet for "salmon and river."

- Stone's Brook became *Penobsquis* with the coming of the railway. Penobsquis is normally translated as Maliseet for "a stone and a brook," although others interpret it as meaning "little fish."

- *Anagance* is 61 miles from Saint John and five miles east of another station called Portage. Anagance comes from the Micmac "oo-ne-gunce," which means a portage. This is the area where the headwaters of the Kennebecasis and Petitcodiac rivers are the closest and hence a historic area long established for portaging between these two waterways.

- *Petitcodiac* is a name that shows up quite frequently in southeastern New Brunswick. As indicated above it is the name of a river that flows through Moncton and is also the name of a village about 25 miles west of Moncton on the E&NA. Petitcodiac has been recorded as being spelled almost a dozen ways, and is from the Micmac word "pet-koat-kwee-ak" that means "the river bends in a bow."

These are some of the names highlighting one 90-mile section of railway line in New Brunswick. Imagine the possibilities across the country!

Heritage stations

Before leaving stations, the federal cabinet has issued an order-in-council permitting Canadian National to sell its Jasper, Alberta, station to Parks Canada. The Minister of Canadian Heritage will be recommending that the cabinet also authorise the sale of the CN station at Nakina, Ontario, to the community. Both of these stations carry the heritage designation under the Heritage Railway Stations Protection Act.

While it has nothing to do with a designated heritage station, there was an interesting news item in the September 1927 *Canadian Railway and Marine World* about the clock in the then-recently-abandoned Union Station near Simcoe Street in Toronto. The report states that the large clock from the tower of that station was purchased by a gentleman in Huntsville, Ontario, and was presented to that town, 142 miles north of Toronto.

Vancouver

A while back, I wound up spending a Saturday in Vancouver. After a leisurely breakfast I wandered down to the harbour on Burrard Inlet and from Granville Square, next to the former CPR station, I watched the SeaBus cross the inlet and people scurry between its dock and the SkyTrain terminal attached to the CPR station. As I stood there, noting a SkyTrain set parked on its tail track next to CPR private cars *Van Horne* and *Shaughnessy*, I had to wonder what these gentlemen would think if they could see this terminal today.

The CPR's elegant station has been restored and is used by many commuters as their terminal to connect with the SeaBus to cross Burrard Inlet to North Vancouver or the SkyTrain for their commute to Burnaby, New Westminster, or Surrey. The upper floors of the station are now commercial offices. The main concourse or passenger waiting area has been restored with its frieze of panels around the outer walls with scenes from along the CPR route through the mountains. This work is accented with a few panels of dark scrollwork patterns of the buff upper walls. This sets off the deep-panelled flat ceiling. The exterior brickwork of this station is painted brick red with the row of large columns across the front now a cream colour.

It was then time for a relaxed trip on the SkyTrain to kill some time and then a trip over to the VIA station on Main Street. This former CNR station is a large greystone two-storey structure. The station has a stub-end track arrangement, and the railway access is via Burlington Northern's line. VIA has restored this station. It, like the CPR's, has a flat ceiling with deep panels. The pilasters along the walls have been done in dark green. The columns around the main concourse have a polished light grey marble dado or base. The ceiling panels are cream with their mouldings accented in reds. As part of this modernisation, the south portion of the main hall has a news stand, a barber shop, and more importantly a intermodal terminal for several bus lines. The centre of the main hall has an information counter with a large restored clock. In the northwest corner is a restaurant ready to feed the travellers over the next decade — a McDonald's.

A few more 1872 GTR brownies

Back in May, I listed a few punishments inflicted and rewards given ("brownies") by the GTR to their employees back in 1872. Here are some more:

- *Rule G* - A brakeman from Buffalo was dismissed for being the worse of liquor, disorderly, and impertinent to agent at Port Huron while No. 6 was waiting at that station, also for being the worse of liquor when on duty at Stratford.
- *Train speeds* - A Toronto conductor was fined 50 cents for running with No. 25 train from Georgetown to Toronto at a greater speed than allowed as per time table.
- *Blocking main line* - A Toronto conductor was suspended for a week after causing a detention of 15 minutes to Nos. 1 and 6 passenger trains by occupying the main line at Bowmanville on the time of those trains.
- *Fire prevention* - A London car checker was rewarded two days' pay for his vigilance in discovering a fire in a pile of lumber near the station, and for his promptness and energy in getting it extinguished.

Information Network

Item 43

Beare Road photo composition

Message from: John Reay

The picture on the back cover of this issue of an over-under "meet" at Beare never actually happened in real life. Both trains were photographed separately, about ten minutes apart, at the Beare Road overpass south of Plug Hat Road (near the Scarborough-Pickering town line). I have been frustrated on several occasions when trying to get the perfect meet at this location. The advent of image-editing software for personal computers allowed me to create the image I have never managed to get in real life. Both slides were transferred to a Photo-CD. I then used Aldus Photostyler to cut the picture of the CP M630s and paste it onto the picture of the CN *Laser* train. The join is just at the bottom of the CP line's ballast. Since the photos were not taken from exactly the same location, I had to resize the CP picture so that the bridge would fit realistically on the bridge support.

Item 44

VIA October 1994 schedules

Message from: Richard Carroll

With the October 30 acceleration on the Toronto-Windsor route, a whole new set of running times can now be placed under the "best-ever" column for these runs. The three key ones are: Toronto-London, 1 h 47 min (the best previous time was 1 h 53 min in 1987); Toronto-Windsor, 3 h 35 min (was 3 h 45 min in 1973); and London-Windsor, 1 h 38 min (was 1 h 40 min in 1966). An interesting point is that all the new best times are eastbound runs, and all the previous ones were westbound.

Oddly enough, although the schedule now sets new standards for minimum times for virtually every city-pair combination on this route, it does not establish a new benchmark for start-to-stop average speed. The fastest point-to-point average on the new timecard is 68.9 m.p.h. (Train 74, Chatham to London, 64.3 miles in 56 minutes). But way back in 1962, a pair of trains was carded at 29 minutes for the 33.9 miles from Chatham to Glencoe — a 70.1 m.p.h. average.

The slightly-improved 1 h 48 min best run between Toronto and Niagara Falls inches closer to the 1 h 45 min best-ever time, from 1971.

East of Toronto, Train 56 is now scheduled at just 2 h 39 min from Toronto to Brockville; a better time has not been published. And to the best of my knowledge, the new non-stop dash of Train 52 between Oshawa and Kingston is the first of its kind (126 miles, 90 minutes, 84.2 m.p.h. average).

Item 45

CP train on Rochester and Southern

Message from: Bill Reddy

The September *Rail and Transit* gave an account of CP Rail SD40-2 5860 and a Soo Line engine as being on the Rochester and Southern on September 10, 1994. Actually, these two units made more than one trip, and I have followed them at least twice. Now, there is a new plan to run CP Rail units over this road; how it works it thus:

One or two R&S units will leave Brooks Avenue yard in Rochester, go down to Silver Springs with their train, pick up two or three CP Rail units or leased units, along with the empty salt cars, and drag them up to P&L Junction. Here, the CP units are set out, as well as the empties, and the R&S crew continues on to Rochester. Because of at least two derailments at P&L, the Genesee and Wyoming will not allow these units to go up to Retsof. So, the G&W will bring down the salt to P&L, cut their power off, and take the CP Rail units back to Silver Springs. Here, the CP power remains with the train, and usually a CP crew comes from Buffalo and takes the train to SK Yard. The G&W crew and heads back to P&L Junction by taxi to get their power, and to haul the empty cars to Retsof. This happens several times a week. I like to catch them on Mondays, as they leave Silver Springs about 11:00 a.m.

Item 46

Commonwealth Games "Spirit" buses

Message from: David Onodera

From BC Transit, I got the "Spirit" names of the Victoria buses that Gray Scrimgeour did not see before he compiled his list (September *Rail and Transit*). Buses 761, 770, 876, and 953 were out of service and were not named. The others were:

- 775 *Spirit of British Virgin Islands*
- 777 *Spirit of Botswana*
- 778 *Spirit of Guernsey*
- 779 *Spirit of Antigua and Barbuda*
- 844 *Spirit of Maldives*
- 922 *Spirit of Brunei*
- 927 *Spirit of Jamaica*
- 967 *Spirit of Solomon Islands*

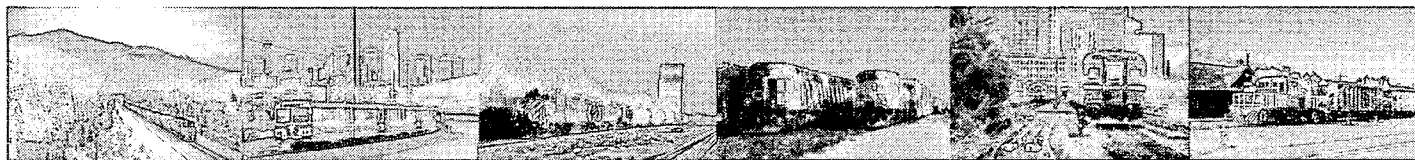
And one more bus was named, TDH-4519 6057, the *Spirit of Bangladesh*.

Item 47

Toronto Railway Company office building

Message from: Ray Corley

The building behind TTC 2776 on the back cover of the August *Rail and Transit* is not the Toronto Railway Company offices, as reported in the October issue. The TRC building, on the northwest corner of King and Church streets, was torn down after 1925, and the land was sold to Imperial Oil, who expanded their offices to the south. The doorway visible just to the right of the car was at the south end of the original, unexpanded, building.



THE RAPIDO



Gordon Webster

78 Scarborough Beach Boulevard
Toronto, Ontario M4E 2X1

E-Mail: 72122.3353@compuserve.com

CP RAIL SYSTEM

CANADIAN ATLANTIC WEST END SALE
CP has chosen a group comprised of Iron Road Railways Inc. and the Bangor and Aroostook Railroad to negotiate for the sale of the 181-mile portion of the CAR between Sherbrooke, Québec, and Brownville Junction, Maine. CP made its decision after reviewing more than six potential operators. A deciding factor was the BAR's ability to begin operation quickly, as the railway connects with the CAR at Brownville Junction.

IRR recently entered into an agreement in principle to purchase the BAR. IRR has also purchased the Dominion Atlantic Railway from CP and is now operating it as the Windsor and Hantsport Railway. The company is also considering the purchase of CP's line from Delson, Québec, to Newport, Vermont.

Negotiations continue with the Irving group for their acquisition of the operating assets of the CAR between Brownville Junction and Saint John. But talks between Irving and the proposed operator, Guilford, do not appear to be progressing as well. Guilford says it has little interest in operating the line west of Mattawamkeag, where Guilford connects with the CAR. Guilford said it will interchange traffic to the BAR if it comes the 43 miles east from Brownville Junction to pick it up.

Irving said it is keeping options open by purchasing the line between Mattawamkeag and Brownville Junction, and it may either seek to negotiate an agreement between Guilford and the BAR or grant both parties running rights into Saint John. Irving has also said that with its new interest in the railway, it may shift its traffic in forest and petroleum products from primarily trucks to trains.

—*Journal of Commerce, Evening Times Globe, Financial Post, Globe and Mail and Montréal Gazette*

HH-US STRIKE OVER?

United Transportation Union workers on CP's HH-US unit, the former Soo Line, have begun voting on a tentative agreement that is hoped to end six years of labour troubles that caused a 47-day strike this summer. Union officials believe the agreement will be accepted, but polling will take until early December.

Included in the new tentative agreement are a 10 percent wage increase, assignment of two-person crews to all trains, a one-time payment of approximately \$15 000 to most members, and deferral of a dispute over the basis for many workers' pay until the next round of contract talks. Both sides agreed to begin negotiations last month based on recommendations made by a U.S. presidential emergency board.

If the agreement is rejected, a strike can commence again in February, when a government-imposed "cooling off" period ends. A signing ceremony has tentatively been set for December 5. Contracts with other unions on HH-US expire on December 31, 1994, and collective agreements on CP's Canadian operations expired on December 31, 1993.

—*Journal of Commerce*

STRIKE INTERVENTION

The government of Canada says it will not allow a railway strike to tie up the grain industry for more than a couple of days; if there is a strike, the government will force the workers back to work. Earlier this month, the Canadian Auto Workers union notified the Minister of Labour that negotiations with CP had ended in an impasse. By law, the Minister of Labour has 15 days in which to either name a conciliator or free the parties to engage in a legal strike or lockout action.

—*Canadian Press*

TRAIN CHANGES

CP has made a number of changes to its train operations in Eastern Canada:

- Train 280, formerly a Montréal–Saint John train, now originates in Toronto, replacing Train 918. The train handles all traffic, including special dangerous, dangerous, and dimensional shipments, and cars with speed restrictions between Toronto and Montréal or Saint John, and empty paper cars for Bedell. It is scheduled to depart from Toronto at 14:00 each day.
- Train 474 (Winnipeg to Toronto) now operates daily, handling traffic from Winnipeg destined to Thunder Bay, Sudbury, North Bay, Smiths Falls, Ottawa, Toronto, Montréal, and Eastern Canada. Traffic destined

east of Toronto connects with trains in Toronto. Previously this train operated only five days a week.

- Train 501 now operates daily from Montréal to Bensenville Yard in Chicago. This train originally operated out of Montréal but was changed to originate out of Toronto some time ago. It handles miscellaneous boxcar traffic from Montréal and Toronto destined for Bensenville Yard, container traffic for Davenport, Kansas City, Milwaukee, and St. Paul, and automotive traffic from Lambton, London, and Windsor destined to Bensenville Yard.

- Train 504 now terminates at Trois-Rivières, instead of Toronto. It handles all miscellaneous box car and loaded and empty auto traffic from the IHB Blue Island Yard in Chicago to Toronto and Montréal, Montréal Wharf commercial traffic, and Trois-Rivières traffic from Toronto. It may also handle steel between Curtis, Indiana, and Plymouth, Michigan.

- Train 505 now originates in Trois-Rivières instead of Toronto from Sunday to Friday, and originates in Toronto on Saturdays. The train handles all miscellaneous box car traffic from Trois-Rivières, Montréal, Toronto, London, and Windsor destined for the IHB and BRC in Chicago, finished autos from Lambton and Toronto Yard to the IHB Blue Island Yard, containers for IHB, and auto traffic for CSXT between Ingersoll and Chicago.

- Train 517 now originates at Sainte-Thérèse, instead of Toronto, Monday through Saturday, operating to Detroit. It handles General Motors traffic from Sainte-Thérèse to Oshawa and Toronto, finished vehicles from Toronto to Detroit's Rougeville Yard, and lifts finished vehicles for CSXT as required on the Galt and Windsor subdivisions. It replaces Sainte-Thérèse–Toronto Train 915.

- Train 592, which handles international traffic from Glenwood, Minnesota, to Chicago, now operates to Clearing Yard instead of Bensenville Yard. It operates when required, and is scheduled to depart Glenwood at 00:01 and arrive at Clearing Yard 24 hours later.

- Train 921 once again originates in Montréal instead of Toronto, operating to Windsor. It handles empty auto-racks from Montréal to Toronto and Windsor, and intermodal traffic from Lachine to Windsor. It runs Monday to Saturday.

- In addition, Trains 484, from Winnipeg, and 492, from Calgary, to Montréal, will operate to Toronto instead. This is due to capacity problems at Saint-Luc yard.

LACHUTE ABANDONMENT

Abandonment hearings into CP's application to abandon its Lachute Subdivision between Sainte-Thérèse (Mile 28.0) and Thurso (Mile 90.1) were held in Lachute on October 24. CP claims it lost \$860 000 on the line in 1993, when it handled only 232 cars. Municipal governments requested that the hearing be postponed to allow preparation of a better challenge to the application. The NTA granted an adjournment until November 21.

—Michel Belhumeur

THIRD QUARTER PROFIT

Canadian Pacific continued to improve financially in the third quarter of this year. The company reported income of \$306.9-million for the first nine months of 1994, up from \$105.8-million in the corresponding period last year. Including losses from discontinued operations, net income amounted to \$293.1-million, compared with a loss of \$73.1-million in the first nine months of 1993.

Revenues in the first nine months of 1994 rose to \$5.194-billion, from \$4.612-billion last year. The improvement was attributable mainly to CP Rail System and PanCanadian Petroleum.

Losses from discontinued operations included \$13.8-million in the first nine months of 1994 incurred by CP Trucks until the sale of its operations to its employees on September 26, 1994.

CP Rail System's operating income of \$189.3-million was up \$85.8-million in the first nine months. Third-quarter operating income fell \$21.0-million from the third quarter last year. The railway's Canadian operations continued to grow but the HH-US strike outweighed this improvement.

CP Ships made an operating profit of \$60.5-million in the first nine months of 1994, up \$25.5-million over the same period last year. This improvement was mainly the result of increased container carryings and higher westbound shipping rates stemming from better trade conditions.

CN NORTH AMERICA

CN's REACTION TO THE CP OFFER

CN has now made its opinion known in regards to CP's \$1.4-billion offer for CN in the east. CN says the offer includes so many conditions that CP may end up with the lines for half of the price. Some conditions included CN having to spend \$250-million in capital improvements in 1995 and give CP its unused tax credits, worth about \$300-million.

—Traffic World via Phil Hall

SARNIA TUNNEL

Excalibore is out from under the St. Clair River and is making its way to the already-constructed portal in Port Huron. Progress is expected to slow down as the mole now

ascends a two-percent grade up towards fresh air. The bulkhead barrier on the Sarnia side has been dismantled, as there is now no risk of flooding. As of November 18, 1434 metres of the tunnel were complete, and 956 of 1230 precast rings had been installed, making the tunnel 77 percent complete.

STATION FIRES

The CN Merritton station in St. Catharines suffered a \$250 000 fire during the evening of October 23. The station was built in 1898 by the Grand Trunk Railway, and was one of six suspicious fires in the St. Catharines area that weekend. The remains of the building were demolished shortly afterwards.

Three nights later, on the evening of October 26, the CN Hastings station burned to the ground. The firefighters arrived at the vacant building at 22:51 and found the fire well underway. It took over three hours to extinguish the fire. The building was last used as a carpentry shop in 1991.

—Cobourg Daily Star via Ray Corley

TRAIN FIRE

A CN boxcar on Train 142 bound for Montréal burst into flames and exploded around 10:00 on November 16 in central Michigan, west of Durand. The boxcar was carrying sodium isopropylxanthate, which cannot be extinguished with water when on fire. The fire prompted the evacuation of 30 houses and two schools. There were no injuries in the incident. The boxcar continued to burn into the evening. Amtrak Trains 364 and 365 were terminated at Durand and Perry, Michigan, with passengers taken by bus between the two trains.

—Montréal Gazette and Al Tuner

DERAILMENTS

Nine cars on CN Train 398 derailed when entering Belleville Yard on the evening of October 20. The cars, which contained salt, lumber, and syrup, all remained upright. No one was hurt in the derailment. The cars were rerailed by the next afternoon and caused only minor delays to train operations.

At 04:40 on October 28, a collision at Mile 6.17 of the Halton Subdivision caused a derailment. Two light engines from Train 386 collided with cars on Train 448 on the south track, derailing one engine and three cars. During the clean-up, numerous trains were detoured through downtown Toronto and over the Bala and Weston subdivisions.

FINANCES IMPROVE

CN made a profit of \$186-million for the first nine months of 1994, compared with a \$41-million loss for the same period in 1993. In the third quarter, CN made a profit of \$86-million, compared to a \$9-million loss last year. The improvement is attributed to the improvement in the economy leading to higher freight volumes. Revenues were up in all major business units with the exception of

petroleum and chemicals.

CN's Canadian railway operations had a nine-month operating income of \$357-million, up from \$115-million. U.S. railway operations did not perform as well, incurring an operating loss of \$23-million for the nine-month period, compared with a \$6-million loss in 1993.

—Toronto Star via Rex Rundle

MOCK DISASTER DERAILED

CN proposed to the Hastings County board of education that it stage a mock car-train accident behind Quinte Secondary School, in Belleville. The simulation, which would have been the first organised by CN, was proposed to take place on a railway line behind the school to promote safety. CN wanted to give the 500 students at the school "safety messages that will stay with them through the rest of their life." The board said that it favours safety promotion, but did not agree to the "shock approach."

—Canadian Press

NO SAINT-RAYMOND SHORT-LINE

CN has decided to discontinue a search for a buyer for a 39-mile segment of its Saint-Raymond Subdivision between Shannon and Rivière-à-Pierre, Québec. CN will begin removing the track soon and will then lease the right-of-way to the local county until May 31, 1996, after which the sale will be concluded at a price of one dollar. CN received permission to abandon the line between Shannon and Saint-Raymond effective October 24, 1993. The portion beyond Saint-Raymond to Rivière-à-Pierre was abandoned previously.

—Le Soleil

SHORTS

The Victoria Bridge in Montréal will undergo extensive work next year, including reconstruction of the deck flooring. An overhead crane system may be used in this work. • A worker that was killed on CN's York Subdivision in July (see August *Rail and Transit*) was not a CN employee. The worker was a Jackson-Pandrol employee working with a rail-grinding train. Media reports had incorrectly identified him as a CN worker.

VIA RAIL CANADA

VIA METROPOLIS FIRE

On the evening of November 20, VIA Train 66, the eastbound *Metropolis* from Toronto to Montréal, collided with a three-foot length of rail that had been placed on the CN track near Brighton, Ontario. The rail pierced the fuel tank of the locomotive, LRC 6920, and the leaking fuel was ignited and engulfed the following cars while the train was slowing to an emergency stop from its estimated 90 mph speed. Trains 66 and 67 use LRC locomotives so that they can travel at 100 mph for much of their non-stop Montréal-Toronto run.

On the train were 407 passengers, nine crew, and one deadheading employee.

Twenty-three people were admitted to hospital with serious injuries including burns, broken bones, and back injuries, some of which were sustained when people jumped from the train before it stopped. Many passengers left through the emergency windows in the cars, which work by breaking the glass with a small hammer. Fire departments from five communities battled the fire until 21:15, and the adjacent track was opened at 22:45, allowing five other VIA trains on the line to pass. Some passengers walked through fields to waiting buses. Others, including a wheelchair basketball team, were taken from the scene on CP hi-rail vehicles from the adjoining CP line. Nine buses were used to carry uninjured customers to Montréal, with arrivals between 01:30 and 03:00 the next morning.

The train was not moved until the next afternoon, when police had completed their on-site investigation, after which it was readied and taken to Montréal. Two Brighton-area men, one aged 21 and one under 16, were charged with criminal negligence causing bodily harm on November 23. The locomotive was heavily burned from the middle of the unit towards the rear, and will likely be retired. The first car was VIA 1 club car 3457, and it was burned throughout; even large parts of the roof melted. There were five other coaches on the train (3302, 3303, 3308, 3336, and 3349) and some of them were damaged by fire as well. The cost of the damage was estimated as \$3-million.

Also on November 20, vandals placed concrete blocks in a switch near Rimouski, Québec, derailing the Train 16, the *Chaleur*, on its way to Gaspé. A few days later, a VIA train struck a washing machine placed on the tracks near Sainte-Foy, Québec. As a result of these incidents, CN and VIA announced an policy of increased surveillance of railway rights-of-way, and new public education programmes to warn of the dangers of trespassing on the railway.

SAINT JOHN SERVICE

VIA will negotiate with the bus company, SMT (Eastern) Limited, of Saint John, for the bus service from Saint John to connect with the *Ocean* in Moncton. SMT is owned by the Irving family, the same group that has purchased the Canadian Atlantic Railway from CP Rail and thus forced the change in VIA service.

—Globe and Mail

COMPUTER RESERVATIONS

VIA has joined its third computer reservation system, Worldspan. This brings the number of U.S. travel agencies which have access to VIA to about 20 000. Canadian and U.S. travel agents using the Apollo-Gemini and Sabre systems have had access to VIA seat inventories since last March. Sleeping car reservations are expected to be on-line this January.

OTHER NEWS

ACR UPDATE

The NTA is still considering Wisconsin Central's application to take over the Algoma Central Railway. A number of letters in support of the purchase have been submitted by businesses, municipalities, and industry groups. Sixty-one letters opposing the sale were also submitted, but these all came from members of Local 885 of the United Transportation Union, which had not signed a new collective agreement with WC at the time. Since the letter-writing, the same deal accepted months ago by the eight other unions on the ACR was accepted by members of the UTU.

Industry Canada's bureau of competition policy has approved the WC acquisition, saying it could offset some negative effects on competition if CN and CP ever merge their eastern tracks. The NTA must reach its decision by the end of January.

Traffic has increased on the ACR with the early recall of workers at Algoma Steel's iron ore division from a two-month shut down. The plant closed September 3 due to the lack of work, but was reopened earlier than expected as a result of more orders. The steel mill in Sault Ste. Marie requires 50 percent more volume than planned, and another large order is expected from Detroit. Not all of this traffic will travel by train, but what does will certainly help the ACR.

—Canadian Press and Sault Star

DEUX-MONTAGNES NEWS

The first of the new equipment for the Deux-Montagnes commuter line arrived in Montréal last month. A motor car and a trailer arrived at the new Saint-Eustache shops on October 31, pulled by a CN diesel locomotive. These first two cars will be fitted with measuring equipment and were to begin acceleration and braking tests within a couple of weeks. Additional cars will arrive weekly.

The new catenary was tested at 120 volts AC in mid-October by technicians from Bombardier, and starting on October 24 at 19:00, 25 kV tests began. Signalling and equipment tests were expected to begin this month.

Full seven-day a week service on the line returned effective October 31, after being shut-down on weekends since last spring, and completely closed in the summer months.

The new station at Autoroute 640 will be named Deux-Montagnes, and the existing Deux-Montagnes station will be renamed Grand-Moulin. The project is proceeding on schedule.

—Michel Belhumeur

CIRCUS TRAIN TO TORONTO

The Ringling Brothers and Barnum and Bailey "Red Train" came to Toronto for the visit of the circus to the SkyDome. The 50-car train

travelled over CP from Conrail in Niagara Falls, New York, to West Toronto, pulled by CP SD40 5550 and SD40-2 5478, arriving at West Toronto at 22:45 on October 31. The train was then taken to Parkdale Yard by a transfer and switched into the former TNT Railfast shed tracks and storage tracks in the area of King and Dufferin streets. Livestock cars were spotted on the east side of Strachan Avenue, and elephants and horses were unloaded and paraded to the SkyDome on November 1. Flatcars were placed on the west side of Strachan and circus vehicles were driven off onto the street.

The train returned to Niagara Falls, New York, leaving West Toronto at 01:45 on November 7 behind CP SD40-2s 5820 and 5798. The train was on its way to Pittsburgh, Pennsylvania. The circus's "Blue Train" will come to Toronto next year.

THUNDER BAY GRAIN BUSIER

Shipments of grains through Thunder Bay have increased substantially this year. The port has carved a new niche for itself as a handler of special crops, which have become more popular on the prairies. The port's grain shipments reached 6.82 million tons by the end of September, up by more than 1.1 million tons over the same period last year.

—Western Producer

GRAIN SCARE

During the last week of October, a group calling itself the "David Organisation" threatened to contaminate cars of grain destined for port in Thunder Bay, Vancouver, Prince Rupert, and on the St. Lawrence Seaway. On October 31, workers in Thunder Bay found the initials "D.G." hammered into the side of a CN hopper car, and a CP hopper car was found on October 28 with the words "David Group" and a dagger drawn in chalk on the car. Samples of peas and canola from the cars, which originated in Manitoba and Alberta, were sent to a lab, and tests showed there was no contamination.

The organisation made the threat to the British Columbia government with demands for action on environmental issues. Forty-eight grain cars were threatened to be contaminated with pesticides at terminal elevators. RCMP investigators feel the graffiti was from a copy-cat, especially because the name "Group" instead of "Organisation" was used.

—Canadian Press, Western Producer, Thunder Bay Chronicle-Journal, and Manitoba Co-Operator

TGV EXHIBIT

French engineer and designer Roger Taillon was in Ottawa recently for the opening of an exhibition on his design of France's Train à grande vitesse (TGV) at the National Museum of Science and Technology. The exhibit was in Toronto for a few weeks, and runs in Ottawa until January 8.

—Ottawa Citizen

THE PANORAMA



WESTERN CANADA

Gray Scrimgeour

#570-188 Douglas Street

Victoria, B.C. V8V 2P1

E-Mail: 70614.3561@compuserve.com

CP RAIL SYSTEM

CAR HITS TRAIN, TRAIN HITS CAR

Marion McAdam-Beal has an incredible tale of survival to tell after her car was damaged twice by the same train. "It all seems really funny to me now — the train ran into me and then it ran into me again," McAdam-Beal, 41, said from her hospital bed in Calgary. "And I don't remember a single thing about it being scary or terrifying, but you'd think I would have been scared to death."

McAdam-Beal left a meeting near Didsbury, north of Calgary, and was driving home early on October 13 along a road she has travelled "millions of times." That's the last memory McAdam-Beal had before she drove into the 38th car of a 42-car westbound train. Her vehicle was dragged almost 10 km along the track before it became dislodged. About 30 minutes later the same train — now heading in the opposite direction — struck the car again as it sat on the track with McAdam-Beal laying unconscious and trapped inside. Fire and ambulance crews had to use the "jaws of life" to free the woman, who suffered a broken leg, arm, and numerous bumps and bruises. —*Montréal Gazette*

LETHBRIDGE DERAILMENT

A derailment on Monday, October 17 in Lethbridge may have been caused by a broken rail. Emergency crews evacuated more than 200 people when six CP cars carrying methanol left the tracks just north of the city centre. At least one car was leaking the wood alcohol, but the spill was contained and no injuries were reported. A CP Rail spokesman said the stretch of track believed to have snapped was tested less than a year ago.

—*Victoria Times-Colonist*

REGINA DERAILMENT

CP crews spent October 18 cleaning up a fuel spill in the Regina yard following a minor derailment involving two trains earlier in the day. The derailment was caused by an improperly aligned switch. A moving locomotive struck a box car and a hopper car on an adjacent siding, causing the engine and the two freight cars to jump the tracks. Damage to the tracks was minimal. The collision ruptured the locomotive's fuel tank resulting

in 800 to 1100 litres of diesel fuel being spilled in the yard. The city's public works department contained the spill and prevented it from leaking into a storm sewer. —*B/I Wire*

SABOTEURS LOSE CASE

Four former CP workers, who were fired six years ago for tampering with railway signals during a labour dispute, failed in their attempt to get their jobs back after a Montréal arbitrator recently dismissed their grievances. The arbitrator ruled their actions must rate among the gravest of disciplinary infractions, calling it "industrial terrorism." The arbitrator was chosen jointly by CP and the National Automobile, Aerospace and Agricultural Implement Workers Union of Canada.

The four were accused of cutting wires on four signals west of Winnipeg, on CP's Carberry Subdivision in April 1988. The cut wires turned all the signals red, forcing a 77-car westbound freight to slow to restricted speeds. Sixteen miles later, 19 hopper cars of the train derailed near Poplar Point, Manitoba. After a lengthy investigation by CP Police and the RCMP, it was determined that the derailment was caused by sabotage to track switches.

The arbitrator relied heavily on testimony from a CP mechanic who drove two of the men to the signal sites. The mechanic said he did not know any tampering was going to take place and was given his job back in return for testifying against the four. CP has filed suit in the Court of Queen's Bench, the high court of Manitoba, against the four who cut the wires and two others implicated in the derailment. The railroad seeks damages for wrecked equipment, injuries to the train crew, and workers' compensation payouts. The accident cost CP about \$1-million.

This incident took place during a strike against CP by 3500 workers from five unions grouped under the Canadian Council of Shopcraft Unions. The workers began rotating strikes in March 1988 and escalated the dispute to a full strike on May 1, 1988.

—*Journal of Commerce*

GREY CUP SPECIAL TRAIN

A Grey Cup special train was to travel from Calgary to Vancouver on CP Rail, leaving on November 23. The train ride was to honour the 1944 Grey Cup champion Royal Canadian Navy team that won the CFL playoff in Hamilton. About 15 of the surviving RCN players will ride the train. The train was to carry about 175 people, using GCRC *Rocky Mountaineer* cars. The train was expected to be pulled by CP SD40-2F 9000, and to have a steam generator car, a baggage car, four daynighters, one smoking car, and one or two dome cars. A stop was to be made at Mission to put the Grey Cup itself onboard for the arrival in Vancouver. —*Victoria Times-Colonist*

BRITISH COLUMBIA RAILWAY

TUMBLER RIDGE CABOOSES

BC Rail began operating Tumbler Ridge coal trains without cabooses in October. Cabooseless operations will be phased in gradually over the entire system.

—*Rick Newell in Northwest Railfan*

DEASE LAKE LINE REOPENS

The Takla Subdivision reopened on September 30 after the two burned trestles were restored. The cost of replacing the trestles was estimated at \$3.5-million. "At this point we are not operating north of Lovell," a BCR spokesman said. "Before (the fire) we could operate the whole length of the line." Lovell is at Mile 197 of the extension, just south of where members of the Gitksan Fort Connelly band established a blockade at Mile 221. The limit of the railway's operations used to be to Mile 309 at Chipmunk.

—*Eric Johnson in Northwest Railfan; Kitchener-Waterloo Record*

CN NORTH AMERICA

DERAILMENT

On October 17, a CN train went off the tracks west of Edmonton, spilling sulphur on the main line between the Alberta capital and Vancouver. The train's two crew members escaped without injury, but the accident sparked a few small fires along the line near Evansburg, 80 km west of Edmonton. Seventeen of the train's 101 loaded sulphur cars spilled, but officials said the sulphur posed no danger. Traffic, including the *VIA Canadian*, was rerouted through Calgary.

—*Canadian Press*

THE THIRD SEABOARD

Another money-losing shipping season has come to a close at the port of Churchill but boosters say the red ink is no accident and could have been avoided. Total shipments in nine vessels were more than 291 000 tonnes. That's only about half of what it takes for the port to break even and should result in another loss of close to \$2-million for Canada Ports Corporation. But port manager Allan Johnson and a Manitoba-Saskatchewan group called the Hudson Bay Route Association say the port could have made money and should have shipped a lot more grain.

"We believe we didn't get our fair share," Johnson said as he and port staff began preparing for the winter shutdown. "It's intentional, there's no question in my mind," agreed Arnold Grambo, president of the Hudson Bay Route Association.

CN, which owns the line to Churchill, deserves much of the blame for doing what it can to discourage traffic to the port, suggested Grambo. Grambo questioned whether all the money the railway has received from

taxpayers has gone to line maintenance, including a \$30-million grant provided in the late 1960s. He said despite claims to the contrary, CN could use modern hopper cars on the line. Instead, it uses old boxcars that carry less grain and are harder to unload. Always in high demand, hopper cars are used to service West Coast and Great Lakes ports. Johnson said Churchill has the capacity to unload hopper cars and they've been used on the line in the past with no problem.

CN denies the charges and insists it has improved the line as promised. Even with the improvements, typical grain trains of 100 hopper cars are simply too heavy for the unstable muskeg terrain, said spokesman Jim Feeney. He said as far as CN is concerned, Churchill's future is something best left to politicians. The railway receives subsidies, so it loses no money serving the port.

The fate of the port of Churchill could be decided in the next few months. A federal-provincial task force has been created to make recommendations about the future of the northern Manitoba port, which has been an outlet for prairie grain exports since 1931. The 20-member task force will include representatives from various groups with interests in the future of Churchill. The grain industry's interest will be represented by the Hudson Bay Route Association, the Canadian Wheat Board, and CN.

—*Montréal Gazette, Western Producer*

VIA RAIL CANADA

ANOTHER GRADE CROSSING ACCIDENT
The VIA Budd cars assigned to passenger service on the E&N have been subject to many grade crossing accidents. RDC-1 6135 was no exception when it had a fuel line ruptured on October 26 when it was hit by a four-wheel drive truck in Nanaimo. After the accident to the southbound train, passengers were taken by bus to Victoria, and the car was brought south to Victoria the same evening as a special freight train.

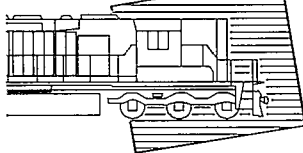
While it was initially thought that the car was too badly damaged to be repaired, 6135 was to be sent to VIA's Vancouver Maintenance Centre for work, and it should be back in service in five to six weeks.

FUTURE OF E&N

On November 14, Moe Sihota, B.C.'s minister of the environment minister, told a ratepayers' meeting in his constituency that negotiations with CP Rail on the possibility of the province taking over the VIA operation of the E&N has been stalled. Sihota said CP Rail was delaying the talks because the federal government has not reversed a previous directive stating VIA did not have to operate the E&N line. The provincial government made a commitment to negotiate a takeover of the passenger service.

—*Victoria Times-Colonist*

MOTIVE POWER



John Carter

2400 Queen Street East #204
Scarborough, Ontario MIN 1A2
E-Mail: 72123.563@compuserve.com

CN NORTH AMERICA

CN TO LEASE GE's FOR 18 WINTERS

CN has entered into an agreement with General Electric to lease 25 locomotives for a six-month period from November to April, in each of the next 18 years. The arrangement will allow CN greater flexibility through the winter months when there are greater demands on the locomotive fleet. The agreement comes through GE's leasing arm, Lease Management Systems (LMS), which is currently fielding a fleet of 60 Dash 8-40CWs, numbered 700 to 759, which have been in service on Conrail. CN will get LMS 715 to 739. Two units, 720 and 725, visited MacMillan Yard in Toronto for a few days, beginning on November 16, before entering service on CN. CN is also expecting to take delivery of its own 23 Dash 9-44CWs in December.

CURRENT CN LEASE FLEET

Leased units currently on CN:

- EMD Leasing GP40s 200 and 201 (ex-GO Transit 725 and 726)
- EMD Leasing GP38-2s 763, 772, 775, 790, 794, 795, 800, 806, and 813 (all ex-Conrail)
- GATX Leasing GP40 3702
- Helm HLCX SD40s 015, 016, and 5000-5004
- Helm HATX SD45-2s 900-910
- Helm HLCX SD40-2s 6204, 6206, and 6209
- NRE SD40s 869, 870, 872, 878, 882, 886, 889, and 892 (ex-C&NW)
- Morrison-Knudsen MKCX 9053-9057

SD40 and SD40-2 REBUILDING

SD40-2 rebuilds 5364 and 5365 (former Missouri Pacific 4095 and 4100) have been released from AMF. These units now have nose headlights, class lights, and ditchlights, and bells have been moved under the frame. Twelve of the 24 ex-MP/UP units are scheduled to be completed by the end of 1994.

SD40s 5009, 5014, 5026, 5033, 5042, 5045, 5047, 5059, 5076, and 5111 are at AMF for rebuilding and will be renumbered in the 6010-6019 series.

CP RAIL SYSTEM

NEW LEASED UNITS

More lease units have shown up on CP. New Helm arrivals are:

- HATX 400 (ex-CSXT GP40 6532)
- HATX 405 (ex-CSXT GP40 6659)

- HATX 406 (ex-CSXT GP40 6664)
- HATX 518 (ex-CSXT GP40 6548)
- HATX 519 (ex-CSXT GP40 6585)
- HATX 4000 (ex-CSXT GP40 6667)
- HATX 4001 (ex-CSXT GP40 6708)
- HATX 4002 (heritage unconfirmed)
- HLCX 3681 (ex-IC GP38AC 9552)

CP MOTIVE POWER NOTES

Two more of the ex-GATX SD40-2s have recently been renumbered. GATX 2004 and 2008 have become CP 5426 and 5430 respectively. • CP SD40 5561 was taken to the BCR shops in Squamish in October for maintenance. The shops there will be getting one CP unit per month, as the CP shops are too busy to handle all the required work. • D&H GP38 7311, previously scheduled to be released from overhaul at Ogden on October 31, has since been rescheduled for release on November 28. • BC Rail SD40-2s 746 and 747 were not returned to the BCR on November 1, but as of November 20 still continue to see service on CP. • M636 4712 was retired in mid-November as a result of fire damage sustained in late October. The unit caught fire east of Toronto on October 28 while on train 904. The train was stopped and the fire extinguished in Darlington siding. Afterwards, the train continued to Montréal with the damaged locomotive remaining on the train.

RAILTEX IN CANADA

CB&CNS NAMING

All of Cape Breton and Central Nova Scotia's power has now been repainted into their attractive black-and-gold paint scheme, and all of the units have been named. Names of each are as follows:

- C630M 2003 John Galt
2015 Robert Burns
2016 Robert Louis Stephenson
2029 Sir Richard Maitland
2032 Lord Byron
2034 Sir Conan Doyle
2035 Sir Walter Scott
2039 William Dunbar
RS18 3627 Sir John A. Macdonald
3675 Sir Charles Tupper
3842 Sir Robert Laird Borden
3852 Sir J. S. D. Thompson (see below)

NEW UNIT FOR THE CB&CNS

CN class MR-14 1757 was at CN Gordon Yard shop in Moncton to be converted back to its original RS18 configuration. It was then to get back its former number, 3852, before it was to go to the CB&CNS. Two more of the six-axle RS18s, CN 1760 and 1765, are still on lease to the CB&CNS.

GODERICH-EXETER RAILWAY

October 20 saw the arrival of CRL 342 on the GEXR. We do not yet know whether this unit is on lease from Conrail or is one of approximately 20 units which Conrail sold to Rail-TeX. The unit is a GP38, formerly Pittsburgh

and Lake Erie 2038, previously Conrail 2037, and originally Penn Central 7766. It is currently black with yellow doors and pilot, but in the mid-1970s was painted red, white, and blue for the U.S. bicentennial. • GEXR GP9s 178 and 179 have each had a red and white vertical panel attached along the running board, near the rear of the unit, describing "Operation Lifesaver."

GM LOCOMOTIVE GROUP

CR TO ASSEMBLE ITS SD60s

Because GM Diesel Division in London is currently building at capacity, GM has arranged for Conrail to help build its current order of SD60MIs. Forty-five of the 90 high-horsepower units are being assembled at Conrail's Juniata shops in Altoona, Pennsylvania, where previously Pennsylvania Railroad GG-1s were built. Locomotive construction ceased at the shop in the 1940s, but the facility has continued to be used for maintenance and has performed locomotive overhauls and complete rebuilds since. Parts for the kit locomotives are being shipped from both London and La Grange, and the locomotives are being assembled in four bays within the shop at an expected rate of five units per month. GM has also contracted out work on other orders to VMV in Paducah and to AMF in Montréal.

The Conrail SD80MACs mentioned in the October *Rail and Transit* are not scheduled for completion until mid-1995. The units under construction for Conrail are SD60MIs.

BN DELIVERIES

Recent deliveries of Burlington Northern SD70MACs include the following:

- 9506 and 9508 — November 4
- 9504 and 9505 — November 8
- 9499 and 9510 — November 10
- 9495 and 9507 — November 11
- 9509, 9542, and 9543 — November 18
- 9544, 9545, and 9548 — November 19
- 9550-9552, via CP, date unconfirmed

AMF TECHNOTRANSPORT

RECENT WORK

Recent work at AMF includes the following:

CN SW900 7920 was repainted with a blue hood and orange trim, and was sold by AMF to Esso Chemicals at Sarnia. (*This month's The Train Spotters column shows 7920 returning east to AMF on August 18.*)

Former CSXT GP38-2 2601 was released on June 30 as Southern Pacific 170. Similar units that followed were 2589 as 159 on July 5, and 2595 as 165 on July 19.

Québec North Shore and Labrador SD40-2s 229, 233, 238, 246, 248, and 250 arrived in June, and 237 and 245 in July, for rebuild and upgrade. Their new numbers are expected to be 313, 315, 311, 316, 314, 312, 317, and 318, respectively.

Former CSXT GP40s 6513, 6851 are to be rebuilt as GP40PH-2s for Virginia Railway Express, the commuter service running south from Washington, D.C.

Maryland and Delaware RS3m units ("DeWitt Geeps," Alco RS3s rebuilt with EMD 567 engine blocks by Penn Central and Conrail) 1201 to 1203 are being cycled through AMF for major overhauls and installation of 26L brake equipment. The first, 1203, entered the shop in mid-August.

Former GTW SW900 7262, recently equipped for remote operation at AMF, was delivered to the Stelco plant in Nanticoke as Stelco 455.

LABOUR JURISDICTION

AMF asked the Québec Superior Court to rule that it is subject to Québec labour laws instead of federal laws. The Court decided that AMF, despite being a subsidiary of a crown corporation, is subject to provincial laws. The Canadian Auto Workers union is appealing the decision. Seven other unions representing workers at the company took part in the case.

AMF workers currently do not have a contract. AMF said it requested the decision for two reasons: to settle conflicts between federal and provincial health and employment security regulations, and to allow AMF to offer its employees advantages that come with Québec's labour laws. —*Les Affaires*

OTHER RAILWAYS

GCRC UNITS LEASED TO BCR

The General Electric units used in the summer for the *Rocky Mountaineer*, GCRC B36-7s 7488 and 7498, have been leased to BC Rail for the winter of 1994-95. • BC Rail's four additional GE units on order, Dash 9-44CWs, are to be the last DC units that BCR will order; all future diesels will be AC traction.

VIA UNITS SOLD

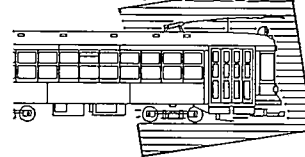
FP9 6541, originally CN 6541, and FP7 6550, originally CP 4099, have become Nebkota 54 and 55 respectively. Based in Gordon, Nebraska, Nebkota operates 74 miles between Merriman and Chadron on the west end of the Chicago and North Western "Cow-boy" line across northern Nebraska.

CP 4500 TO THE U.S.

Former CP Rail C630M 4500 is to be moved from the Canadian General Tower siding in Oakville to the Illinois Railway Museum in Union, Illinois. The owner of the unit had previously considered moving it to the York-Durham Heritage Railway in Uxbridge.

Motive Power news sources: British Columbia Railway Historical Association, BRS Branchline, CN North America, CP Rail System, Conrail, Extra 2200 South, FCRS Tempo Jr., John Reay, S.I. Westland

IN TRANSIT



Scott Haskill

Ashford Hall, 2520 Bloor Street West #15
Toronto, Ontario M6S 1R8
E-Mail: 72154.1331@compuserve.com

INDUSTRY NEWS

NEWEST LOW-FLOOR BUS UNVEILED

The newest entry into the low-floor bus race was recently unveiled by the Nova BUS Corporation of Saint-Eustache, Québec. The "Nova LFS" is an all-new vehicle design that has its roots in Europe, being nominally based on a Dutch low-floor bus currently on the market. A test bus was imported from Europe and studied carefully, in order to help Nova BUS engineers and designers come up with what they felt was the best design for North American markets.

Nova BUS, which has operated the former MCI, former General Motors Diesel Division, bus plant in Saint-Eustache since 1993, has consulted widely in developing the new design. A large number of focus group sessions were conducted by Nova BUS in order to get as much input as possible from the transit systems' point of view, including both Canadian and U.S. agencies. Being a Québec-based organisation, the company worked most closely with a group representing transit systems in that province.

The Nova LFS bus features a combination of fibreglass body and nylon skirt panels bonded to a welded steel tube frame. All frame components are coated with an anti-corrosion coating. The prototype bus features two 47-inch wide "slide-glide" doors, and tall windows with sliding lower sashes. A large, curved, single-piece front windshield is the most striking feature of the bus. The rear has a two-thirds width window.

The prototype bus is powered by a Cummins 8.3-litre diesel engine mounted in a "T-drive" configuration, with an Allison B-300R transmission. Other engine-transmission combinations will be available. The use of a Cummins engine represents a milestone in the history of the company and its predecessors. With its former GM ties, the company had exclusively used Detroit Diesel engines. The front axle is a ZF solid-beam drop axle, while the rear is a ZF drop-centre portal axle.

The configuration of the engine and transmission is similar to the proposed Orion VI from Ontario Bus Industries. The engine and transmission are mounted in the rear corner of the bus on the driver's side.

As built, the 40-foot by 102-inch prototype includes a step-free interior equipped with 37 passenger seats (including some rear facing seats, and some seats on platforms). Two wheelchair positions immediately behind the front axle are included, but if both are occupied, six seats which face the aisle are lost. A ramp is provided at the front door, and the bus is fully-accessible to customers in wheelchairs and scooters.

The prototype also includes air conditioning, a roof duct heating system, optional sidewall heaters, and an on-line audio-visual passenger information display system similar to that now found on cars in the Montréal Métro.

The first Nova LFS low-floor buses are scheduled to come off the production line in the second quarter of 1995. Seventy-five units are to be delivered to the Société de transport de la Communauté urbaine de Montréal (STCUM), a member of the design group. Other Québec systems, including the Société de transport de la Communauté urbaine de Québec (STCUQ), are expected to follow suit.

The bus received its U.S. unveiling in Boston at the annual meeting of the American Public Transit Association. The Nova LFS bus will be on display at the Canadian Urban Transit Association's conference in Calgary in late November.

The company has been busy on a number of fronts over the past few months. Besides announcing an agreement in principle to acquire the Transportation Manufacturing Corporation (TMC) from its current Mexican owners, Nova BUS has made changes to its "Classic bus." In order to allow the bus to

compete fully in the U.S. market, where access for disabled customers is required, the height of the front door opening has been increased by approximately ten inches, now in alignment with the top of the window frames. In order to accommodate this change, a number of structural modifications were made in the design of the front end to ensure the structural integrity of the bus.

Another change to the Classic line is the introduction of a "Classic TDS," named for its T-drive design. A prototype bus has been constructed using the Cummins 8.3-litre engine coupled to an Allison B-300R transmission. A Rockwell full floating rear axle is included, but with the T-drive installation, the centre seat in the rear bench is lost.

Over the past couple of years, the company has taken a somewhat conservative approach to the urban bus marketplace. Much of its production has been delivered to operators in the Québec (including 300 this year for the STCUM alone). The lack of a low-floor design has left the company out of several markets and interprovincial trade restrictions have meant that the company has not bid on Ontario orders recently and cannot do so under present conditions until late next year.

—CUTA Forum

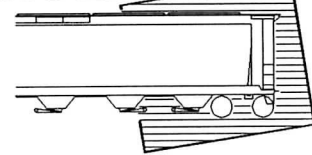
EUROPEAN-STYLE LOW-FLOOR BUS ▸

The "Nova LFS" is the new low-floor bus by Nova BUS, of Saint-Eustache, Quebec. The 40-foot bus is based on a Dutch design. This demonstrator is seen in Boston at a transit industry trade show. Montréal's STCUM has ordered 75 Nova LFS buses, for delivery in early 1995.

—Photo by Van Wilkins



ROLLING STOCK



Don McQueen

38 Lloyd Manor Crescent
London, Ontario N6H 3Z3

AWARD FOR VIA SILVER AND BLUE CARS
VIA recently received a Brunel railway engineering award for its rebuilding work on its fleet of stainless-steel cars. An awards ceremony and display were held in Washington, D.C., on October 17 and 18. Other recipients of awards were Amtrak, for its AMD-103 "Genesis" Locomotive and interior design of its Superliner II coaches, and Santa Fe for its articulated auto rack. VIA displayed coach 8100, sleeping car *Dunsmuir Manor*, dining room car *Louise*, and dome-observation car *Kokanee Park* at Union Station in Washington. There were more than 400 entries competing for the awards.

—Al Tuner

VIA EQUIPMENT FOR SALE

CANAC, on behalf of VIA, is disposing of surplus rolling stock through a closed bidding process. Bids will be received until December 16 for the following equipment:

- Steam generator units 15405, 15420, 15429, 15439, 15444, 15445, 15448, 15454, 15459, 15460, 15466, and 15480.
- Club-galley cars 650—St. Denis, 651—Richelieu, and 662—Laurier.
- Café-lounge cars 751 and 754.
- "E" sleepers 1110—Eastport, 1111—Eastview, 1113—Edgeley, 1114—Edmundston, 1117—Edwardsville, 1118—Egerton, 1127—Elmira, 1130—Elrose, 1132—Emerson, 1134—Endako, 1143—Equity, 1144—Erickson, 1152—Euclid, 1158—Everett, and 1161—Extew.
- "Green" sleepers 1164—Green Brook, 1173—Green Lane, 1174—Greenview, 1175—Greenvale, and 1180—Greenwood.
- Diners 1341 and 1349.
- "Bay" sleeper 2023—Hudson Bay.
- Coach 5504, and Dayniter 5735.
- Baggage-dormitory cars 9475, 9479, 9481, 9482, and 9483.

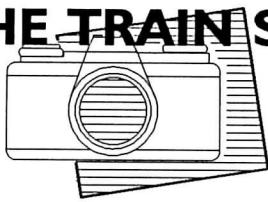
This equipment is currently stored in Toronto, Ottawa, Montréal, and Halifax. On November 18, some of the above equipment along with additional cars, were moved from the Toronto Maintenance Centre to the Montréal Maintenance Centre.

TTX INTERMODAL PLATFORMS

TTX has ordered 300 five-platform all-purpose intermodal cars and 750 centre-beam lumber flat cars from National Steel Car for delivery in 1995.

More rolling stock news on Page 19 ▸

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

CN TRAINS IN CHICAGO ... August 11–September 23 ... Ken Lanovich

Aug 11, 14:40 – CN Train 392 with 2114-5032-5353-9628
Aug 15, 22:30 – CN Train 238 with 2118-2101-9615
Aug 24, 18:35 – CN Train 392 with GTW 5853-CN 5349-GTW 6204-CN 5205
Aug 25, 18:25 – CN Train 392 with GTW 5913-6411-CSX 6122-6131-6513*-6851*
* – Units 6513 and 6851 were dead, en route to AMF for rebuilding for Virginia Railway Express.
Sept 2, 13:30 – CN Train 341 with MKCX 9054-GTW 5937-MKCX 9057
Sept 5, 11:35 – CN Train 391 w. GTW 5831-NRE 886-GTW 5719-CN 5346-HATX 903-908
Sept 9, 14:40 – CN Train 341 with DWP 5902-GTW 5935
Sept 16, 21:45 – CN Train 392 with 5081-GTW 6206-HATX 905
Sept 20, 18:20 – CN Train 392 with GTW 6211-HATX 905-CN 5081-HATX 906-GTW 6216-CN 9604-9589

HAMILTON AREA ... August 18–September 18 ... Greg Smith

Aug 18, 20:00 – CN Train A448 with 4124-7028-9603
20:06 – CN Train 392 with 5355-5321-AMF 7920*
* – AMF 7920 is ex-CN 7920 but with orange cab and blue hood. It was probably returning to AMF from Esso at Sarnia.

Aug 25, 14:50 – CP Train 523 with 5653-HATX 404-CP 8207
Sept 2, 12:22 – CN Train 391 with 5308-SP 162-HATX 902-CN 5262
13:30 – CP Train 523 with CPRS 5638-CP 4738-HLCX 3110-CP 5626-HATX 919
Sept 11, 14:52 – CN Train 239 with 9652-NRE 882-CN 9593
16:12 – CP Train 521 with 4230-8231-HATX 408-CPRS 5427
Sept 16, 19:13 – CN Train 392 with 3528-3527-HATX 910
Sept 18, 12:15 – CP Train 521 with 5645-5410-Soo 748-CP 4743-HATX 506-CP 8207-4239-HLCX 663

WESTERN CANADA ... August 27–September 7 ... Pat Scrimgeour

Aug 27, VIA Train 1 left Toronto with 6440-6450-8616-8122-8123-8118-8516-Sherwood Manor- Thompson Manor- Alexandra- Franklin Manor- Allan Manor- Wolfe Manor- Strathcona Park
Aug 31, Belle Plaine, Saskatchewan – CP switch job with 3052-HATX 504-CP 3040
At the Moose Jaw diesel shop – Soo 6608-6002; HATX 511-CP 6049; HLCX 6201-CP 6056-HELM 6367-CP 5538-5801; CP 5649; HLCX 663-CP 6007-PNC 3064; CP 5876-HLCX 3023; CPRS 5938-HATX 918-CP 5833; CP 5791-5937-HATX 513; Soo 6042-CP 3066; ACR 185
Sept 1, at Medicine Hat:
• CP Eastbound with 6010-5982
• CP Eastbound with 5666-Soo 6061
• CP Westbound potash with 5801-5538-HELM 6367-CP 6056
• CP Eastbound grain with 9019-6080
Sept 3, Kingsgate, B.C. – UP Southbound with 3698-2538 (*Lifted consist CP set out the night before; UP left unit 2481 behind, across the border at Eastport, Idaho.*)
Sept 5, at Fort Steele:
• CP Northbound coal with CPRS 9000-5878
• CP SB coal with CPRS 5877-CP 5758-5930-CPRS 5517-CP 5503-5698-5972-5934
Sept 7, in Jasper:
• GCRC Eastbound with 7498-9488-5709-5704-5707-5718-5715
• VIA Train 5 with 6439-8129-8500-MacDonald Manor

AYR ... September 23–October 16 ... Sean Robitaille

Sept 23, 08:59 – CP Train 921 with VIA 6455-Soo 6040
09:27 – CP Westbound with 5774-HATX 408-CP 1815
Sept 24, 22:44 – CP Train 926 with VIA 6452-HATX 508-VIA 6448
23:37 – CP Westbound with CPRS 6408-CP 4730
23:47 – CP Westbound with 5826-1825-8200
Oct 2, 21:08 – CP Train 504 with 5753-GATX 902-CP 5566-1859-8233-VIA 6448
Oct 11, 21:41 – CP Train 500 with 4220-4227-HATX 912-HELM 403-HATX 401

ROLLING STOCK

► Continued from Page 18

NEW BUSINESS FOR BOMBARDIER

Bombardier has signed two contracts in Florida worth \$86-million. The first contract is with the Jacksonville Transportation Authority, to supply the UM III monorail system. The second contract, worth \$11-million, is to supply five bi-level commuter coaches to Tri-County Commuter Rail Authority of Florida. Construction of the monorail equipment will take over 40 months and will be done in Florida and at the Kingston plant. The Tri-Rail coaches will take roughly six months to complete at the Thunder Bay plant.

Bombardier has also signed two contracts for commuter cars. One is a \$59.3-million contract to supply 34 commuter coaches to Metro-North Commuter Railroad in New York. The contract includes an option for 15 additional cars, which could raise the value of the contract to \$80.1-million. The other is a \$55-million contract to supply 28 bi-level coaches to BC Transit for its new Mission-Vancouver CommuterRail service. These cars are to be delivered by next September.

The company says it expects to receive an order worth about \$180-million for 66 commuter cars for a new Mexican railway. A group of Mexican companies, called Grupo Guanajuato, recently was awarded a concession from the State of Guanajuato to build and operate a 170-kilometre railway line. Bombardier said it is the designated rolling-stock supplier for the group. The project, which will link five cities in Guanajuato, will be managed by consulting firm GMAT Ltée. of Montréal and is estimated to be worth \$840-million.

Power Corporation and Bombardier have also joined forces with the China National Railway Locomotive and Rolling Stock Industry Corp. to create a joint venture to build rolling stock in China.

—Financial Post and Globe and Mail

BACK COVER – TOP

The Meet That Never Was: Eastbound on the York Subdivision at Beare, CN GP40-2 9527 leads an eastbound *Laser* train under the CP Belleville Subdivision, in March 1992. Shown above the CN train is an eastbound CP Rail train, with by M630s 4561 and 4550. For more information on this image, see Item 43 in the Information Network, on Page 11.

—Photo(s) by John Reay

BACK COVER – BOTTOM

With F40PH-2 6448 and four of the classic ex-CN blue cars, VIA Train 74 is seen here at Beachville, headed from Windsor to Toronto, in a 1992 view.

—Photo by John Carter

