

Canada's Railway Magazine since 1945

Rail & Transit



MARCH-APRIL 1995



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ON THE CALENDAR

Friday, April 21 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Bill McArthur will show slides of the Louisville and Nashville and the Southern Railway in Corbin and Danville, Kentucky, from 1976 to 1981.

Friday, April 28 – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

Friday, May 19 – UCRS Toronto monthly meeting, 7:30 p.m.

Friday, May 26 – UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTO

FP7 1987 leads former *Trans-Europ Express* equipment on Train 122, the southbound Ontario Northland *Northlander* at Huntsville, on the CN Newmarket Subdivision.

—Photo by John Carter, 14:49 on May 23, 1983



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Newsletter

ANOTHER BUSY MONTH

In the January *Rail and Transit*, we pointed out how many changes were happening on Canadian railways. The changes continue, and 1995 is shaping up to be one of the most important of recent years.

The federal budget and the strikes and lockouts in March put railways in the news, and made the future of freight railways a matter of public discussion such as we have not seen for some time.

Just in the last few weeks, an agreement was reached for an "internal shortline" on CN's lines in northern Québec, the strikes and lockouts were ended with legislation (and railfans enjoyed the sight of strange "rust-buster" trains), the new St. Clair River tunnel was opened, and the last train ran on Prince Edward County in Ontario.

The federal government now proposes to sell "The People's Railway" into private hands, and the new tunnel may make the rumours of U.S. railways' interest in access to Montréal and Halifax come true after all these years. Whether a commercially-financed CN will act as a competitor or a collaborator with CP in the east remains to be seen.

A new passenger train service is expected to begin this summer on the Société des chemins de fer du Québec from Québec City to the casino at Pointe-au-Pic, the ancient and venerable electric equipment on the Deux-Montagnes line will be finally replaced this summer, and new commuter trains are set to begin from Mission to Vancouver in the fall.

More short line railways may yet be created this year – the Waterloo-St. Jacobs seems nearest to formation, but CP continues to deal away its lines southeast of Montréal.

The field of motive power is no less active, with new SD70Is to arrive for CN and AC4400CWs for CP in both cases bringing the MLW era closer to an end. (And in CP's case, the third end for the 4500s and 4700s.)

The busy month, along with nagging colds which plagued at least three of the editors, has caused this to be a combined, but expanded, March-April issue.

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Completed April 13, 1995

STRIKES, LOCKOUTS, AND LAY-OFFS AT CP, CN, AND VIA THE RAILWAY SHUTDOWN OF 1995

Disputes between the major railways in Canada and many of their workers led to large-scale disruptions in railway service in March. CP Rail System operated a skeleton service over only its busiest main lines for almost three weeks. CN North America and VIA Rail Canada were closed almost entirely for just over a week. The disputes affected intercity passengers, commuters, shippers, and manufacturers across the country.

The impasse

Eleven unions at CN, CP, and VIA had been without a contract since their last one expired in December 1993 and on-again-off-again attempts since had left the issues unresolved. The biggest unresolved issue was that of employment security (ES) clauses that the railways agreed to in 1985.

Under the ES agreements, workers with more than eight years' seniority who are laid-off because of non-economic reasons, such as changes in technology or reorganisation of the railway, continue to be paid their full wages until their jobs return, until similar part-time jobs arise, or until they retire.

Federal mediator Allan Hope prepared a report which was submitted to the minister of human resources development, Lloyd Axworthy, in February. Ten days after that report was released, effective March 2, railway unions were in a legal strike position and companies were in a legal lockout position. Members of all of the unions that were involved voted strongly in favour of strike action. A group of union officials occupied the constituency office of the minister of transport, Doug Young, in Tracadie, New Brunswick, in February, protesting what they saw as a government bias in the companies' favour.

The parties

The railways involved in the dispute were:

- CP Rail System – Freight operations between British Columbia and Québec, and contracted operation of passenger trains in B.C., Ontario, and Québec.
- CN North America – Freight operations between British Columbia and Nova Scotia, and contracted operation of passenger trains in Ontario and Québec.
- VIA Rail Canada – Intercity passenger operations between British Columbia and Nova Scotia.

The unions involved in the labour dispute were:

- Brotherhood of Maintenance-of-Way Employees (BMWE) – In charge of maintenance of roadbed, track, buildings, and bridges.
- United Transportation Union (UTU) – brakemen and conductors.
- Brotherhood of Locomotive Engineers

(BLE) – locomotive engineers, and; more recently, rail traffic controllers at CN.

- Canadian Council of Railway Operating Unions (CCROU) – a federation of the UTU and the BLE, in a legal strike position at CN and VIA only.

- Canadian Auto Workers (CAW) – carmen, clerks, ticket agents, diesel maintainers, and many other positions.

Other unions at CP which were negotiating with the company but were not in a legal strike position included members of the BLE and UTU, the Canadian Pacific Police Association (representing 100 police officers and investigators), Transportation Communications International Union (TCU, representing 2100 clerical workers), International Brotherhood of Electrical Workers (IBEW, representing 530 signal maintainers), and the Rail Canada Traffic Controllers (RCTC, representing 250 RTCs at CP). Workers in the TCU, IBEW, and RCTC reached a tentative agreement with CP on March 12, to last until 1996.

Rotating strikes and lockouts at CP

Work disruptions involving unions were different at CN, CP, and VIA. The CAW's plan, shared initially with the BMWE, was to take job action against CP to reach a new agreement and then use this new contract as a base for negotiations with CN and VIA. The unions thought a national strike undesirable as it could prompt the federal government to impose an agreement through legislation – during the last national railway strike in August 1987, it took the government only five days to order workers to return. The plan did not work, however, because CP locked workers out once rotating strikes began.

One-day information pickets were first set-up by 300 BMWE employees in Northern Ontario, including Thunder Bay, Kenora, Dryden, Ignace, Sudbury, and Schreiber, on March 8. CP retaliated by locking-out the workers who had picketed and suspending benefits for all members of the BMWE, whether they had picketed or not. Other pickets and lockouts followed in British Columbia and Québec on March 9, Moose Jaw on March 11, and Winnipeg on March 12. The ranks of locked-out workers rapidly grew until it was a national lockout. CAW workers were locked-out close behind as members refused to cross BMWE picket lines.

CP continued to run trains on many of its main lines. Up to 2000 non-union supervisors continued to inspect and maintain the track, cars, and locomotives, and CP arranged ways for UTU and BLE members to report for work without having to cross picket lines. In Toronto, a shuttle train of two engines and five cabooses ran between remote parking lots and crew terminals.

But most CP branch lines and secondary main lines were closed. Immediately following the first action in Ontario, CP placed an embargo on its Ottawa Valley line and rerouted all traffic through Toronto. As well, non-core rail lines in Southern British Columbia and on Vancouver Island were closed. By the time of the national CN strike, CP had placed embargoes on 75 branch lines.

There were a few reported cases of vandalism to hot box detectors and other equipment across the country and pickets remained relatively peaceful. Court injunctions were obtained by CP to prevent the CAW and BMWE from delaying truck traffic at its intermodal terminals. Picket lines had delayed truck traffic for up to four hours at the Vaughan and Obico intermodal terminals in Toronto and at other locations across the country.

System-wide strike and lockouts at CN

At 09:10 on March 18, the BMWE notified CN that they would be walking out and striking CN across Canada at 09:15. CN had originally planned to maintain operations on main lines with management-level workers performing track maintenance, as CP was continuing to do. But at 14:15 that same day, the CCROU went on strike at both CN and VIA. This forced CN to close the railway and it locked-out the CAW workers at 23:30 that evening, laid-off other union staff not in a legal strike position, and placed an embargo on the acceptance of freight traffic across Canada. Benefits were paid to the CCROU until 23:30 because train crews aided in the orderly shut-down of the railway, taking trains to terminals and tying them up securely instead of leaving trains out on the main line.

CN lost an estimated \$10-million per day during the shutdown. Some special train movements were made by supervisors during the strike in Sarnia, Brantford, Hamilton, and Brockville to move dangerous commodities to safety. There were up to 35 trains waiting on the Grand Trunk Railway in Michigan to come into Canada.

Once the strike at CN started, CP placed an embargo on all traffic originating on CP and destined for CN or BC Rail (because CN is the intermediate interchange carrier). CP operated its trains between Toronto and Buffalo via Guelph Junction and the Goderich Subdivision because the normal route over the CN Oakville Subdivision was closed.

Strike, lockouts, and lay-offs at VIA

The first VIA train affected by the dispute was the Victoria–Courtenay RDC on the Esquimalt and Nanaimo. It stopped running on March 9 when CP closed the E&N as part of its "non-core" lines.

All but one of the rest of VIA trains were terminated on March 18 when the CCROU went on strike at both VIA and CN at 14:15. CAW workers at VIA were laid-off that evening at 23:30.

For stranded passengers, special arrangements were made with different carriers to accept VIA tickets at par for travel to the closest city on the VIA ticket. Passengers could travel on Air Canada, Canadian Airlines and its partners, and Voyageur Colonial, Greyhound, SMT (Eastern), and Orléans Express bus lines. This offer was in effect until March 24. A number of VIA stations remained open until March 24 for refunds of tickets, and then all stations were closed.

On the day the strike started, passengers in the Montréal-Toronto corridor were sent on buses. VIA 1 club car passengers from Train 64 arrived at Dorval around 22:15 on Penetang-Midland Coach Lines buses which left Toronto around 17:30. The remaining passengers arrived around 23:15 after making stops in Belleville, Kingston, Brockville, and Cornwall. Buses for Train 68 were to arrive after 01:00.

The Sudbury-White River RDC continued to operate through the stoppage at CN because this train is operated over the CP main line with CP crews, not VIA crews. This train had just returned to its regular tri-weekly schedule after shop workers at the ONR in North Bay returned to work, but when the CP line east of Sudbury was closed as one of the "non-core" lines, the Budd cars returned to a once-per-week schedule.

Most GO Transit trains suspended

GO trains were cancelled on the Lakeshore route between Oakville and Pickering on the afternoon of March 18. No service was provided during the next week on the lines that are operated for GO by CN. The only GO train service to operate through the CN shutdown was the Milton line, which is operated by CP.

On March 18 and 19, GO trains which were laying-over for the weekend at Georgetown, Stouffville, and Whitby were brought into Toronto, and moved to GO's Willowbrook shops for storage. The train-set at Bradford stayed there for the next week.

Trains on the Milton line continued on their normal schedules, but were expanded to 10 cars each, to handle some of the passengers who would normally ride other lines. The trains were stored at GO's Bathurst North Yard during the day, rather than being moved over CN lines to Willowbrook, and were maintained at Guelph Jct. overnight. The Milton trains were the only trains to use Union Station in Toronto during the shutdown, and passengers boarded through the main GO concourse on Tracks 1 to 5, instead of the usual Track 12.

To make up for the lack of service on the Lakeshore line, municipal transit agencies

operated special routes. From the east, a service ran through Whitby, Ajax, and Pickering to the TTC's Scarborough Centre Station. The TTC ran a special express service from Rouge Hill GO station to Kennedy subway station.

Other passenger trains affected

STCUM commuter trains between Central Station in Montréal and Deux-Montagnes were stopped on the afternoon of March 18. Service from Windsor Station to Dorion and Rigaud, on CP track, was not affected.

Amtrak service normally running into Canada was discontinued on March 18 near the borders. The *International* ended at Port Huron, Michigan, the *Maple Leaf* at Niagara Falls, New York, the *Montrealer* at St. Albans, Vermont, and the *Adirondack* at Plattsburgh, New York. These were also the termini of these trains for the duration of the strike, with the exception of the *Adirondack*, which operated only as far as Westport, New York.

Two Amtrak trains were stranded in Canada on March 18. The *Niagara Rainbow-General Brock* which had arrived in Toronto from New York that morning was not able to leave the next afternoon, and Amtrak instead made up a consist to run from Niagara Falls, New York, to New York. The *Montrealer* which had arrived in Montréal from Washington on March 18 had to remain in Montréal until the shutdown ended.

Other freight trains affected

All Montréal traffic on Conrail was rerouted through to CP's Saint-Luc Yard, replacing the normal trains from Conrail's Selkirk Yard to CN's Taschereau Yard during the CN closure.

CSX trains in southern Ontario that normally operate over the CN Caso Subdivision were handled on CP track between Buffalo and Windsor with CP pilots.

The Goderich-Exeter Railway, which has its only external connection with CN at Stratford, Ontario, closed entirely during the CN shutdown.

Effects of the shutdown

A number of industries were adversely affected by the work stoppage. The just-in-time delivery concept that reduces inventory costs for manufacturers made the effects almost immediate.

Ford Motor Company of Canada closed its Grand Marquis and Crown Victoria plant in St. Thomas and curtailed operations in its Windstar minivan plant in Oakville for one week. Parts normally shipped from a stamping plant in Buffalo by train were moved by truck as much as possible, but shifts were cut in half in Oakville because of the reduced volume and because additional time was required for unloading.

Grain shipments were also reduced, not only due to railway slowdowns, but also as a result of striking longshoremen in Vancouver, who were ordered back to work by the federal government.

Back-to-work legislation

As had been expected by the unions, the government introduced legislation to force an end to the shutdown as soon as the CN system-wide strike began. An attempt by the government on March 20 to "fast-track" the legislation was unsuccessful when the required unanimous approval was not gained in the House of Commons.

Bill C-77, the *Maintenance of Railway Operations Act 1995*, was tabled for first reading on March 21. At that stage it was to apply to all three railways but would only initially apply to CN. For it to affect workers at CP or VIA, an Order-in-Council would be required, which takes approximately three hours to pass.

The bill extended the terms of all of the expired collective agreements until new agreements come into effect. In addition, strikes and lock-outs were prohibited and railways could not discipline or fire any employee for previously striking. To settle the disputes, it established mediation/arbitration commissions for each bargaining unit to develop new agreements over a 70-day period.

Amendments were made in later readings to automatically include workers at CP and VIA, thus removing the requirement for an Order-in-Council.

The Commons and the Senate sat on the weekend of March 25 and 26 to pass the legislation. Final reading took place around 15:00 on Sunday, March 26, and it received Royal Assent at 17:36 that day. A 12-hour waiting period is required before a bill becomes law.

So, at 05:36 on Monday morning, CN began calling train crews back to work and all other employees were required back at work that morning.

Railway operations resume

In anticipation of the legislation, CN sent supervisory crews out to run a number of trains on Sunday, March 26. These "rust-buster" trains were to clean rust from the tracks so that crossing protection and signals would operate properly, and to check the signal system. Several freight trains which had been held on March 18 ran, for instance from Toronto to Belleville and from Sarnia to Toronto, and in addition two special trains made up of about 30 freight cars with a locomotive on each end were operated in the Toronto area. (This was the first operation of a freight train on the GO Subdivision.)

VIA began operating intercity trains after noon on Monday, March 27, while GO Transit and the STCUM needed an extra day to begin operations for Tuesday morning. VIA's transcontinental trains were not to begin operation until the Wednesday and remote operations the following weekend.

With additional information from Peter Luzny, Tom Box, Rex Rundle, Vernon Erle Ikeda, Sean Robitaille, and Pat Semple.

TEN YEARS AT FORT EDMONTON PARK

The Edmonton Radial Railway Society begins its second decade of operations

In the early hours of September 2, 1951, Car 52 of the Edmonton Radial Railway made its last journey over the High Level Bridge, bringing an end to 43 years of streetcar operation in the city. All but one of the cars were broken up or sold off around the province to serve as chicken coops, storage, sheds, or summer cottages.

Car 1 was more fortunate. Edmonton's Archives and Landmarks Committee asked that one of the streetcars be preserved, and No. 1 was set aside. The car sat in the open at Cromdale barns, enduring the combined ravages of weather and vandalism for several years. In 1967, the car was displayed in the city's Centennial parade. In early 1979, a group of volunteers began restoring No. 1 for participation in Edmonton's 75th anniversary celebrations. The car returned to the rails for the Thanksgiving weekend by providing rides over the High Level Bridge, using a mobile diesel-powered generator towed by the car itself.

Determined to maintain the momentum, the Edmonton Radial Railway Society was formed in October 1979 by the volunteers responsible for No. 1's restoration. The plans for the city's Fort Edmonton Park included a streetcar line, and the society was encouraged to set up streetcar restoration and maintenance facilities inside the park, and to eventually operate the line.

The society built a streetcar barn in the park, as a working replica of the 1908 structure in Strathcona. Since the ERRS did not have its own track yet in the park, No. 1 operated for about forty days in 1981 on the park's steam railway, towing the same portable generator. Mechanical problems ended the season until the car could be overhauled. In the meantime, the street railway layout was planned, and two kilometres of track were laid. A sub-station was equipped to supply the required 600 volts DC, and the overhead wire was strung.

On June 10, 1984, No. 1 broke a ceremonial ribbon to inaugurate streetcar service in Fort Edmonton Park. In the intervening years the streetcar operation has become established as one of the most authentic and well-run displays within the park. Dedicated ERRS volunteers remain responsible for operations, car maintenance, and on-going restoration.

The popularity and usefulness of the streetcar line was apparent and immediate. With only one car available, crush loads were common, and more cars would be needed to provide better service. The society had already been acquiring old Edmonton streetcar bodies. In the late summer of 1985, a second car had been restored — No. 42, which had been moved from Sylvan Lake, Alberta, to the car barn in 1981. Initially it ran on borrowed trucks, but since 1992, No. 42 has been running on authentic new St. Louis trucks, cast and fabricated by the ERRS to the original designs. The ERRS's ability to cast its own replica parts and hardware makes it unique among streetcar museums in North America.

Work on No. 80, one of five cars purchased by the Edmonton Radial Railway in 1930, has advanced to the point where the car has made trial runs. It was rescued from service as a restaurant near Dawson Creek, B.C. One unique car, not originally from Edmonton, has also been restored by the society. It is Toronto Suburban Railway 24,

which is virtually a twin to ERR 7, the only single-truck car to operate in Edmonton.

Regular safety and maintenance checks keep operation remarkably trouble-free. Service has been provided from 10:00 a.m. to 6:00 p.m. from mid-May to early fall for the past ten years. The 40 members of the ERRS contribute 10,000 volunteer hours per year, and the cars travel 6400 kilometres every season. Since the opening of the line in 1984, well over one million passengers have been carried.

The first ten years of operation have exceeded the expectations of the society. The next decade will see several more cars restored. It is hoped to extend the line outside the park, which would involve spanning Whitemud Creek. The CPR bridge over Jasper Avenue has been acquired and disassembled, and rail is being stockpiled for the extension. The Osaka and Hannover cars would be ideal for the extension, as they are double-ended.

Operating cars

Edmonton Radial Railway 1

..... Ottawa Car Manufacturing Company, 1908
Edmonton Radial Railway 42 St. Louis Car Company, 1912
Edmonton Radial Railway 80 Ottawa, 1930
Toronto Suburban Railway 24/Canadian National Railways 15702
..... Preston Car and Coach Company, 1914
Nankai Electric Railway (Osaka) 247 Umebachi/Sharyo, 1921
Hannover/BC Transit 601 Siemens/Düwag, 1970

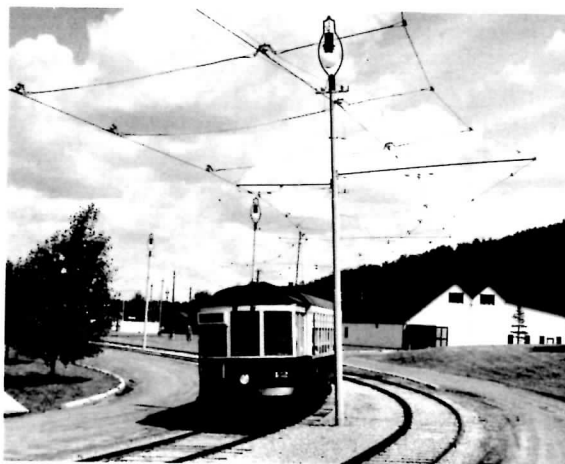
Cars awaiting restoration

Edmonton Radial Railway 13 Ottawa, 1911
Edmonton Radial Railway 33, 38 St. Louis, 1912
Brandon Municipal Railway 6
..... Niles Car and Manufacturing Company, 1913
Edmonton Radial Railway 31 Preston, 1911
Edmonton Radial Railway 53, 65, 73 Preston, 1913
Calgary Municipal Railway Ottawa, 1913
Saskatoon Municipal Railway 200 (Sweeper) Ottawa, c.1907
Saskatoon Municipal Railway 202 .. Cincinnati Car Company, 1918
Regina Municipal Railway 42 Canadian Car and Foundry, 1928
Toronto Transit Commission 4367 CC&F, 1948

Abridged from the Edmonton Radial Railway Society's The Trip Sheet, Vol. 5, No. 3, August 1994. Copies are available from the ERRS for \$5.00 plus \$2.00 postage, at P.O. Box 45040, Lansdowne P.O., Edmonton, Alberta T6H 5Y1.

▼ Former Edmonton Radial Railway car 42 rounds a curve at Fort Edmonton Park, July 7, 1990. The ERRS car barn is in the background.

—Photo by High Iron Photos



THE LITTLE TRAINS OF LONG AGO:

GRAND TRUNK RAILWAY PASSENGER TRAINS AT LINDSAY, ONTARIO – JUNE 1893



By Gordon C. Shaw

The past 20 years have seen a vast reduction in Ontario railway mileage. Most of the branch lines have gone, while present studies contemplate consolidating some of the main lines and the removal of even more track. In effect, the “rusty railfans” who enjoy visiting branch lines are being replaced by the “dusty railfans.” The latter must be content with finding an abandoned culvert, a bridge pier, a gap between trees, or an old building. While a few such relics remain to mark a former railway location, the rails, even the rusty rails, are gone.

As a result of these abandonments, several Ontario towns, once important railway terminals, are now without rails. One such town is Lindsay. In June 1893, it was the headquarters of the Midland Division of the Grand Trunk Railway Company of Canada. As such, Lindsay was the hub for 479 miles of railway, once owned by the former Midland Railway of Canada, purchased by the Grand Trunk in 1884 and officially absorbed by them in 1893 (Stevens 1960, Volume 1, Pages 439 and 440). The Midland Railway was, in effect, an amalgamation of several smaller railways, each of which had been promoted by business interests in Toronto, Whitby, Port Hope, Cobourg, and Belleville to encourage trade through their towns and ports. These component railways were somewhat mutu-

ally competitive, with each having limited traffic and, as a result, financial difficulties. Therefore, their bondholders were pleased to replace their securities with those of the larger Midland Railway and, in turn, by those of the Grand Trunk (Stevens 1960, Volume I, Pages 423 to 454). While from a retrospective economic viewpoint some of these lines should never have been built, they did serve their local communities at the time. By 1893, their passenger services had been integrated to serve the entire Midland network as opposed the individual lines of each predecessor company. Also, as per the June 1893 *Travelers' Official Guide*, the Midland Division comprised the following lines with train services affecting Lindsay.

- Main line – Toronto to Blackwater Junction, Manilla Junction, Lindsay, Peterborough, Millbrook, and Port Hope – 122.4 miles;
- “The Old Road” – Omemee to Millbrook – 15.5 miles;
- “The Midland Line” – Blackwater Junction to Lorneville Junction, Orillia, and Midland – 73.8 miles;
- “The Coboconk Branch” – Lindsay to Lorneville Junction, via Cambray, and Coboconk – 37.6 miles;
- “The Haliburton Branch” – Lindsay to Haliburton – 54.8 miles;
- “The Whitby Branch” – Whitby to Manilla Junction – 32.8 miles.

In addition to these 336.9 miles, the Midland Division's main line extended from Peterborough to Belleville (65.4 miles) and there were branches from Stouffville to Jackson's Point (26.5 miles), Peterborough to Lakefield and to Chemong (22.8 miles), and from North Hastings Junction to Madoc and Eldorado (21.6 miles).

In June 1893, a railfan could stand on the Lindsay

CNR 4-6-2 5267 switching Train 94 at Lindsay, May 31, 1958
–Alan Crompton

station platform from 05:45 until 20:00 daily except Sunday and enjoy the following eleven passenger train arrivals and departures:

- 05:45 – Mixed No. 36, departing for Omeme, Millbrook via the "Old Road," and Port Hope;
- 09:12 – Express No. 1, arriving from Port Hope and Peterborough and then departing at 09:15 for Manilla Junction, Blackwater Junction, and Toronto;
- 09:55 – Mixed No. 30, arriving from Coboconk via Lorneville Junction and Cambray;
- 10:35 – Mail No. 32, arriving from Fenelon Falls and Haliburton;
- 10:50 – Mail No. 2, arriving from Toronto, Blackwater Junction, and Manilla Junction, and then departing at 10:52 for Peterborough, Millbrook, and Port Hope;
- 12:00 – Mixed No. 28, arriving from Toronto;
- 13:40 – Mixed No. 36, arriving from Port Hope and Millbrook via the Old Road, and then departing at 13:45 for Toronto;
- 15:00 – Mail No. 33, departing for Fenelon Falls and Haliburton;
- 18:02 – Mail No. 3, arriving from Port Hope and Peterborough, and then departing at 18:05 for Manilla Junction, Blackwater Junction, and Toronto;
- 18:20 – Mixed No. 31, departing for Coboconk via Cambray and Lorneville Junction;
- 19:55 – Express No. 4, arriving from Toronto, Blackwater Junction, and Manilla Junction, and then leaving at 20:00 for Peterborough, Millbrook and Port Hope.

That is, besides the freight and work trains, there were three passenger trains each way on the main line plus two arrivals and departures for each of the Coboconk and Haliburton branches.

These passenger services were provided by eight train consists with condensed schedules as shown in Exhibits 1 and 2.

Consist A – Mail No. 2, leaving Toronto at 07:45 via Blackwater Junction, Manilla Junction, Lindsay, and Peterborough to Port Hope, arriving there at 12:57; it then returned from Port Hope at 16:00 as Mail No. 3 and arrived at Toronto at 21:13.

Consist B – Express No. 1, leaving Port Hope at 07:15 via Peterborough, Lindsay, Blackwater Junction, and Manilla Junction to Toronto, arriving at 12:15; it then returned from Toronto at 16:35 as Express No. 4 and arrived at Port Hope at 22:10. These trains carried a parlour car between Peterborough and Toronto, the only ones in the network to do so. Consists A and B were supplemented between Peterborough and Port Hope by a third consist which left Peterborough at 07:00 for Port Hope, Whitby, and Toronto, and then returned to Port Hope and Peterborough in the evening. These Consist A and B trains also provided one connection each way a day between Lindsay and Belleville. Consist A from Lindsay arrived in Peterborough in time for an early afternoon departure for Belleville, while an early-morning train from Belleville arrived in Peterborough in time for Consist B's 08:25 departure for Lindsay.

Consist C – This consist, based at Midland, left there as Express No. 6 at 06:20 for Orillia and Lorneville Junction and arrived at Blackwater Junction at 09:40. Then, after connecting with both Consist A from Toronto and Consist B from Lindsay, Peterborough, and Port Hope, it left Blackwater Junction at 10:20 as Mail No. 5 to arrive at Midland via Orillia at 13:47. Then it again left Midland at 14:55 as Mail No. 8 to arrive at Blackwater Junction at 18:25. Then, after again connecting with Consists A and B to and from both Toronto and Lindsay, Peterborough, and Port Hope, Consist C returned to Midland as Express No. 7, leaving Blackwater Junction at 19:10 and arriving at Midland at 22:35. Express No. 6 trains connected each morning at Lorneville Junction with the Mixed No. 30 which left Coboconk at 06:40 for Lorneville and Lindsay via Cambray. This connection permitted passengers from Coboconk to go to Blackwater Junction where they would change again for Toronto. Similarly, in the evening Express No. 7 again connected at Lorneville with Mixed No. 31 enroute from Lindsay to Cambray to Coboconk.

EXHIBIT 1
Principal Eastward Schedules
Midland Division, Grand Trunk Railway of Canada, June 1893

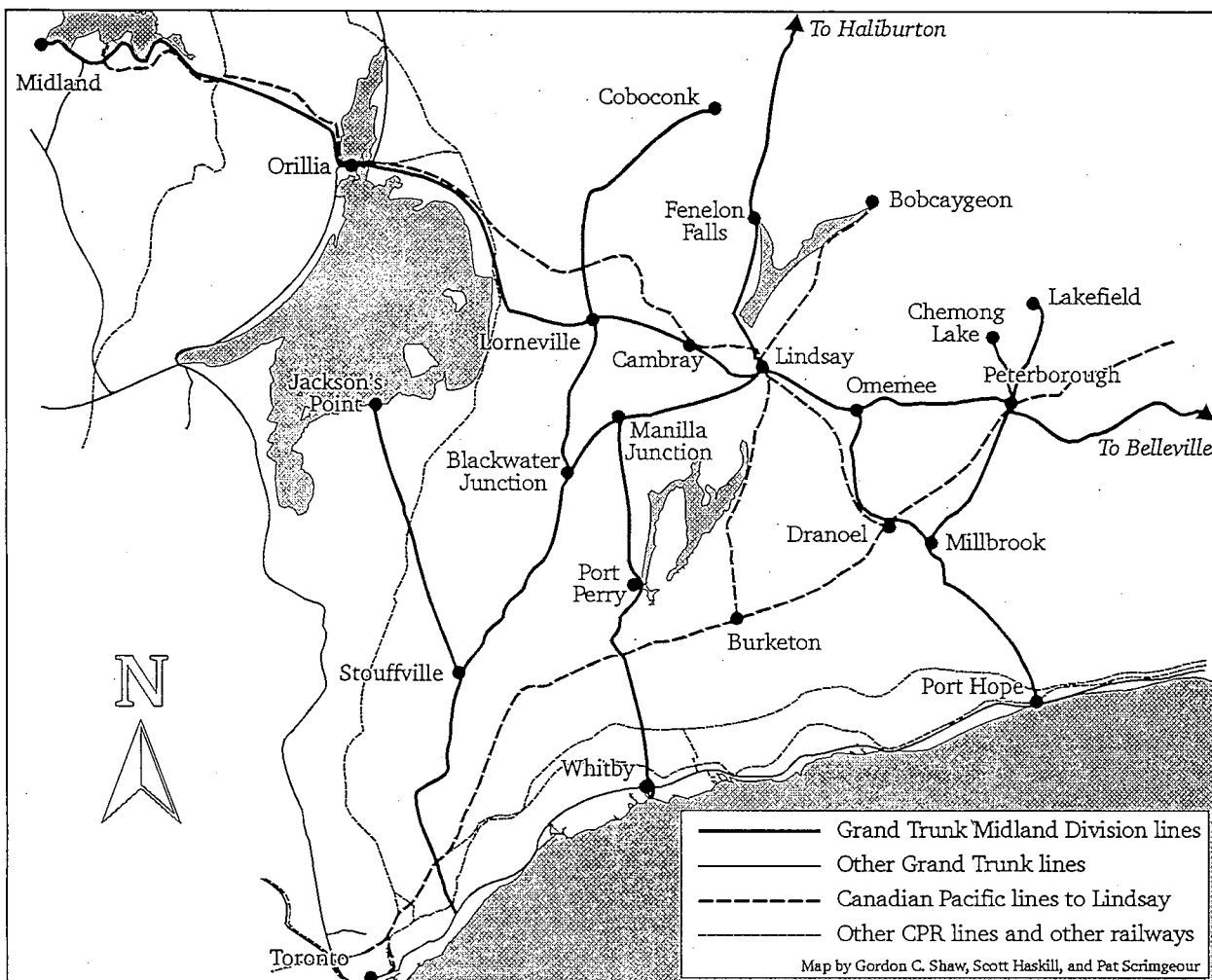
	Mail No. 2	Mixed	Express No. 4	Trains 10/17
Lv Toronto	07:45 A	07:05 H	16:35 B	
Ar Blackwater Jct.	10:00 A	11:03 H	18:55 B	
Lv Blackwater Jct.	10:20 C		19:10 C	
Ar Lorneville	11:00 C		19:50 C	
Ar Coboconk	–		(21:55 E)	
Ar Orillia	15:15 C		20:58 C	
Ar Midland	13:47 C		22:35 C	
Lv Midland	06:20 C		14:55 C	
Lv Orillia	07:49 C		16:25 C	
Lv Coboconk	(06:40 E)		–	
Lv Lorneville	09:00 C		17:45 C	
Ar Blackwater Jct.	09:40 C		18:25 C	
Lv Blackwater Jct.	10:10 A	11:04 H	19:05 B	
Ar Manilla Jct.	10:26 A	11:23 H	19:20 B	
Lv Manilla Jct.	10:30 D		19:21 D	
Ar Port Perry	11:25 D		19:59 D	
Ar Whitby	12:35 D		20:45 D	
Ar Toronto	–		(22:20)	
Lv Toronto	(07:00)		–	(17:30)
Lv Whitby	08:10 D		16:00 D	18:45
Ar Port Perry	09:05 D		17:40 D	19:40
Ar Manilla Jct.	09:35 D		18:25 D	–
Lv Manilla Jct.	10:26 A	11:23 H	19:21 B	–
Ar Lindsay	10:50 A	12:00 H	19:55 B	(Via Oshawa)
Lv Lindsay	10:52 A	05:45 G	20:00 B	–
Ar Peterborough	11:40 A	(Old Road)	20:55 B	20:55
Ar Port Hope	12:57 A	09:05 G	22:10 B	19:50
Ar Toronto	(16:15)	–	–	–

Note: Letters after the time designate the consist as described in this article; parentheses indicate a connecting service.

EXHIBIT 2
Principal Westward Schedules
Midland Division, Grand Trunk Railway of Canada, June 1893

	Express No. 1	Mixed	Mail No. 3	Trains 9/18
Lv Toronto	–	(07:00)	(13:10)	–
Lv Port Hope	07:15 B	10:20 G	16:00 A	08:05
Lv Peterborough	08:35 B	(Old Road)	17:12 A	07:00
Ar Lindsay	09:12 B	13:40 G	18:02 A	–
Lv Lindsay	09:15 B	13:45 G	18:05 A	(Via Oshawa)
Ar Manilla Jct.	09:42 B	14:21 G	18:34 A	–
Lv Manilla Jct.	10:30 D		19:21 D	–
Ar Port Perry	11:25 D		19:59 D	07:45
Ar Whitby	12:35 D		20:45 D	09:05
Ar Toronto	–		(22:20)	10:20
Lv Toronto	(07:00)		–	
Lv Whitby	08:10 D		16:00 D	
Lv Port Perry	09:05 D		17:40 D	
Ar Manilla Jct.	09:35 D		18:25 D	
Lv Manilla Jct.	09:42 B	14:21 G	18:34 A	
Ar Blackwater Jct.	09:55 B	14:41 G	18:50 A	
Lv Blackwater Jct.	10:20 C		19:10 C	
Ar Lorneville	11:00 C		19:50 C	
Ar Coboconk	–		(21:55)	
Ar Orillia	12:15 C		20:58 C	
Ar Midland	13:47 C		22:35 C	
Lv Midland	06:20 C		14:55 C	
Lv Orillia	07:49 C		16:25 C	
Lv Coboconk	(06:40)		–	
Lv Lorneville	09:00 C		17:45 C	
Ar Blackwater Jct.	09:40 C		18:25 C	
Lv Blackwater Jct.	10:05 B	14:42 G	19:00 A	
Ar Toronto	12:15 B	17:55 G	21:13 A	

Note: Letters after the time designate the consist as described in this article; parentheses indicate a connecting service.



Consist D – This consist, based at Whitby, left there at 08:10 for Manilla Junction. After connecting with both eastward and westward Consists A and B, it left Manilla Junction at 10:30 to arrive at Whitby at 12:35. It again left Whitby at 16:00 for Manilla Junction, where it again connected with both eastward and westward Consists A and B; it then left Manilla Junction at 19:20 to arrive at Whitby at 20:45. These Consist D services were all mixed trains; the southward morning and the northward afternoon trains required over two hours for the 32.8-mile journey. The 08:10 departure from Whitby followed a connection with an 07:00 departure from Toronto and the 20:45 arrival connected at 21:00 for a main line train to Toronto. These Consist D trains were supplemented by another consist, based in Port Perry. It left there at 07:45 for a direct connection at Whitby for Toronto and returned to Port Perry in the evening, leaving Whitby at 18:45 after an arrival from Toronto.

Consist E – This consist, based in Coboconk, left there as Mixed No. 30 at 06:40 for Lorneville, to connect with Consist C for Blackwater Junction. Consist E then proceeded to Lindsay via Cambray to arrive at 09:55 in time to connect with Consist A leaving at 10:52 for Peterborough and Port Hope. Consist E returned to Coboconk as Mixed No. 31, leaving Lindsay at 18:20 following the arrival of Consist A from Port Hope and Peterborough. It again connected at Lorneville with northward Consist C and arrived at Coboconk at 21:55.

Consist F – This consist, based in Haliburton, left there at 06:30 as Mail No. 32 and arrived in Lindsay at 10:35. It then left Lindsay as Mail No. 33 at 15:00, arriving at Haliburton at 19:00.

Consists G and H – Consist G left Lindsay at 05:45 as Mixed No. 36 for Omermee and then over the "Old Road" through Bethany to Millbrook and Port Hope arriving there at 09:05. It then left Port

Hope at 10:20 as Mixed No. 35 and returned to Lindsay at 13:40, again via the "Old Road." This train then left Lindsay at 13:45 and ran local to Toronto, arriving there at 17:55. It returned to Lindsay as Consist H, leaving Toronto at 07:05 the next morning and arriving in Lindsay at 12:00. (It was overtaken around Agincourt by eastward Consist A.) For some years, this "Old Road" mixed train was hauled by GTR locomotive GTR 294, a small 4-4-0 built in Manchester, New Hampshire, in 1873 and scrapped in 1915 (Wilkins 1992, Page 35). What a railfan delight!

These eight consists permitted a passenger to travel between almost any two stations in the Midland Division network with a choice of two daily except Sunday departures. While they provided a more thorough coverage of their territory than is available by any means other than automobile today, they did so with modest average speeds. For example, a passenger could leave Orillia at 07:49 and reach Port Perry at 11:25. This journey, of 62.1 miles, with an average speed of only 16.5 m.p.h., was broken by a 30-minute refreshment stop and train change at Blackwater Junction. Even the 104.5-mile main-line journey from Peterborough to Toronto required 3 h 55 min, that is with an average speed of 26.7 m.p.h. Also, since these trains made connections at each of Lorneville, Blackwater, and Manilla junctions, a late train leaving, say, Orillia could delay connecting trains and cause late arrivals as far away as Toronto, Whitby, and Port Hope. (I have assumed that all trains waited at each of these junctions for their connecting trains to avoid stranding passengers.) Therefore, with low average speeds and a mod-

est on-time performance, a frequent 1893 traveller might not have enjoyed these trains as much as a modern railfan would have. (Current schedule theory holds that such slow local services are of limited use to anyone; hence, they soon declined in the automobile age.)

In spite of their limitations, these Midland Division trains were an improvement over the earlier stage coach and seasonal steamboat services. They must have been especially important before the Canadian Pacific line was constructed through Peterborough in the 1880s. However, by 1893, it would seem that these Midland Division trains had become "second choices" for serving the major passenger markets linking Toronto and the larger towns of Peterborough, Lindsay, Port Perry, Orillia, and Midland.

By this time, Orillia was linked to Toronto by the Grand Trunk's "Northern and Northwestern Division" trains through Barrie; these trains were more frequent and faster than those of the Midland Division. Also, one operated daily; this train connected with the Canadian Pacific trans-continental train at North Bay. Therefore, it is probable that most of the passengers between Toronto and either Orillia or Midland travelled via Barrie.

In June 1893, passengers between Port Perry and Toronto had a choice of four daily except Sunday departures, two via Whitby and two via Manilla Junction (Exhibits 1 and 2). However, the service was both better timed and faster via Whitby; therefore, the 13.8 miles of track north of Port Perry to Manilla Junction would cater mainly to low-volume movements such as that between Orillia or Lindsay and Port Perry.

In 1893, the Midland Division trains still enjoyed a supremacy between Lindsay and Toronto; there was no alternative to their two trains each way each weekday, even with each requiring three hours for the 68.5-mile journey. This supremacy was challenged a few years later when, in 1897, Canadian Pacific built a branch line from Burketon, on their Peterborough to Toronto main line, to Lindsay and Bobcaygeon. The CPR then provided twice-daily except Sunday service with slightly shorter travel times than those of the Grand Trunk, albeit with a train change at Burketon. (Exhibit 3).

The largest passenger market must have been between Toronto and Peterborough, the largest community. However, in June 1893, the Grand Trunk train schedules were inferior to those of Canadian Pacific. At that time, there were four Midland Division trains each way between Peterborough and Toronto, two via Lindsay and two via Port Hope (Exhibit 4). In contrast, Canadian Pacific only provided two daytime daily except Sunday trains in each direction. The CPR trains were conveniently timed to provide "same day return service" from both cities, and the slowest of these CPR trains was faster than the fastest GTR train which ran via Port Hope and their main line. Moreover, Peterborough was also served by CP's daily Toronto and Montréal overnight train, the eastward such train providing a convenient late evening departure from Toronto. Therefore, the Midland Division trains through Lindsay must have been irrelevant for most of the Toronto to Peterborough passengers.

Therefore, except for the Lindsay and Toronto market, the Midland Division was secondary in 1893 to the Canadian Pacific in moving passengers between Toronto and the major stations. So, the typical Midland Division passengers must have been travelling between Toronto

and the smaller stations and between the smaller stations. One exception to this conclusion may have been the passenger traffic between Toronto, Stouffville, and Uxbridge; however, these towns are relatively close to Toronto and could have been served by local trains.

In spite of these limitations, the routings and travel times for the principal Consists A, B, and C, as well as

EXHIBIT 3 Comparative Passenger Schedules Toronto-Lindsay Services, January 1930				
<i>Canadian National Westward</i>				
Lv Lindsay	09:25	18:10		
Ar Toronto	12:15	20:53		
Minutes of travel	170	163		
<i>Canadian Pacific Westward</i>				
Lv Lindsay	07:40	15:35	21:05 M	
Ar Burketon	08:25	16:25	22:00 M	
Lv Burketon	08:35	16:35	22:10 M	
Ar Toronto	10:25	18:10	01:50 M	
Minutes of travel	165	155		
<i>Canadian National Eastward</i>				
Lv Toronto	07:45	16:50		
Ar Lindsay	10:45	19:45		
Minutes of travel	180	175		
<i>Canadian Pacific Eastward</i>				
Lv Toronto	09:15	17:10	00:15 M	
Ar Burketon	10:55	19:05	03:05 M	
Lv Burketon	11:00	19:10	03:15 M	
Ar Lindsay	12:01	19:55	04:15 M	
Minutes of travel	166	165		
M - Mixed train, North Toronto-Lindsay-Peterborough Source: Official Guide of the Railways, January 1930 Note: This 1930 comparison is to be taken to be representative of the CN-CP competitor.				

EXHIBIT 4 Comparative Passenger Schedules Toronto-Peterborough Services, June 1893				
<i>Grand Trunk Westward</i>				
Lv Peterborough	07:00	08:25	11:40	17:12
Ar Port Hope	08:05	-	12:57	-
Lv Port Hope	08:05	-	13:40	-
Ar Lindsay	-	09:12	-	18:02
Lv Lindsay	-	09:15	-	18:05
Ar Toronto	10:20	12:15	16:15	21:13
Minutes of travel	200	230	275	241
<i>Canadian Pacific Westward</i>				
Lv Peterborough	04:35 *	07:37	06:30	
Ar Toronto	07:00 *	10:25	19:00	
Minutes of travel	145	168	150	
<i>Grand Trunk Eastward</i>				
Lv Toronto	07:45	13:10	16:35	17:30
Ar Lindsay	10:50	-	19:55	-
Lv Lindsay	10:52	-	20:00	-
Ar Port Hope	-	15:40	-	19:45
Lv Port Hope	-	16:00	-	19:50
Ar Peterborough	11:40	17:12	20:55	20:55
Minutes of travel	235	242	260	205
<i>Canadian Pacific Eastward</i>				
Lv Toronto	08:30	17:10	21:10 *	
Ar Peterborough	11:43	19:49	23:43 *	
Minutes of travel	193	159	153	
* - Operated daily Source: Travelers' Official Guide, June 1893				



those for the Coboconk and Haliburton services, remained almost unchanged for 40 years, that is until at least January 1930 (*The Official Guide of the Railways*, January 1930). The "Old Road" between Omemee and Millbrook had been abandoned in 1927 (Cooper 1972, Page 153) and by 1930 the mixed trains were gone from the main line. (This "Old Road" from Millbrook to Omemee was the original main line of the Midland Railway from Port Hope to Lindsay and Orillia and was intended to bring traffic to Port Hope harbour (Stevens 1960, Page 435). Later, when the Midland Railway laid rails from Omemee to Peterborough and provided a direct route to Belleville and Montreal, the "Old Road" became a minor branch serving several small villages.) Also dropped by 1930 was the fast "same day return service" from Peterborough to Toronto; the early morning train still left for Port Hope but returned immediately.

By 1930, service was reduced to twice daily between Whitby and Manilla Junction. Consist D was now based at Lindsay; it left there at 05:30 for Whitby and returned to Manilla Junction at 09:50 to interchange passengers in both directions with Consists A and B. Consist D again left Manilla Junction at 10:35 for Whitby and then returned to Manilla Junction at 18:00. After interchanging passengers to, but not from, the Consist A and B trains, it

left for Lindsay and overnight. (Probably the best service on this branch existed in 1922 when the "Old Road" mixed train made an afternoon return trip from Lindsay and Whitby and thus retained the 1893-style evening return service from Toronto. This eliminated the need to base locomotives overnight at Whitby and Port Perry as in 1893.)

However, all good things come to an end! Increased automobile usage, together with the Great Depression, decimated the demand for local railway passenger travel everywhere. Also, better cost accounting may have shown that these local passenger services, while always marginal, were now very unprofitable. Therefore, in the early 1930s both railways "swung the axe."

Canadian Pacific soon abandoned two Lindsay branch lines, the one between Burketon and Lindsay and the second between Lindsay and Orillia. (This latter line was built around 1907 by the Georgian Bay and Seaboard Railway, a Canadian Pacific subsidiary, to provide a direct route for moving grain from CP's new facilities at Port McNicoll on Georgian Bay to Montréal via Lindsay and Dranoel. In effect, this "Seaboard" line provided Canadian Pacific with a direct grain route, comparable to Canadian National's Midland Division line between Midland, Lindsay, and Belleville. Both these routings largely became obsolete when the fourth Welland Canal opened in 1934 and it became cheaper to move most of the grain to Montréal by water.) After these abandonments, CP con-

Blackwater Junction, July 17, 1958
—Paterson-George Collection

tinued a limited passenger service to Lindsay and Bobcaygeon; in effect their former daily except Sunday Havelock to Lindsay and Port McNicoll mixed train became a Havelock to Lindsay and Bobcaygeon train. However, by the early 1960s, even this service was abandoned as were the tracks between Lindsay and Bobcaygeon. Finally, in the late 1980s, CP persuaded their last freight shippers at Lindsay to use intermodal services at Peterborough and so permit their removal of the remaining Lindsay to Dranoel line. While Canadian Pacific served Lindsay for over 90 years, the tracing of most of their former rights-of-way now challenges the most devoted and skillful of dusty railfans.

By December 1933, Canadian National had dropped one passenger train between each of: Orillia and Blackwater Junction, Peterborough and Port Hope, and Peterborough and Belleville. Similarly, the Coboconk service was reduced to a mixed train leaving Lindsay on Tuesday, Thursday, and Saturday mornings and returning to Lindsay that afternoon. While these trains connected with the main Consist A and B trains at Lindsay, and at Lorneville with Consist C to and from Blackwater Junction and Toronto, the "same day return service" from Coboconk to Toronto was gone. The Haliburton service also became thrice weekly with a mixed train leaving Haliburton for Lindsay at 05:30 on Tuesdays, Thursdays, and Saturdays, and then returning from Lindsay on these same days at 11:15 (Folder E, Canadian National Railways, effective December 10, 1933).

Also by this time, the Manilla Junction and Whitby branch was served by a twice weekly mixed train leaving Port Hope at 10:00 on Wednesdays and Fridays and proceeding to Lindsay via the former Canadian Northern Ontario Railway's Orono Subdivision to Brinlook Crossing and on to Whitby. It then left Lindsay on Thursdays and Saturdays at 09:50 and returned to Port Hope at 18:05 again via Whitby and Orono. However, this token service was short-lived. In 1937, the rails were lifted between Manilla Junction and Port Perry and from there to Whitby around 1941.

On the main line, Consist A continued much as it had in June 1893; it was now Train 92 and left Toronto at 08:25 for Port Hope via Lindsay and Peterborough and returned from Port Hope at 16:15 as Train 95 to arrive at Toronto at 20:30. Consist B, however, was now based in Belleville; it left there as Train 11 at 06:15 for Toronto and returned from Toronto at 16:55 as Train 12. (In effect, the former Port Hope to Lindsay and Toronto train had become a Belleville to Lindsay and Toronto train.) Consist C still linked Lindsay with Midland, but it was now a "motor train with limited baggage accommodation." Also, it was now based in Lindsay; it left there at 08:45 for Cambray and Lorneville to connect with Consists A and B eastward and westward at Blackwater Junction. It then proceeded to Midland, arriving there at 13:10. Consist C then left Midland at 14:20 for Orillia and Blackwater Junction. After connecting there with both the evening eastward and westward Consist A and B services, it returned to Lindsay via Lorneville and Cambray. This revised Consist C routing retained a "same day return service" with Toronto for the communities between Lorneville and Blackwater Junction.

These schedules, adopted about 1932, remained almost unchanged until the 1950s when economics again

prompted service reductions. At this time, the first to go were the Peterborough and Port Hope passenger trains with the rails soon to follow. For a time, Consist A continued to provide a daily except Sunday round trip leaving Toronto for Peterborough in the morning and returning from there in the late afternoon. However, on October 25, 1958, both this train and those of Consist C between Lindsay, Blackwater Junction, and Midland made their last trips (Cooper 1972, Page 119). By this time, the Lindsay to Coboconk and Haliburton mixed trains were also gone. Finally, in late January 1962, the remaining Belleville, Lindsay, and Toronto trains were dropped, thus ending over a century of passenger train service at Lindsay.

The abandonment of these passenger services was soon followed by the removal of the rails. The former Midland Railway main line between Lindsay, Cambray, Lorneville, and Orillia as well as the Coboconk line north of Woodville were removed in the mid-1960s. Then in the 1980s, the Belleville and Peterborough line was abandoned, soon to be followed by that between Peterborough and Lindsay. Since 1990, the rails have gone between Lindsay and Uxbridge, and, within recent weeks, permission has been given to abandon the Orillia to Midland line. All that now remains of the Grand Trunk Railway's Midland Division of 1893 is the Toronto and Uxbridge mileage plus a few miles of rusty rails north from Belleville to an abandoned distillery. It is interesting, however, that GO Transit now provides commuter service between Toronto and Stouffville with the prospect of an eventual extension to Uxbridge; that is, they are serving the portion of the line seemingly most attractive to passengers a century ago.

These "little trains of long ago" would be anachronisms if still operated today. However, their replacement between Toronto and Lindsay in 1995 is one bus leaving Toronto daily at 17:00 with a second bus at 07:30 on Fridays and Sundays. Both of these buses require 2 h 30 min for the journey, or slightly less than the Canadian Pacific service via Burketon in 1930. While these buses may be all that can be justified in terms of current traffic, as a dusty railfan, it would still be great to have lunch at Blackwater Junction before examining the Lorneville wye!

Acknowledgements

I would like to thank Gray Scrimgeour for the continued loan of his reproduction of the June 1893 *Travellers' Official Guide of the Railway and Steam Navigation Lines in the United States and Canada*. I hope that this article, together with the that on passenger service at Wallaceburg in 1893, in the February 1992 *UCRS Newsletter*, will be seen as a partial payment for this help. I also appreciate the comments of the various referees of this article.

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CN's new St. Clair Tunnel

TUNNEL BORING AND LINING

The photos on these pages were taken on November 23, 1994, and show the construction that was underway as boring of the new tunnel was nearing completion.

The upper picture on this page shows the portal of the original tunnel to the left and that of the new tunnel on the right. On the graded right-of-way for the line to the new tunnel is some of the equipment that was used in boring and lining the tunnel. Near the camera are four mining trains, which carried excavated muck out of the tunnel and carried precast concrete lining segments and sealing grout into the tunnel. The silo above the narrow-gauge tracks contained the grout. The crane hoisted buckets of muck to dump trucks which waited on the access road at the right. The crane also lowered lining segments from trucks onto skeleton cars.

The lower photo shows a westbound CN train at dusk entering the tunnel, en route to Port Huron, Michigan.

The upper photo on Page 13 shows segments being loaded onto the skeleton cars that carried them to the face of the tunnel. The piece that is being loaded in this picture is the key segment, which was the last placed in each ring, at the top. The car beyond the three skeleton cars is a covered hopper to carry grout.

The centre photo is looking toward the east inside the tunnel-boring machine, *Excalibore*, and shows a segment being moved forward from the narrow-gauge train toward the face. The miner working on the segment is installing a bolt that will be tightened once the segment is placed to make the ring of segments secure to the previous ring.

The lower photo is looking forward toward the face, inside the TBM. An arm has picked up a segment and is rotating it to place it in the proper position, tight against the previous ring and the other segments in this ring. To the left of the miners are two hydraulic rams which were used to push the cutting head forward, away from the trailing part of the TBM. The cutting head is beyond the arm, past a watertight barrier, and the excavated clay muck was moved through the TBM as a slurry on an overhead conveyor.





TUNNEL OPENS/FERRIES MOORED

The \$200-million relocated St. Clair Tunnel opened on April 5 at 15:00 when a special display train, designated as Advance 143, left Sarnia and entered the tunnel. The train, consisting of double-stack container cars and tri-level autoracks, broke through a barrier of balloons at the portal in Port Huron at 15:15. The last train through the old tunnel was scheduled to be VIA Train 85, the *International*, at 12:10. The first revenue train, No. 383, was expected through the tunnel one hour after the display train.

The opening of the tunnel ended the last railway car ferry operation on the Great Lakes, once home to over 10 different routes. The last ferry, the *Phyllis Yorke*, was tied up on Tuesday, April 4. She and her sister, the *Margaret Yorke*, made between 5000 and 6000 round-trips a year handling 80 000 cars annually.

Ferry service between Port Huron and Sarnia first operated in the 1850s and lasted until 1891 when the old tunnel opened. Ferry service was restarted on March 10, 1971, to transport newer high-level boxcars and autoracks. Of the nine workers that remained in the ferry service, four have accepted other jobs and the rest took buy-out packages.

The fate of the old tunnel is still uncertain, but there are plans to lay a natural gas pipeline through it. Consumers Gas is discussing with CN the possibility of running a new pipeline through the tunnel as a link from Michigan to its Tecumseh Road storage facility in Moore Township, Ontario.

Boring of the new 6130-foot tunnel began in September 1993 and took 406 days to complete. The original tunnel took only 421 days to dig. Trains will operate through the new tunnel at 60 m.p.h., compared to only 15 m.p.h. in the old one, and the transit time for dimensional cars is reduced by 12 hours because the ferry connection is removed.

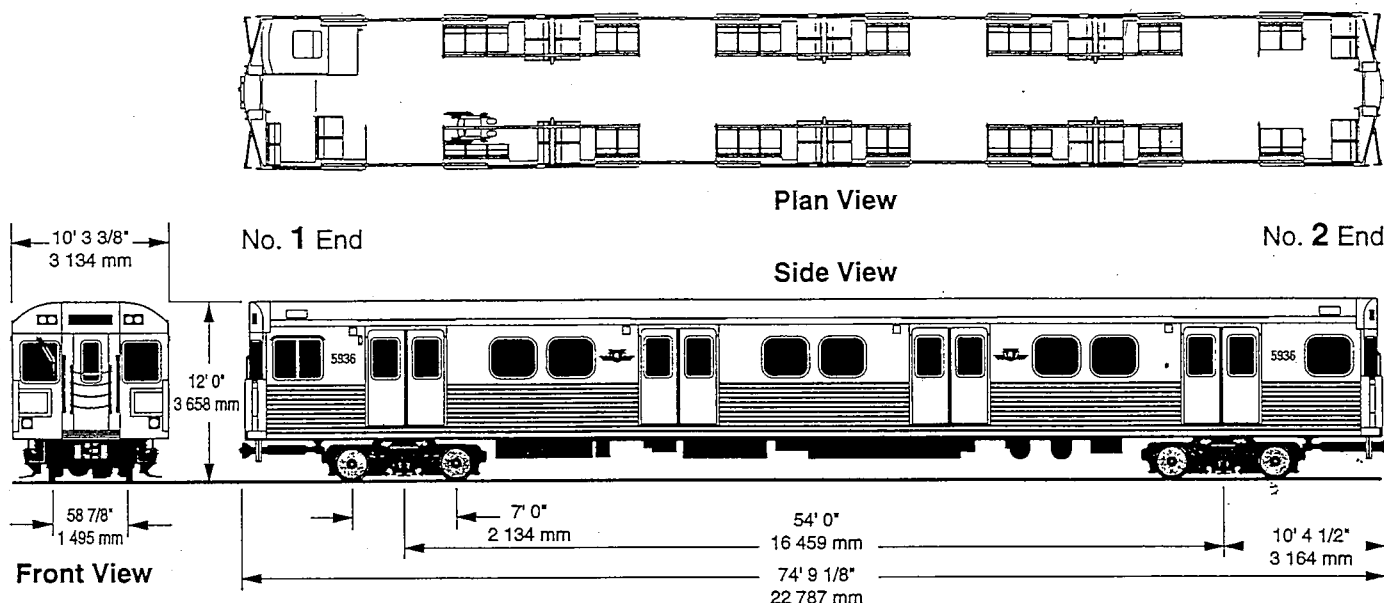
The official opening of the tunnel will be on May 6. Special trains will run from Battle Creek, Michigan (leaving at 07:30, with stops in Lansing and Flint), and Toronto (Train 609, leaving at 08:30, with stops at Brampton, Georgetown, Guelph, Kitchener, Stratford, and London) to Sarnia. The trains will return to Battle Creek at 16:30 and to Toronto (Train 610) at 17:15.

GO Transit double-deck trains will shuttle through the tunnel, leaving from Sarnia on the hour and from Port Huron on the half-hour through the day.

—Photos by Gordon Webster and Pat Scrimgeour



NEW T-1 SUBWAY CARS



General data

Based upon the design of Toronto's H-6 subway cars, the lightweight aluminum vehicles will incorporate changes and improvements developed by Bombardier to meet the TTC's needs. They represent Toronto's first production order for rapid transit cars using alternating-current propulsion.

Type of vehicle	Rapid transit car
Operator	Toronto Transit Commission (TTC)
Date of order	December 1992
Quantity	216
Train consist	6-car train (3 married pairs)

Weight and capacity

Car weight (empty)	35 800 kg	78,750 lb
Number of passengers per car		
Seated: 66	Standing: 184	Crush load: 315

Dimensions

Length (over anti-climbers)	22 698 mm	74' 5-5/8"
Length (over coupler faces)	22 787 mm	74' 9-1/8"
Width (over side sheets)	3 134 mm	10' 3-3/8"
Maximum width	3 150 mm	10' 4"
Height (rail to roof)	3 658 mm	12' 0"
Height (rail to top of floor)	1 105 mm	43-1/2"
Doorway width (side, clear opening)	1 524 mm	5' 0"
Doorway width (end, clear opening)	711 mm	28"
Doorway height (side)	1 930 mm	6' 4"
Floor to ceiling height (high ceiling)	2 184 mm	7' 2"
Wheel diameter (new)	711 mm	28"
Truck wheelbase	2 134 mm	7' 0"
Truck centre distance	16 459 mm	54' 0"
Track gauge	1 495 mm	58-7/8"

Performance

Maximum design speed	88 km/h	55 m.p.h.
Maximum operating speed	80 km/h	50 m.p.h.
Acceleration rate	0.89 m/s ²	2.0 m.p.h.p.s.
Service braking	1.30 m/s ²	2.9 m.p.h.p.s.
Emergency braking	1.39 m/s ²	3.1 m.p.h.p.s.
Minimum lateral curve radius	116 m	380'
Minimum vertical curve radius	610 m	2,000'

Electrical system

Power: fed by third rail	600 VDC
Auxiliary voltage	120/208 VAC
Low voltage	36.5 VDC
Interior lighting	Fluorescent

Miscellaneous

Carbody	Aluminum and steel
Propulsion system	AC motors
Truck type	Fabricated truck, M-A-N design
Number of trucks	2
Primary suspension	Chevron elastometric springs
Secondary suspension	Air springs
Braking	Pneumatic/rheostatic/regenerative (no brake pipe)
Heating	Overhead and baseboard heaters
Air conditioning	Split system, 12 tons
Wheelchair location	1
Couplers	Automatic
Drawbars	Between cars of married pair
Monitoring system	On-board computer with diagnostic

Diagram, text, and data from Bombardier brochure and TTC.

Research and Reviews



Just A. Ferronut's

Railway Archaeology

Art Clowes

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Final (?) notes on northern Québec

You are probably tired by now of the railway lines of northern Québec, but here are a couple of final items before we leave this territory. The ink was barely dry on our column before CN announced that it was setting up its remaining lines north of Garneau, Québec, as a separate operating entity that should start operation in May 1995. Under this new agreement, reached in just two months, 1855 kilometres of track will be set up as a semi-autonomous profit centre. This trackage will include the Québec territory from Garneau north via Hervey Junction to Chapais and Chibougamau, including Chambord to Arvida, in the Lac Saint-Jean area and west to Matagami, La Sarre, and Noranda-Rouyn. The western terminal for this freight operation on the former National Transcontinental Railway will be Mile 100.5 just west of La Sarre. The remaining 84 miles from there west into Cochrane, Ontario, will continue to be used only by VIA Rail's passenger trains. A trip to the Garneau yard late last fall revealed a number of track changes underway in preparation for this change. So this is another facet of the changing Canadian railway scene, and I am certain that Gord Webster will keep you posted on the news of these changes in *The Rapido*.

Alma and Jonquières Railway Update

After our first column hit the streets, Jim Gussow of Montréal contacted me about an abandoned line on the east side of Lac Saint-Jean, running north from Alma (Isle-Maligne), that he had come across in his travels. A topographic map that Jim provided shows this line extended from the end of the A&J at Isle-Maligne in a line slightly east of due north, roughly paralleling the county survey grid for about 12 miles north and then turned 90 degrees west and extended for about another 12 miles or so to the east bank of the Rivière Péribonca just north of Sainte-Monique Lac-Saint-Jean.

A check of Cooks' map of *Québec Rail Lines 1850-1984* shows this line as extending to Chute-à-la-Savane, a community about the same distance north of the abandoned line as

Sainte-Monique Lac-Saint-Jean is south of it. However, their construction date didn't seem to compute, and the map has no date for abandonment. So, it was back to the drawing board!

Our member Doug Brown's father, Robert R. Brown, had done a lot of research on many of the smaller and older railway lines of Québec, and again some of his research has come to my rescue. In his article on the Alma and Jonquières Railway published by the CRHA in their February 1950 *News Report*, Mr. Brown stated that in 1929 construction started on a line from the terminus of the Alma and Jonquières Railway at Isle-Maligne, toward Péribonka. Péribonka is a community on the north shore of Lac Saint-Jean about three-quarters of the way west of Alma toward Dolbeau. As we mentioned in our December column, various proposals had been made for the construction of a railway around the north side of Lac Saint-Jean. This attempt by the Alma and Jonquières Railway was the one that proceeded the farthest. Mr. Brown went on to point out that in 1930, construction on this line was abandoned after about 25 miles was completed. While this may not completely answer all the questions, such as was there any operation on the line, it at least closes one more gap on northern Québec's railway lines.

Baie des Ha! Ha!

What's in a name? After a couple of questions about this name and its exclamation marks, it was to Alan Rayburn's *Naming Canada: Stories about Place Names from the Canadian Geographic* for some answers. First Mr. Rayburn points out that Ha! Ha! comes from the old French word "haha" that means an unexpected barrier or dead end. This word can be traced back to the 15th century. A look at the map in our December issue reveals how early sailors coming up the Rivière Saguenay could have questioned which branch was the main river. However, an eight- or ten-kilometre trip into what we now call Baie des Ha! Ha! would reveal a haha or a dead end route. In this case there are really two small bays or dead ends, hence the plurality.

Mr. Rayburn traces the exclamation marks to an interpretation of the origin of the village of Saint-Louis-du-Ha! Ha! spread by surveyors, writers, and even the surveyor-general and map maker of Lower Canada. Saint-Louis-du-Ha! Ha! is a village on a haha on the west side of Lac Témiscouata, and

also a station on the old Témiscouata Railway, about midway between Rivière-du-Loup, Québec, and Edmundston, New Brunswick. These early writers figured that astonished explorers exclaimed "ha! ha!" when they found their route was blocked, and subsequently named the body of water a Ha! Ha!

Abandonment of the Linton-La Tuque line

In our January column I indicated that the information that I had on exactly what happened to the various portions of this 39.6-mile line following its abandonment by Canadian National in 1921 wasn't the greatest. Ray Corley has sent along some extra information that better details some of the happenings after 1921. A section of 0.88 miles at the east or Linton end along with five miles between Miles 15.53 and 20.53 (Mile 0.0 was at Linton) was dismantled in 1923. The two remaining sections, as was mentioned in January, were leased to sports clubs. Ray's notes indicate that the lease for the eastern section of approximately 15 miles was cancelled effective April 30, 1943, and the track dismantling was completed on September 22, 1943.

The approximately 18 miles of leased track in the west appeared to have remained connected to what became the CN Linton Spur, at La Tuque. Ray's information also states that 10 miles from Mile 20.53 to Mile 30.53 of this western section was dismantled with the work being completed by June 29, 1944. These notes further state that the remaining or most westerly eight miles of leased track continued to be leased to a sports club under a new lease until 1949. In 1949 the rails and fastenings were sold and had been removed by December 3, 1949. While it is not clear how extensive the new 1949 leases were, at least this eight-mile section of the right-of-way was leased to the sports club for use as a road.

Again, this information fills in a number of gaps, but in my mind also leaves a number of questions. I must still question whether there may not have been some type of railway traffic over this line during the 20 years or so that the rails remained in place after CN's abandonment. There's no question that the rails would have been light, probably well below 80-pound. However, one would envisage considerable problems in establishing any type of non-rail roadway with the rails still in place, even light ones. This line traversed good hunting and fishing terrain, including

its route along the north shore of Lac Wayagamac, and one can expect it was a lure to many outdoor types at least during the 1920s. Perhaps things slowed down during the 1930s and one can expect that the 1943 and 1944 rail removals could have been driven by the need for rail in Europe during the later stages of the second world war.

So, while we'll close this subject for now, we will keep our eyes open for anything that could clarify the status of this trackage over the 20 years after CN's abandonment.

A Canadian first

In last month's column, we mentioned some of the advancements that were affecting Canadian railways and their construction, including the arrangement between Canadian Pacific and Laurentide Air Service in the spring of 1924 for air service from Angliers, Québec. Well, Denis Taylor, who has been supplying me with railway material from *The Cobourg World*, just happened to forward an article on this subject that appeared in the Thursday, September 4, 1924, issue. The article quotes from *The Official Railway Guide*: "so far as we are aware, this is the first instance on this continent where interchange of passenger traffic between railways and airplanes has been established."

Victoria Bridge facelift

The recent newspaper advertisement for the fabrication of an overhead travelling crane to permit extensive work on the floor system of this 96-year-old structure probably belongs in the news column. But this and a couple of questions from Doug Brown are enough to cause me to take a quick look at this, the second bridge on the original stone foundations that have been a major link in the Canadian railway network for 134 years.

The first railways of Canada East had relied on ferry boats for the first 23 years of their existence to get to and from Montréal Island. The railway link from Portland, Maine, to Montréal first ended at Longueuil and then near Saint-Lambert (both on the south shore of the St. Lawrence). But as plans were progressed for a line from Montréal west towards Toronto, the lack of a bridge across the St. Lawrence would become a real handicap especially in the winter.

An act of the Province of Canada passed on March 17, 1853, permitted the Grand Trunk Railway to construct a general railway bridge across the St. Lawrence River in the vicinity of Montréal to be known as "The Victoria Bridge." The railway was given authority to receive tolls upon ordinary vehicles, animals, and passengers passing over the bridge.

Work on this bridge, with its famous tubular design, was commenced on July 22,

1853 and it was opened for traffic about six-and-a-half years later, when the first traffic passed over it on December 12, 1859. The first passenger train passed over it five days later on December 17, although the tubes covering the 14th and 15th spans had not been finished. This original bridge had a single broad-gauge track. As was the practice of the day, it was test-loaded by operating a train over it. The train consisted of 18 platform cars, loaded with stones as heavily as they would bear, and drawn by two locomotive engines. This test was done on December 17, before the first passenger train.

In the spring of 1864, a third rail was laid across the Victoria Bridge, and on July 1, 1864, the standard-gauge trains of the Montreal and Champlain Railroad and the Vermont Central Railroad commenced running across the bridge and into Bonaventure Street Station.

The next change to the Victoria Bridge was in the 1870s as the railways converted their locomotives from wood- to coal-burning. To let the coal smoke and fumes escape from the covered Victoria Bridge, a strip of plating 20 inches wide was removed from the top centre of the bridge.

After about 40 years of service, the greatly-increased weights of the more modern locomotives and rolling stock, along with the increased volume of trains, were overtaking the original single-track tubular bridge. In 1898, with only minor modifications to the original bridge's masonry piers, the current double-track through truss bridge was erected around the old tube structure. Since this work was carried on span by span with the erection of the new bridge around the old tubes, only short disruptions in railway service were required to remove the old spans and place the rails on the new spans. The new double-track steel bridge became known as the "Victoria Jubilee Bridge."

The floor system of the new structure was cantilevered out beyond the trusses on both sides of the bridge. In 1898, each extension carried a vehicular roadway of 10' 9" wide as well as a pedestrian 4' 3" sidewalk.

Friday, November 1, 1909, was an important day for the Victoria Bridge as the Montreal and Southern Counties Railway started electric railway service between Montréal and Saint-Lambert with two passenger cars. This new electric service used the north, or downstream, roadway on the Victoria Bridge for its track. Part of this 1909 changeover included the widening of the south, or upstream, side vehicular roadway to 14 feet, and the removal of the pedestrian sidewalk. This vehicle roadway was further widened in 1927 to 16 feet between curbs.

The operation of the Montreal and South-

ern Counties Railway across the Victoria Bridge came to an end on June 19, 1955. Canadian National then undertook to rebuild the downstream cantilevers to provide a new wider roadway for highway vehicles. This was completed at about the end of 1955.

The mid-1950s also saw the start of the most massive change to the Victoria Bridge since its reconstruction at the turn of the century. This of course was caused by the construction of the new St. Lawrence Seaway. To ensure that both railway and ship traffic could be maintained, a railway lift bridge was constructed at each end of the new Saint-Lambert lock on the seaway. The seaway lock starts at the upstream side of the original Victoria Bridge and extends almost 1200 feet upstream. It was at this upstream end of the seaway lock that the second lift bridge was constructed. From the river side of this upstream lift bridge a new railway bridge with a reverse curve was constructed towards Montréal. This new trackage connected back to the old Victoria bridge at the 17th span from Montréal. The same track configuration was constructed from the shore side of the upstream lift bridge with bridges over the seaway's spillway and adjacent roads to join the main line near the Saint-Lambert station. The construction work on this diversion bridge was undertaken between 1958 and late 1960. It is the details of the completion of this bridge-work that Doug has been trying to determine. Since the railway work was finished without much fanfare, we are still trying to find the date and details of the first train over the diversion spans.

The next substantial change to the Victoria Bridge occurred in the mid-1960s when the water under the first span at the Montréal end was filled in to permit the construction of the Autoroute Bonaventure under it as part of the preparations for Expo 67.

A visit to the Victoria Bridge over the last while would no doubt reveal bridge workers busy with the first phases of the planned maintenance work. Most of this work has been limited to the old bridge between the start of the diversion bridge and the Saint-Lambert end. Because of the magnitude of the required work, it is planned to install temporary crane runways along the insides of the trusses. This concept requires the least amount of time to change between railway operation and working, since the overhead crane can remain in place, out of use, while trains are run. So if you are in the Montréal area in the next year or so, you may want to travel over the Victoria Jubilee Bridge to see this facelift in progress. This work will let this historic structure have a useful life well into the next century.

Stations

While we haven't touched much on stations in the last few months, the interested parties have all kept up with their lengthy processes to achieve their goals. A few more Canadian stations were declared as having heritage value earlier this year. The communities of Sayabec, Québec, Newmarket, Ontario, and Kamloops, British Columbia, are all in the process of purchasing the Canadian National stations in their communities.

Keith Pratt pointed me towards an interesting article in last summer's issue of *Canadian Rail* about railway stations on Prince Edward Island written by Allan Graham. Mr. Graham travelled some 3500 kilometres around Prince Edward Island to determine what had happened to the province's railway stations. He was able to locate 59 railway buildings, mostly stations, but some engine houses, bunkhouses, and tool houses, still existing or in recycled use on the island.

While quite a battle royal raged on Prince Edward Island over what should happen to the abandoned railway right-of-way, it has been settled by the government in its favour. Generally the farmers wanted the land returned to the farms that it severed, mainly to avoid urban trespassers and vandals wandering around their farms. The government and the townies (oops; wrong island!) favoured converting the old rights-of-way into trails for hikers and cyclists. Mr. Graham had a photo with his article of the paved trail across the Hillsborough River bridge at Mount Stewart. A recent article in the *Globe and Mail* states that 77 kilometres of trail in the Mount Stewart-Elmira area in the north-east part of the province has now been paved and is ready for touring by hikers and cyclists.

In this month's *Tempo Jr.*, published by the Forest City Railway Society of London, co-editor George Roth reports changes to the abandoned CN Drumbo Subdivision in Ontario (the Buffalo, Brantford and Goderich):

"Has anyone noticed the battle scars inflicted upon the quiet village of Drumbo last summer and fall? Town fathers chose to have sewer and water mains installed village-wide — gone are all those beautiful large maples and gone is any trace of the former CN Drumbo Sub. that crossed the centre of town. The 'gully' has been filled in, leaving no trace of the former trackage or many overpass crossings."

McAdam: the original gateway to Canada

Prior to July 18, 1853, travel between the Maritime Provinces (Nova Scotia, Prince Edward Island, and New Brunswick) and the Canadas (Québec and Ontario) was slow,

difficult, and basically seasonal. Most people who had to travel tried to do it during the ice-free months of the year when they could travel by ship from the various ports in the maritime provinces around and through the Gulf of St. Lawrence and via the St. Lawrence River to Québec and Montréal.

Winter travel was nigh near impossible, and thus avoided whenever possible. Snowshoes and horse-drawn sleighs was about the best one could expect during the winter months.

July 18, 1853, saw the opening of the complete railway line from Portland, Maine, to Montréal (Longueuil). This meant one could take a steamer from places like Halifax, Saint John, and Yarmouth to Portland and then a train to Montréal.

The Woodstock *Carleton Sentinel* in October 1857 carried an advertisement that one could take an overnight steamer from Saint John, arriving in Portland the next morning in time to connect with the "Day Express Train" for Montréal and the west. They were even advertising "tourist tickets" to Saratoga and Niagara Falls via the White Mountains!

While the European and North American Railway opened their line from Saint John eastward to Moncton on August 1, 1860, their plans for an extension westward were still in the planning stages. The St. John River on the western edge of Saint John was and would remain a major block for about 25 years in the E&NA's plan for its Western Extension to Bangor, Maine.

It took until 1869 to complete the link from Saint John (Fairville, on the west bank of the river) to the New Brunswick and Canada Railway and Land Company's line at McAdam, New Brunswick, and Vanceboro, Maine, on the U.S. border.

McAdam (originally City Camp) had its first trains early in 1858 as the New Brunswick and Canada Railway and Land Company (previously the St. Andrews and Quebec Railway) extended its line from St. Andrews north towards Canterbury, Debec, and Richmond, New Brunswick.

Regular service over the E&NA's Western Extension connecting Saint John, Fredericton Jct. (the junction with the line from Fredericton), and McAdam started on Wednesday, November 17, 1869. This service provided access to Woodstock, St. Andrews, and St. Stephen.

The formal opening with an excursion over this section of the Western Extension Railway was on Wednesday, December 1, 1869. The accounts state that the opening was made in a gallant style, thanks to the generosity of the contractor, E. R. Burpee. An excursion train ran from Saint John to McAdam, picking up extra guests at

Fredericton Jct. and other stations. A number of American guests were added at McAdam and the special train headed back to Fairville. It was dark when the train arrived in Fairville and then extra time was needed to travel over the suspension bridge to the E&NA car sheds in Saint John where the banquet was planned.

The *Reporter*, of Fredericton, in their story of the banquet, outlined how large and lavish it was. "The caterer for the occasion was Mr. Cregan of Boston who brought 50 waiters in on the American boat, and is to receive for his pains some \$6,000 — just think of it, \$6,000. As regards the edibles, everything was there that the most 'educated appetite' could desire, 'fish, flesh, and fowl, and all of the best,' with entrées, side dishes, and wines ad libitum." Definitely a day and evening to remember!

By about this same time E&NA's Western Extension from Bangor to Mattawamkeag, Maine, was completed. This portion, along with the 56 miles from Mattawamkeag to Vanceboro, was later sold to the Maine Central. This 56-mile link was completed in 1871 and the line from Saint John, via McAdam and Mattawamkeag, to Bangor was officially opened during the week starting on Monday, October 16, 1871. This opening made the E&NA's 1869 opening festivities look like a church picnic.

The festivities started on Monday, October 16, 1871, when the first regular train went over the road, conveying a large number of invited guests and from 80 to 100 ordinary passengers from Saint John to Bangor.

"Bangor put on a gala day attire, and the city was aglow, by day with bunting, decorative and commemorative emblems, and by night, with illuminations and transparencies."

The opening ceremonies in Bangor took place on October 18, with about every dignitary imaginable in attendance including "a live President of the United States," President Grant.

The party, including President Grant, travelled to Vanceboro, where on Thursday, October 19, "an immense tent had been erected and a plate, cup and saucer laid for 1300 persons. The trains bearing the President Grant and guests from the west was welcomed by a salvo of artillery, and there were soldiers and bands to give the reception a military impressiveness."

The early hours of Friday morning saw the cars carrying President Grant and others leave on a train heading west towards Bangor. The greater portion of the guests, many from New Brunswick, along with about 100 Americans, took a train east to Saint John for the celebrations there. On Friday

evening, the governor general, the provincial lieutenant-governor, and other invited guests were entertained at dinner at the Victoria Hotel in Saint John, "at which good feeling, mirth, and a goodly interchange of friendly sentiment prevailed." Apparently, the state of Maine must have been in grip of the temperance people, for one reporter states, "the Maine law was not in force here, and inspiring, if not reasonable influences were at work."

Today, this week of partying may seem excessive to celebrate the completion of a short length of railway. The big celebration was what the last miles of rail meant: the completion of an international link. More important to Canadians was that with that first westbound train on October 16, 1871, people in southern New Brunswick could now travel year 'round by railway via McAdam, Bangor, and Portland to Montréal. This route was 582 miles between Saint John and Montréal.

About a year later, on November 9, 1872, the line from Moncton to Halifax was opened.

The line through McAdam was the only railway connection between Central Canada and the maritime provinces until June 12, 1876, when the first freight train travelled over the Intercolonial Railway between Rivière-du-Loup and Moncton. Passenger train service over the ICR commenced on July 3, 1876. The distance between Saint John and Montréal over the Intercolonial route is 745 miles, 163 miles longer than via Bangor.

Southern New Brunswick still had that one gap in its railway network, the bridge over the St. John River at Saint John. On January 8, 1886, this gap was closed with the opening of the railway bridge over the Reversing Falls gorge between Saint John and Fairville.

Since I haven't yet got more than one news clipping, the dates of the following trip over the new CPR International of Maine "Short Line" may have been either Wednesday May 15, or May 22, 1889:

"Mr. Van Horne, president of the C.P.R., and Mr. R. B. Angus, a director of the company, left Montreal at 8:30 p.m. Wednesday night and reached Saint John at 4:00 p.m. Thursday, a quick run even for a special."

The Capital, of Fredericton, reported on June 8, 1889, "that several hundred persons were present in the handsome new C.P.R. Station at Montreal last Sunday evening, June 2nd, to witness the departure of the first train on the Short Line for Saint John. Promptly at 8:30, Conductor John Cunningham shouted "all aboard," Engineer James Wells opened the valves, and the train left the station, bowling along at the rate of 45

miles an hour."

This first train was late, as the *Carleton Sentinel* of Woodstock stated: "Owing to unavoidable circumstances, the schedule time was not made, and the train was not connected with the regular New Brunswick Express (at McAdam), but went to Saint John as a special, making the distance from McAdam, 84 miles, in 2¼ hours."

The Fredericton paper completed its story by stating that "The train arrived at Saint John at 3:15 o'clock, standard on Monday afternoon, June 3rd. The station house and streets in front of it were thronged with people, fully 12 or 15 hundred persons being collected. As the train rolled across Mill Street a loud cheer was given. The cars were inspected and then an Intercolonial engine was hitched on and the journey to Halifax was begun."

The Moncton *Daily Times*, June 4, 1889, stated that the "C.P.R. fast train" was "about one hour behind time when handed over to the I.C.R. Between Saint John and Moncton she made up 27 minutes, and after leaving Moncton ran on schedule time a great part of the way. Hot boxes caused some delays, however, and by the time the train had reached Halifax she was again an hour late."

Hardly the celebrations experienced with the openings of the European and North American Railway, but it did provide a third and an even shorter link between the parts of what was now Canada. The distance between Montréal and Saint John over the CPR route through Maine was 481 miles, 101 miles shorter than via Bangor and 264 miles shorter than by the ICR route.

Unlike most railways, the CPR Short Line was opened to passenger traffic first. According to the *Carleton Sentinel* of Saturday, July 6, 1889, it was about four weeks later when "the first through freight from Montreal by C.P.R. reached McAdam on Wednesday morning. Eight car loads."

International passenger service that permitted railway travel between central Canada and the maritime provinces through McAdam, was continuous from October 16, 1871, to November 14, 1981, when VIA removed the service.

After an almost four-year gap, VIA restored its *Atlantic* service via the state of Maine and McAdam on June 1, 1985. This daily service lasted until January 15, 1990, when it was reduced to a train each way on three days a week. This lame-duck service still averaged over 100,000 passengers a year until the most recent cut on December 15, 1994, when all passenger service through McAdam ceased again.

Note: I considered I had to write this, since most of the press didn't seem to be

able to get back past June 1889, when reporting on the abandonment and sale of the CPR "Short Line."

Books

Halifax trolley coaches

Halifax — City of Trolley Coaches, by Paul A. Leger and Loring M. Lawrence is a 116-page 8½ x 11" softbound book on coated paper with over 100 photographs, 10 maps, and numerous reproductions of tickets, transfers, advertisements, and cartoons, plus equipment rosters and statistics. Published by the Bus History Association. Canadians can obtain this thorough study from Bernard Drouillard, 965 MacEwan, Windsor, Ontario N9B 2G1 for \$24.00, postpaid. For U.S. orders, send \$23.00 (U.S.), and for overseas orders by surface mail, \$25.00 (U.S.), to Loring M. Lawrence, 195 Lancelot Drive, Manchester, New Hampshire, U.S.A. 03104.

—J. D. Knowles

New local-interest books

The following are recent low-key local-interest publications that may be of interest to railfans and railway book collectors. While we haven't reviewed these publications, I am going to mention them since I often don't hear about local interest books until they are no longer available.

—Art Clowes

Greater Winnipeg Water District

The first book is *The Muskeg Limited*, by Peter Lacey. This new volume is about the first 80 years of the Greater Winnipeg Water District railway in Manitoba. This new book is 94 pages plus cover, 8½ x 11¼" vertical format, hard cover with 89 good black and white photos printed on uncoated stock. There are also three track diagrams, five tariff charts, three timetables, and one map, as well as one roster of the GWWD's railway equipment. Price for this book is \$27.95, plus \$2.00 postage and handling. The book is available from Anvil Crafts, P.O. Box 233, St. Vital Station, Winnipeg, Manitoba R2M 4A5.

Salem and Hillsborough

The second publication is a mimeographed 14-page booklet on the Salem and Hillsborough Railroad, which they put out in the fall of 1994. It contains a brief history of the original railway, followed by a description of the sights as one takes a trip along the S&H. The main portion of the booklet describes in reasonable detail the equipment that the S&H had. It closes with a preliminary list of their equipment lost in the September 16, 1994, fire. This publication is available at \$5.00 plus \$1.00 postage and handling from Pat and David Othen, 2 Beverley Street, Dartmouth, Nova Scotia B2X 2K3.

Stations in Ontario

The third book is *Directory of Railway Stations of Ontario* by Dave Savage. This soft-covered book details the current location of numerous railway stations in the province of Ontario. This book is volume one of a planned two-volume set, with the goal to detail the location of as many existing railway stations as possible in the province, and where they can be now found. A useful tool, especially to track down relocated depots that may also have been remodelled. This book is available from Canadian Station News, P.O. Box 171, Cobourg, Ontario K9A 4K5, and sells for \$19.95.

Information Network

Item 54

British railbuses in Canada in 1986

Question from: **John F. Legg**

Can anyone help to shed some light on the British-built railbuses that visited Canada in 1986?

I definitely know that a standard two car Class 142 "Pacer" built by British Leyland and BRE (British Rail Engineering), painted in two-tone blue, visited Canada for Expo 86. The only modifications made to the unit were to fit it with ditch lights and a bell. It apparently operated a couple of times on BCR passenger services and did a daily service to the Expo 86 site over the B.C. Hydro Railway. There is a published photo by Michael Wilkie of the Class 142 unit crossing the Serpentine River at Mileage 11.9 on the Fraser Valley Subdivision of B.C. Hydro. The photo was taken at 09:45 on June 28, 1986.

I am certain that a single-car demonstrator also visited Canada for Expo 86 but can find no real evidence to prove this. If it did, this unit was also built by British Leyland and BRE. I seem to remember seeing a photograph of it on the BCR in *Modern Railways* but cannot find the picture now. I believe it was made from Leyland "National" bus body and mechanical parts mounted on a two-axle underframe, was painted in green and white with "BRE-Leyland Railbus" in large white letters on the side, and carried the vehicle number RDB977020.

Excerpt: **UCRS Newsletter, November 1986**

The B.C. Hydro Railway was running British Leyland railbus units comprising cars 55590 and 55640 between New Westminster and Abbotsford, B.C. on three round-trips daily during part of the summer. The set tied up at Huntingdon, three miles east (geographically south) of Abbotsford each night, and made no stops except for Abbotsford. The return fare was \$8.00 with a running time of 90 minutes, although the run could be performed in 65 minutes if the Fraser



River bridge was not up for boat traffic. The cars were also tested on the BCR, from North Vancouver to Squamish, about June 20, running as Passenger Extra RB100. The cars run back-to-back and have a cab on each end. Unit 55640 is equipped with a washroom.

Item 55

CNR steam on the Bala Sub in the 1950s

Request from: **Andy Lawrence**

I am searching for pictures taken in the 1950s of Canadian National steam locomotives. I am particularly interested in the 3300-class Mikado or 2600-series Consolidation locomotives on the Bala Subdivision between South Parry and Toronto. Please write to me at 21 Prince Arthur Avenue in Richmond Hill, Ontario, or call me at 905 773-7811.

Item 56

ONR "Santa Claus Express"

Message from: **Richard Rathbone**

For several years, the Ontario Northland has had a tradition of supplying a courtesy passenger train called the "Santa Claus Express." This train departs every Saturday and Sunday during the Christmas season from a different major community served by the ONR system. The community provides a sponsor who is responsible for volunteers who maintain coach control, supplies Santa Claus, and supplies any extras such as treats.

On December 17, 1994, it was Kapuskasing's turn for the first time since it became part of the ONR system a little over a year ago. The sponsor for Kapuskasing was the Model City Mall Association and they did a super job. A total of 1149 children, ten years old or younger, showed up at the former VIA station. (No parents are allowed on the trip.) The fare for the trip was one non-perishable

food item, for the local food bank.

The train consisted of GP38-2 1803, a steam generator car, 12 coaches, and FP7 1520 on the rear for the return trip. The train travelled about 15 miles west, picked up Santa Claus, and returned. The entire trip took about two hours. The train then proceeded to Hearst, for a similar venture on the Sunday, and returned to Cochrane late that day. Fortunately, my wife acted as a volunteer hostess, as I wanted to get some shots for *Rail and Transit*. She said that it was a very happy train and was enjoyed by all aboard.

Ontario Northland certainly deserves a lot of credit for this excellent public-relations performance.

The photo shows FP7 1520 on the east end of the train, as it approaches the station at Kapuskasing on its return trip.

Item 57

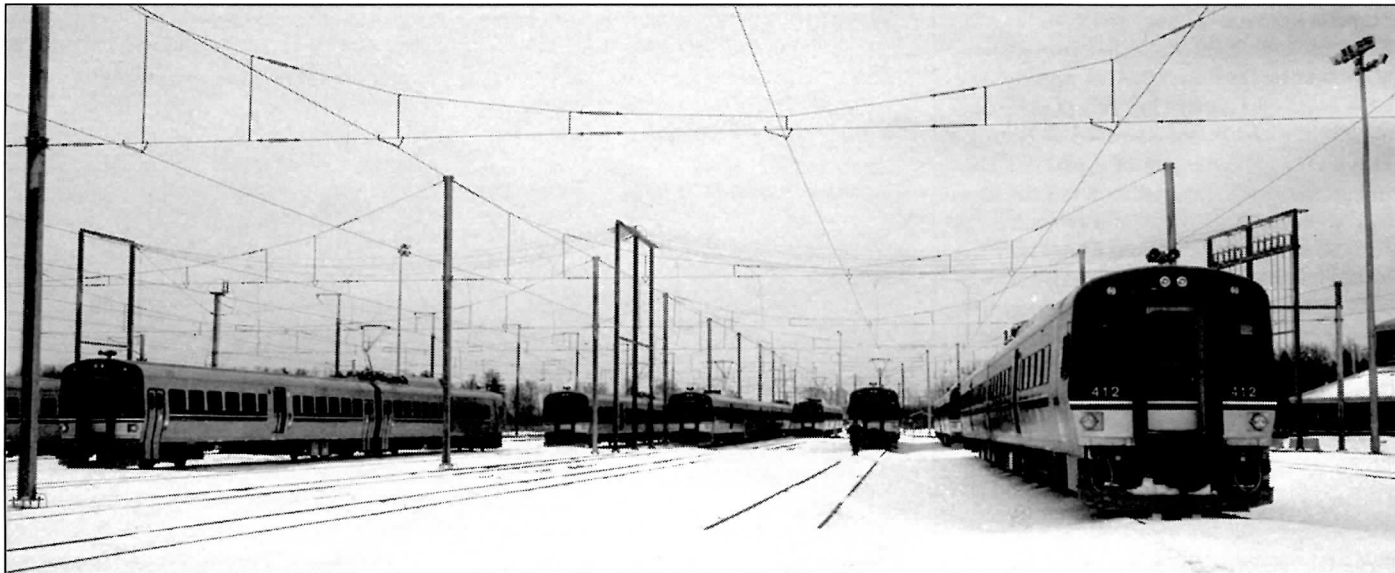
South Simcoe Railway, 1995 schedule

Message from: **South Simcoe Railway**

This summer, trains leave from Tottenham, Ontario, every hour from 10:00 to 16:00 on the following days: Sundays from May 21 to October 8; Mondays May 22, August 7, September 4, and October 9.

Trains leave at 10:30, 11:30, 13:00, 14:00, and 15:00 on Saturday, July 1, on Mondays, Tuesdays, and Wednesdays from July 3 to August 30, on September 25, 26, and 27, and on October 2, 3, and 4.

Fares are \$7.00 for adults, \$6.00 for seniors and students, \$3.00 for children, and \$18.00 for families of up to two adults and three children. For reservations, call 905 936-5815 between 13:00 and 15:30 on weekdays. The SSR's address is P.O. Box 186, Tottenham, Ontario L0G 1W0.



THE RAPIDO



EASTERN CANADA

Gordon Webster

78 Scarboro Beach Boulevard
Toronto, Ontario M4E 2X1

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CP RAIL SYSTEM

DERAILMENTS

Twenty people were forced from their homes after a CP freight train derailed near Bonfield, Ontario, on the evening of February 9. Nine cars on the 31-car train derailed along the shore of Lake Nobsong, one mile southwest of Bonfield. Two of the derailed cars which rolled on their sides contained anhydrous ammonia but there were no leaks.

On February 9, 13 of 126 cars on CP Train 200 (Superior, Wisconsin-Chicago) derailed at Dodge, Wisconsin. Some of the derailed cars struck cars on Train 615 (Chicago-Pecten, Alberta) waiting in the siding for 200 to pass.

Thirty of 112 cars from Train 556 (Montreal-Washington) derailed beside Lake Champlain at Port Henry, New York, on March 1. Two cars of cement fell into the lake and a car of sodium chlorate dropped into a pond on the opposite side of the track. The two cement cars fell into 25-foot-deep

▲ NEW STCUM EMUs

Several pairs of Bombardier electric multiple-unit cars for the refitted Montreal-Deux-Montagnes line at the new yards in Saint-Eustache, Québec.

—Photo by Ted Wickson, February 27, 1995

water and may not be removed. Two cars of sodium chlorate broke open contaminating the lake water. The line was blocked until March 4 and Amtrak's *Adirondack* service was affected. During the closure CP traffic was detoured to Toronto and then south to the U.S. During the clean-up, the CN Auxiliary crane from Taschereau Yard was used and had three LMS units for motive power.

—Toronto Star, Press-Republican,
Al Tuner, Richard Bojman

CAST ACQUISITION APPROVED

The NTA has approved the purchase by CP of the CAST Group Ltd.'s container business. CN has filed with the Federal Court of Appeal to overturn the NTA's ruling, which included a 30-day period in which appeals could be filed. CP's Canada Maritime shipping along with CAST would give CP control of 80 percent of container traffic through the Port of Montréal. CP now must await the approval of the Canadian Competition Bureau.

—La Presse via Rex Rundle

INTERMODAL DETOURS

A labour dispute involving longshoremen in Montréal greatly affected CP's intermodal operations. Longshoremen were locked-out from their jobs from March 7 to March 23, shutting the port down during that time. Numerous trains were detoured to Halifax over CN lines its labour troubles began, and Trains 501, 502, and 508 were frequently operated to Québec. Trains 928 and 929 were not operated during the closure of the port. When the port closed, there were five container ships waiting to load or unload in the port. A CAST ship was diverted to Québec to complete its unloading, while four Canada Maritime ships were diverted to Halifax. CP gave one leased until to CN to operate on detoured trains. When work stopped at CN, five units were stranded on CN's lines.

SOO EXPANSION

A short line in the U.S. was closed and the assets split between the owning railways, Soo and BN, which each had a 50 percent stake. Last February the U.S. ICC approved the division of the 45-mile long Davenport, Rock Island and North Western Railway, located in the Quad Cities area of Illinois and Iowa. Both BN and Soo operated their trains over the line. In the division: Soo receives full ownership of 32 miles of track on the west side of the Mississippi River between Davenport and Clinton, Iowa, as well as exclusive ownership of track that Soo owned jointly with BN in the Clinton area. Soo gained its stake in the DRI in the 1985 bankruptcy sale of the Milwaukee Road. The new arrangement eliminates the need for having a third carrier providing service to on-line customers that the two larger railways can serve directly. Both carriers retain the right to operate on former lines of the DRI, through trackage rights or reciprocal switching.

—Journal of Commerce

ABANDONMENT

The St. Marys Subdivision in southwestern Ontario was abandoned effective March 6 between Miles 5.5 (near Zorra) and 23.6 (St. Marys). The remainder of the line between Miles 4.3 and 5.5 will be considered other than main track. CP will compete for business at St. Marys under interswitching provisions under the National Transportation Act. Abandonment was approved December 5, 1994. Traffic on the line in 1993 averaged fewer than five freight carloads per week.

QUÉBEC NETWORK FOR SALE

CP is renewing talks to sell its network in southern Québec and Vermont, hoping to complete the sale by the end of the year. The lines for sale include the Adirondack and Sherbrooke subdivisions between Saint-Jean

and Lennoxville, Québec, the Saint-Guillaume Subdivision between Farnham and Sainte-Rosalie Junction, the Stanbridge Subdivision between Farnham and Stanbridge, and the Newport and Lyndonville subdivisions extending from Brookport to Wells River, Vermont. These lines serve 50 customers and a traffic base of about 10 000 originating and terminating carloads of freight annually. An additional 25 000 carloads of overhead traffic are handled to the CDAC at Sherbrooke, destined for the Atlantic provinces and Maine.

Prospective purchasers that earlier expressed serious interest in the operation have been contacted with detailed information so that proposals can be prepared. The finalist for negotiations is expected to be chosen this summer and the sale should be finished by the end of the year. Any sale must be first approved by the NTA and the U.S. ICC.

QCR UPDATE

There is still hope for the abandoned Québec Central Railway. CP agreed not to dismantle the line before April 22 to allow organisers to consider the acquisition of the railway. The QCR's last train was on November 10 when CP RS18 1859 and a van made the trip to Thedford Mines to pick up two empty cars.

—Le Soleil

SHUTTLE TRAIN

During labour disruptions on CP, the company operated a shuttle train service for all employees to report for work without having to cross picket lines. The service began in Toronto on March 19 and operated east from Toronto Yard to Whitby making stops at Brock Street and Whites Road. West from Toronto Yard, it made stops at Agincourt, Leaside, and Yonge Street. Six runs were made each day in each direction at four-hour headways. This service lasted until the morning of March 24. There was also a bus shuttle service operated in Toronto until March 25.

Former GNR coaches were brought in from the Green Mountain Railroad with TVBX 5046, 4990, and 4989 in Toronto, and in Montréal TVBX 6608, 5805, and 4980. They were to be used for shuttle service but they were not used in Toronto. Instead, four or five vans were used in Toronto and motive power was normally two GP9s, one on each end. One day, however, two VIA F40PHs were substituted for the GP9s. Boarding cars were also dispatched to Toronto and Montréal in case employees needed to be housed within the yards. At Toronto, meals were provided free on the cars so that employees did not have to cross picket lines to buy any meals.

—Pat Sample

HOTEL TO BE SOLD

CP sold its Château Champlain Hotel in Montréal for a reported \$18-million to a

group of investors led by a Florida-based hotel management company. The consortium is comprised of Ocean Properties Limited, of Boynton Beach, Florida, and the Montréal Real Estate group Thibault, Messier, Savard (*yes, Serge Savard, the General Manager of le club de hockey Canadien that will be playing at Windsor Station next season*) et Associés Inc. The 600-room hotel was built for Montréal's Expo 67 and recently underwent \$3-million in renovations. CP Hotels also operates the Queen Elizabeth Hotel in Montréal and when it had both hotels, had 27 percent of all hotel rooms in Montréal. —La Presse via Rex Rundle

WINDSOR STATION RESTORATION

A consortium of architects has been selected by CP to oversee the renovation and restoration of Windsor Station in Montréal. The work, estimated to cost between \$8- and \$10-million, is part of the new Montréal Forum development project, and work to the station is expected to be finished by February 1996. The consortium is comprised of Anderson Architects, Louis Joseph Papineau Architects, and Thomas Robert Reiner Architects. This team's experience includes work on: Montréal's St-George's Church, the masonry of St-Matthias' Church in Westmount, the conversion of the Macaulay Building (formerly St-Andrew's Church) for Westmount's Selwyn House School, la Maison Alcan in Montréal, les Terrasses de la Chaudière in Hull, Winnipeg Square, the Expo 67 Québec Pavillion, and the Peel Métro station on Montréal's subway system. One architect took the restoration and renovation of Windsor Station as her thesis project.

Changes to the station that have been approved by the Historic Sites and Monument Board by an Order-in-Council on January 28, 1993, include:

- Restoration of the de la Gauchetière Street carriageway by reopening its traditional entrances and the removal of the metal canopy;
- Restoration of the concourse including the replacement of the skylight windows;
- Opening of the north vaults as part of the underground link to the new Montréal Forum as well as the Métro entrance on de la Gauchetière;
- The restoration of the grand staircase which links the public entrance at the corner of Peel and Saint-Antoine Streets, to the concourse;
- Two original entrances, one on de la Gauchetière Street and one on Peel Street, will be refurbished;
- The restoration of the western facade of the Maxwell wing, following the removal in 1993 of the Mud Hut.

Work will be under way in September and completed in February 1996.

—Daily Commercial News and Construction Record

MONTREAL DEVELOPMENTS

CP is currently working on a number of development proposals for unused yards in the Montréal area:

- Outremont Yard — Plans are for a \$525-million housing project in the northern part of the city bordering Montréal. It is planned to construct 1900 housing units as well as commercial buildings and greenspace on the existing yard. Many consultation meetings are being held with the public informing them of the progress of the project.

- Angus shops — CP will turn over two million square feet of land to a local economic development group to develop an industrial park. The Corporation de Développement Économique Communautaire Rosemont-Petite Patrie will use the western part of the land for light industry. The eastern part of the land will be sold to developers who will build hundreds of residential buildings. The first phase is expected to begin in 1997. The shops closed in 1992 after almost 100 years of activity.

- Westmount — After six years of negotiations, CP has abandoned its proposed development project for Glen Yard. The project included plans for a residential development on seven hectares (17 acres) of land at the southern extremity of the city. CP and the city could not agree on housing density for the site. The yard will continue to be used for railway operations for now.

—Montréal Gazette and Jacques Messier

SNOWMOBILE COLLISIONS

This past winter saw a number of people killed when snowmachines they were driving collided with trains. Near Barrie, a 21-year-old student was killed when he drove his machine into the side of a CP freight train on February 7 at a railway crossing on a snowmobile trail. Police say the southbound train was travelling about 60 m.p.h. and was stirring up clouds of snow when late that night two snowmobiles drove into the side of the train. The second driver received serious injuries and a third driver was able to stop in time. The collision broke a brake hose on the train which forced an emergency stop. The coroner has not yet decided whether to call an inquest.

A 14-year-old boy was killed near Balgonie, Saskatchewan, when his machine collided with a freight train at a level crossing. This accident occurred February 12 at around 14:00.

Another snowmobiler was struck and killed by the Ocean on the CN in Beresford, New Brunswick, on February 7, delaying the eastbound train for three hours. A Sudbury man hit a CN train 19 miles south of Sudbury on March 8. —Toronto Star and Tom Box

1994 PROFIT

Canadian Pacific Limited posted a profit of \$393-million for 1994 after suffering a \$191-million loss the year before. High natural gas prices and tourism helped boost profits. The most improved businesses were PanCanadian Petroleum, CP Rail System, and CP Ships. The railway had an operating income of \$277-million last year, up from \$245-million in 1993, attributed to higher traffic levels in Canada, but also offset by a strike on the Soo Line. CP Ships had an operating income of \$86-million, up from \$55-million in 1993 with more container carryings and improved rates. PanCanadian Petroleum had an operating income of \$407-million, compared with \$308-million in 1993. CP Hotels and Resorts had income of \$73-million, up from \$57-million in 1993. —*Globe and Mail via Rex Rundle*

PLANS IN 1995

Rob Ritchie, CP Rail's new chief executive officer says the company wants to abandon, sell, or create internal shortline companies on 994 miles of track in Eastern Canada this year and abandon 684 miles of track in Western Canada under pending reforms to the Western Grain Transportation Act. He also says CP will pursue expansion into the U.S. in 1995 through possible alliances with U.S. carriers. He refused to say if the company will attempt to acquire any U.S. railways. The railway is also spending \$500-million this year on intermodal terminal expansion, new locomotives, freight cars, and computers. —*Financial Post*

SHORTS

CP Hotels is opening a new global reservation centre in Moncton, New Brunswick. The centre will handle calls from around the world for CP's 26 Canadian resorts and hotels. CP is also contributing \$1.2-million towards a \$5.7-million retrofit of the Assumption Place complex in Moncton.

—*Globe and Mail*

CN NORTH AMERICA

COLLISIONS

Southbound CN Train 333 (Toronto–Buffalo) ran into the rear of roadswitcher Train 551 which was stopped on the tracks near Welland around 19:00 on January 29. All three locomotives (9421, 2113, and 2114) and two grain cars from 333 derailed along with the caboose on 551. The accident took place in Southern Yard at Mile 17.0 on the Stamford Subdivision. Three crew members from 333 were taken to hospital and were released. Traffic was detoured through the yard while crews cleaned up. The line was restored to full service on February 2 and damage was estimated at a half-million dollars.

One CN freight train rear-ended a second freight train at 03:55, Thursday, February 16,

in northwestern London derailing two locomotives and six cars. Train 308 (Sarnia–Dartmouth), which was 12 cars long, was stopped waiting for a signal to proceed on the south track at Mile 4.2 on the Strathroy Subdivision when it was rear-ended by Train 272 (Pontiac–Toronto) which was following behind at more than 30 m.p.h. The two locomotives (CN HR616 2105 and LMS Dash 8-40CW 723) along with the first two cars of the 41-car Train 272 derailed, and the last four cars on Train 308 also derailed, near the Hyde Road overpass in London. Two of the derailed cars were empty, two carried grain, and two were loaded with auto parts. The derailment damaged more than 300 feet of track and closed the line until that evening. The north track was reopened at 23:40 that night and the south track was reopened at 18:30 Friday evening after the locomotives were rerailed. Train 392 (Sarnia–Toronto) was the first train through the derailment site.

The engineer on Train 272 suffered a fractured leg and was in hospital overnight and a second crew member suffered cuts and bruises and was released Thursday night.

During the closure of the line, VIA passengers travelling between London and Sarnia or Windsor were carried by bus around the derailment.

Media reports incorrectly identified a third train being involved in the accident. Train 208 was stopped ahead of Train 308, also travelling eastbound and waiting for a signal to proceed, but it was not involved. There were also erroneous reports that one of the trains involved was a VIA train, but there are no passenger trains that operate in this area at that time of morning.

—*London Free Press via Rex Rundle*

WEEKEND FROM HELL

The weekend of January 28 and 29 were not pleasant days for CN in southern Ontario. To start the day off on Sunday, an intermodal crane at the Brampton Intermodal Terminal was destroyed by a fire. Then there was the derailment in Dorchester, followed by a collision in near Welland that evening. In all that weekend, there were three minor derailments in Oshawa Yard, a three-car derailment in the GM Oshawa South plant, a two-car derailment in Hamilton, a two-car derailment in Toronto's MacMillan Yard, and an electrical fire in a locomotive at the MacMillan Yard diesel shop.

DERAILMENTS

A freight train derailment on Saturday, January 21, caused 226 000 litres of sulphuric acid to leak into the confluence of le Petit Lac Masketsi and la Rivière Towachiche in a remote area near Hervey, Québec. The wreck occurred just after 10:00 when 28 cars on the 44-car unit acid train travelling from

Noranda, Québec, to Belledune, New Brunswick, left the tracks. Two derailed cars lost all of their contents and five others lost half their load before being plugged that night. An eighth car was at the bottom of the lake and it took divers more than a day to locate it.

The pH level of the water dropped to 2.7, which is more acidic than vinegar, wiping out the fish population in the lake and river. Lime was dumped into the waterway by truck and helicopter to neutralise the acid but ice prevented it from being effectively spread. The cause of the derailment was a broken rail which was not detected by a test engine that preceded the acid train by 15 minutes. About 2000 feet of track was damaged and the line was reopened on the evening of Monday, January 23.

Around 11:00 on January 29, the 15th and 16th cars on 119-car CN Train 382 (Flat Rock–Toronto) derailed at Dorchester, Ontario, on the Dundas Subdivision. The derailment was caused by a burnt journal on one of the derailed boxcars, which also ignited some bagged rice in the car. The line was closed down resulting in a number of trains being detoured over the Guelph Subdivision through Stratford and Kitchener. Included in the detoured trains were Trains 73, 144, 383, and 385. The track was reopened by the end of the day.

Six cars on a CN switching assignment derailed February 13 at a factory west of Kingston. The accident occurred around 09:00 at the Celanese Canada polyester fibre production plant in Millhaven. The six cars left the track, slamming into a plant building, severing a power line, and spilling some non-toxic powered acid. There were no injuries reported.

One car derailed on a yard assignment on February 26 inside the old St. Clair River Tunnel. The crew was not immediately aware of the situation and the car was dragged some distance, damaging ties and a water pump inside the tunnel, causing a high water condition. VIA Trains 685 (Amtrak 367) and 688 (Amtrak 366) were terminated in Port Huron and Sarnia and passengers were taken by bus between the trains. Westbound passengers were delayed over two hours and eastbound ones about an hour.

Twenty-six cars on 89-car CN Train 422 (Senneterre–Garneau) derailed at Mile 98.8, La Tuque Subdivision, at Lac-Chat at 17:25 on March 3. Most of the derailed cars carried cut lumber destined for Kruger. The derailment was caused by damaged track from a derailed car on Train 421 (Montréal–Senneterre) going the other direction. The damaged track broke when Train 422 passed over it. Employees worked for 56 hours to reopen the line by 21:00 March 5. There were no injuries to the three crew members on the train but a cottage beside the tracks did

sustain heavy damage from flying lumber. Trains 419 and 420 (between Montréal and Rouyn-Noranda) were detoured over the ONR and CN Ottawa Valley lines.

Seven cars on 65-car long GTW Train 385 derailed March 19 in Lansing, Michigan. The derailment closed both main tracks and forced the Amtrak *International* to terminate at Battle Creek and Port Huron with passengers carried by bus between trains.

At 11:35 on March 31, 13 cars on Train 211 (Toronto-Winnipeg) derailed at Mile 146 on the Bala Subdivision at Falding when it was exiting the siding. All of the derailed cars were empty except for two containing automobiles and one carrying steel bars. The mobile crane from MacMillan Yard was sent to clear the wreck. Trains were detoured over through North Bay and along the Newmarket Subdivision between Washago and Capreol to by-pass the wreck. Train 114 (Calgary-Brampton), that was at Drocourt, was forced to return to Capreol to take the detour. There were no injuries in the derailment and the line was reopened that same day.

Vandals were the cause of a derailment near the Talbotville Yard causing a CN engine to derail April 3 around 15:30. None of the three crew members was injured when the light engine move jumped the rails and came to rest on the adjacent track. Three other switches in the yard were also found to be vandalised. The damage was estimated to be between \$7000 and \$10 000.

While entering the siding at Napadogan, New Brunswick, at Mile 106.6 on the Napadogan Subdivision, Train 306 (Toronto-Moncton) derailed its first eight cars on April 6 at 17:12. Two of the derailed cars contained sodium hydroxide but there were no leaks. Approximately 300 feet of main-line track and 500 feet of the siding was damaged. The mobile crane from Campbellton and the auxiliary crane from Moncton were used in the clean-up. The main track was reopened at 08:50 the next morning. During the closure, Train 106 was held at Deersdale, Train 108 at Edmundston, and Trains 132, 130, 305, and 133 were detoured via the Mont-Joli and Newcastle subdivisions. Trains 107 and 131 were held at Moncton.

—Jim Hay, Doug Page, Louis G. Lafframboise,
Kitchener-Waterloo Record, Glenn Courtney, Al
Turner, Le Soleil, London Free Press

NEAR MISS

A second incident of miscommunication with a CN rail traffic control office nearly resulted in the collision between a tow-truck and a VIA train. On the evening of February 10, a pickup truck was driven along the CN Guelph Subdivision near Glasgow Street in Kitchener and was rolled off of the tracks. The driver went to a nearby house for help and was taken to hospital. When police arrived they

could not locate the vehicle and learned later that the accident took place on railway tracks. CN was notified and the police were told that there were no trains on that track and it was safe to remove the car. A tow truck was backing down the line to remove the car when eastbound VIA Train 88 came down the tracks around 19:40. The train was moving slow enough for police and the tow-truck to clear the line in time. The matter is being investigated by CN. A previous incident of miscommunication resulted in a CN freight train derailling and damaging a bridge near Causapsal, Québec (see January *Rail and Transit*).

—Kitchener-Waterloo Record

PRIVATISATION

The government says it plans to name the lead underwriter in April for the public offering of a privatised CN. The offering is expected to take place this October in the biggest single transaction in Canadian history. The offer is expected to be worth between \$1.5- and \$2.5-billion. The percentage of CN to be sold remains undetermined and will be based on market conditions at the time of the offer. No ownership restrictions, whether foreign or on competitor CP, have yet been decided yet.

—Toronto Star via Rick Eastman and Rex Rundle

NEW INTERNAL SHORTLINE

CN has reached an agreement with four unions in northern Québec to reduce labour costs by 35 percent for the creation of a new internal shortline operation. The five-year agreement, reached with the Canadian Council of Railway Operating Unions, the Brotherhood of Maintenance of Way Employees and the International Brotherhood of Electrical Workers, provides for flexible work rules, hourly wages instead of traditional pay by mileage for operating crews, profit-sharing, and a guarantee that the line will not be sold during the five-year period. About 60 shopcraft workers at Senneterre, members of the CAW, have recently expressed an interest in joining the agreement as well.

The shortline will be comprised of these 1855 kilometres of track:

- Chapais Subdivision, Barraute-Franquet and Chapais-Chibougamau
- Cran Subdivision, Triquet-Faribault
- La Tuque Subdivision, Hervey-Fitzpatrick
- Lac Saint-Jean Subdivision, Garneau-Arvida
- Matagami Subdivision, Franquet-Matagami
- Roberval Subdivision, Chambord-Dolbeau
- Saint-Maurice Subdivision, Fitzpatrick-Senneterre
- Taschereau Subdivision, Senneterre-La Sarre
- Val d'Or Subdivision, Senneterre-Noranda

These lines generated 10 000 carloads of freight in 1994 with revenues of \$123.4-million.

Only 223 employees will be required for the new operation, on which 329 employees

currently work. The 106 workers not required for the new operation will be offered early retirement packages, severance packages, or transfers. Workers remaining on the short line maintain their seniority rights and benefits which was more attractive to the workers than selling the line to an independent short-line operator or abandonment. Employees will also be given profit-sharing incentives and trains crews will be to swap trains so that they can return home at night, similar to operations on other short lines.

The new short line will start on May 1 using CN equipment and infrastructure. A CN spokesman said that almost one third of CN's lines east of Winnipeg could be candidates for similar agreements, and similar deals may be reached after the elimination of grain subsidies in the west. Two other candidates for similar agreements are CN's line to Gaspé and its line between Bathurst and Campbellton, New Brunswick. The idea has also drawn interest from CP and CSXT.

—Financial Post, Art Clowes, and Sean Robitaille

CV BECOMES NEW ENGLAND CENTRAL
Another Canadian-owned railway operation evolved to an American-owned one when RailTex's New England Central Railroad Company began the operations of what had been the Central Vermont Railway on February 4. In preparation for the change, NECR units had started arriving in Palmer, Massachusetts, late in January where they were stored at the Three Rivers siding on the Mass Central Railroad. Five units were also placed at St. Albans, Vermont. (See *Motive Power* for information on the NECR roster.)

The last CV train to operate was Train 323 from Palmer which terminated in St. Albans on February 4. This train had headed south as Train 324 from St. Albans to Palmer the day before. The last trip to New London began February 2 when Train 554 headed south from Palmer and returned the following day as Train 555.

The first NECR trains also began February 4 with a train from Palmer to New London. During its trip, the crew spotted one unit at Willimantic, Connecticut, and another at New London, Connecticut, with the remaining power returning to Palmer on the morning of February 5. Later that day, GTW GP38s 5802 and 5806 were moved to Palmer by NECR, where four units were lifted and they all travelled light to St. Albans, arriving later that evening in Montréal.

On Monday, two runs operated which were called the State Line Turn and the New London Turn travelling between Palmer and New London. The first NECR train to Brattleboro and Palmer from St. Albans departed on Monday for a Tuesday return.

Currently, CN now only carries traffic bound to destinations on the NECR to St.

Albans for interchange. Other traffic that was previously bridged over the CV is mostly now handled by Conrail connections from Montréal. Amtrak *Montrealer* service was unchanged on the NECR until service cut-backs unrelated to the change in CV ownership took effect.

All non-management positions on the railway are paid on an hourly rate. They range from \$9.00 (U.S.) per hour for a transportation specialist apprentice (train crew) or signal maintainer apprentice, to \$14.80 per hour for a train director.

Operation on the line is as follows:

- On the south end, the Willimantic Turn (formerly CV Train 558) begins at 07:00 Monday to Saturday, running from Willimantic to New London and return.
- On Sunday to Friday, the Palmer Turn (formerly CV Train 559) starts at 14:00 and operates the Willimantic-to-Palmer segment.
- Switching jobs are maintained at Palmer (formerly CV Train 562) at 09:00 Sunday to Friday, and St. Albans at 07:00 and 15:00 Monday to Friday.
- At the north end, Train 324 leaves St. Albans at 09:00 Sunday to Friday and returns as Train 323 Sunday to Friday nights.
- A wood-chip train is also running regularly from St. Albans to the Vermont Railway interchange at Burlington via the Winooski Subdivision.

—George Chiasson

BRIDGE REPLACEMENT

CN workers began replacing a bridge span February 25 that was shoved off of its supports in a derailment in December (see January *Rail and Transit*) near Causapsca. Workers removed a temporary culvert that replaced the old span and also removed the old span that was still in the water. The line through the Matapédia Valley was shut down at 04:00 on Sunday, February 26, and the line was reopened on March 1. During the closure, all freight and passenger traffic through the area was detoured over the NTR through Edmundston. The *Chaleur* also operated to Edmundston where buses bridged passengers to Matapédia where they met another consist for the trip to Gaspé.

LINE CLOSED

CN's busiest track in the Toronto area was closed March 7 when a municipal sewer collapsed under the roadway under the CN Kingston Subdivision on Coxwell Avenue, which is just west of CN Danforth. Trains were halted for three hours beginning at 10:30 while the road collapse was investigated. Once the bridge supports were inspected, train operations were permitted over the bridge around 14:00 with a CN employee remaining on the site during the sewer repairs.

VIA operations were affected with Trains 42 (Toronto—Ottawa) and 60 (Toronto—

Montréal) rerouted over the Bala and York Subdivisions, resulting in a 2 h 37 min delay and a 1 h 37 min delay respectively. GO operated separate trains between Pickering and Danforth and between Union Station and Oakville during the closure. —Sean Robitaille

LAST PICTON TRAIN

The last revenue train operated on the CN Marmora Subdivision from Picton to Belleville on the night of April 6. Two engines, 4123 and 4119, with van 79567, departed Trenton Jct. at 20:00 and ran light as Train B518 to the Essroc cement plant near Picton to pick up at least eight covered hoppers. The line from Mile 0.0 in Picton to Mile 30.2 at the south end of Trenton was abandoned on April 8. Rail trains will operate on the line when dismantlement begins. This line was the only railway on Prince Edward County.

1994 PROFIT

CN achieved its best financial results since 1988 last year, earning \$245-million. The railway also claimed an unprecedented eight percent improvement in productivity. CN lost \$79-million in 1993 and was only marginally profitable in 1990, the only other year the company has not lost money since 1988. Improvements are attributed to the improving economy and cost-cutting measures taken over the last two years.

—Toronto Star via Rex Rundle

ONTARIO TO PURCHASE LINE

The Ontario government is negotiating with CN for the purchase of the Newmarket Subdivision between Bradford and Barrie. The Ontario ministry of transportation expects to reach a deal in principle by May. CN is not so optimistic, however, as the railway also wants to sell the Meaford Subdivision which runs from Barrie to Collingwood. The province is purchasing the line into Barrie to allow possible future GO train service. CN does not want to sever the line to Collingwood from the line to Barrie.

N.B. LINES SOLD

The New Brunswick government and NB Tel are purchasing more than 1978 acres of abandoned CN rights-of-way in the province for \$1.5-million. The province will use the land for recreation trail and NB Tel will have the right to install fibre-optic telecommunication lines underneath. NB Tel is purchasing the lines for \$1.5-million, and then the province will purchase them from NB Tel for \$1-million. The lines are located near Stanley, Minto, Caraquet, Shippagan, St. Jacques, and Cape Tormentine.

—Canadian Press

ABANDONMENT APPEAL

Proponents of development projects at the Bruce Energy Centre near Kincardine are appealing an NTA decision permitting CN to abandon its lines north out of Stratford. They

state that two major developments are to be announced this year. CN can abandon the line between Stratford and Harriston effective May 3. The appellants want a restriction to prevent CN from selling the land or rail for an extra year. The developers, Canadian Agra and Integrated Energy Development Corporation, say the projects will boost traffic on the line to 25 000 cars a year. CN only requires 16 000 carloads a year for the line to be viable. Canadian Agra had been planning to start the Stratford, Huron and Bruce railway in conjunction with RailTex, but abandoned the plan.

REORGANISATION

The U.S. ICC will issue its decision April 19 on the application by CN to consolidate the Grand Trunk Western Railroad Inc. and the Duluth, Winnipeg and Pacific Railway Company into CN. This consolidation would eliminate 639 positions, which is 25 percent of the workforce on the two railways. Along with CN's merger application, GTW is seeking reduced train crew agreements with its unions. GTW is the last major U.S. railway operating with full crews.

If the application is approved, CN will close some yards and maintenance facilities, create new home terminals and modify territory limits for operating crews, which will have crews run across the U.S.-Canadian border.

—Ken Lanovich

HAMILTON YARD RELOCATION

The City of Hamilton has conducted a feasibility study for its harbourfront which included a proposal for the relocation of CN's Hamilton Yard to Aldershot. Details of the report were not made public because it dealt with land acquisition which is necessary for the redevelopment of the harbourfront property.

The estimated cost of the relocation, which would include the construction of 26 new tracks at Aldershot, is \$100-million — \$70-million for new tracks and \$30-million for three new grade separations. CN says it will not consider the move unless someone pays for it, but CN does own 50 acres of land east of Waterdown Road which can accommodate the new yard. Hamilton will not pay for the move on its own and is looking to the Hamilton Harbour Commission and the federal and provincial governments for assistance.

—Hamilton Spectator via Doug Page

ABANDONMENTS

The NTA is reconsidering CN's application to abandon the Sorel Subdivision from Tracy to Sorel, Québec. CN applied to abandon the line in 1989 but was denied permission to abandon between Miles 45.5 and 48.2 (see October 1992 *Rail and Transit*).

CN has received permission to abandon the remainder of its Midland Subdivision, 10

miles between Uthoff and Orillia, Ontario. The last train to Midland was October 8, 1994, and this remaining portion of the line was abandoned March 10. Losses on the line have been more than \$750 000 since 1991.

There has been much confusion as to the status of CN's Graham Subdivision in Northern Ontario. CN received permission to abandon the line between Combee and Superior Jct. Reports in February stated that CN began preparing the line for dismantlement after there were no deals from shortline operators for its purchase. Then on March 1, there were reports that the line would not be dismantled immediately. The following day, both CN and the government said the reports of a reprieve were false. Well, later that same day, officials from the office of the minister of transport and CN admitted that the line will not be dismantled immediately. No reason has been given for the deferment of abandonment.

Permission was granted to CN to abandon 47 miles of the Nashwaak Subdivision from McGivney to South Devon and the Oromocto subdivision from Camp Gagetown to South Devon, both in central New Brunswick. CN lost nearly \$140 000 on the subdivisions in 1993 and \$354 000 in 1991. The railway did make a profit of \$188 000 on the lines in 1992. No customers opposed the abandonment or expressed a need for railway service. The abandonment is effective April 28, 1995.

CN filed an application to abandon the Chatham Subdivision between Bloomfield and Tecumseh late in January. CN delayed its application while it negotiated with VIA for the purchase of the line but no agreement could be reached. There is no regular freight service on this line, which has lost \$2.5-million over the last three years. VIA would reroute its trains to the CN Windsor South station on the Cuso Subdivision. The route to this station has not yet been finalised.

—Thunder Bay Chronicle-Journal

TELEVISION ADS

A television advertising campaign for CN North America called "On a New Course for the Future" began on March 20 during the CTV national news and during the Academy Awards on March 27, during the CN labour shutdown. The ads are also shown during NHL hockey broadcasts on Radio-Canada. The special-effect images are to describe the CN of today and how it is preparing for tomorrow.

VIA RAIL CANADA

DERAILMENT

The last car on Train 15, the westbound *Ocean*, derailed February 23 and struck a stationary boxcar on the adjacent siding near Saint-François-de-Montagny, Québec. The 04:45 accident did not injure any of the six

passengers or one crew member in the Park car at the time. The cause of the derailment is still under investigation. —*Montréal Gazette*

TRAVELLERS STRANDED

A shortage of VIA engineers in the Toronto area resulted in passengers being stranded in March. Passengers in Toronto, Niagara Falls, and St. Catharines took to buses on the evening of March 14 and morning of March 15 when VIA engineers refused to work overtime and there were no replacements available. The first cancelled trip was the *General Brock* from Toronto to Niagara Falls on March 14. Passengers were transferred to two buses. The return trip the next morning was also cancelled because the equipment was not in place in Niagara Falls. Passengers made the trip on five buses that morning, arriving an hour behind schedule. —*Toronto Star*

MORE SAFETY IMPROVEMENTS

Improvements continue in the safety on VIA trains as a result of the fire on a Montréal-bound VIA train in Brighton last November. Pamphlets providing information on emergency procedures and equipment have been placed in the seat pockets of VIA's LRC coaches. The cards indicate the location of emergency tools, fire extinguishers, first aid kits, emergency exit windows, emergency handles to open the powered coach doors, and escape routes. Conductors also make announcements asking passengers to read the cards. —*Toronto Star*

AMTRAK MONTREALER

Amtrak's *Montrealer* train that operates between Montréal and Washington, D.C., became the *Vermont* on April 2, with a new northern terminus of St. Albans, Vermont. The State of Vermont is paying Amtrak a minimum of \$561 000 and a maximum of \$750 000 (U.S.) annually to continue the only Amtrak operation in the state for at least another year. The train, which operates over RailTex's newly acquired New England Central for a portion of the journey, is the first regular Amtrak train on any RailTex line. The new trains, now numbered 55 and 56, operate during the day, leaving Washington at 08:15, arriving at St. Albans at 22:15, and southbound departing at 09:00 and arriving at 22:15. On the Northeast Corridor, Train 55 is combined with 175 southbound and Train 56 is combined with 172 northbound. The train is also now routed through Springfield, Massachusetts. As part of the deal with the state of Vermont, ticket prices were increased by an average of \$5.00. The last running of the *Montrealer*, Amtrak Trains 60 and 61, was March 31 northbound and April 1 southbound.

In conjunction with this change, the *Adirondack* Montréal service has been extended from New York to Washington,

beginning April 2. There is also new Amtrak bus service connecting the *Vermont* with Montréal.

—Al Tuner, Bob Scheurle, Gordon DeFoe

AMTRAK BUSES TO TORONTO

Beginning in March, Amtrak introduced buses connecting Toronto with its trains to New York at Buffalo. A bus runs to Buffalo in the morning, and one runs from Buffalo in the late evening. The buses are operated for Amtrak by Trentway-Wagar, a bus company with several scheduled runs each day between Toronto and Buffalo:

- The southbound bus leaves from the GO bus stop in front of Union Station in Toronto at 05:35 daily, and arrives at Exchange Street Station in Buffalo at 07:45, where it connects with Amtrak Train 286, which leaves at 08:10 and arrives at Penn Station in New York at 16:15.

- Amtrak Train 283 departs from New York daily at 13:40, and arrives in Buffalo at 21:29. The northbound bus departs from Buffalo at 21:40, makes stops at St. Catharines and Grimsby, and arrives in Toronto at 00:20.

During March, the times were slightly different and there were two northbound buses, until the Amtrak schedules changed at the beginning of April. With these new bus connections, there are two trains connecting Toronto with New York each day, and three on Fridays and Sundays.

COMMUTER TRAINS

STCUM DEUX-MONTAGNES LINE

Work is progressing on the CN Deux-Montagnes line for the fall start of new service. Service will end with the existing equipment at the beginning of June.

New equipment continues to arrive at the new shop at Saint-Eustache, north of Deux-Montagnes. There are three types of cars:

- "M" cars, with even numbers from 400 to 456 (29 cars in all), are motorised cars with a cab at one end;
- "R" cars, with odd numbers from 401 to 449 (25 cars), are unpowered trailer cars with no cab;
- "T" cars, with odd numbers from 481 to 487 (four cars), are unpowered trailer cars with a cab at one end.

The cars are planned to be delivered in the following pairs:

400-485, 408-487, 401-404, 403-410, 405-412, 406-481, 407-414, 409-416, 402-483, 413-420, 415-422, 411-418, 417-424, 419-426, 421-428, 423-430, 425-432, 427-434, 429-436, 431-438, 433-440, 435-442, 437-444, 439-446, 441-448, 443-450, 445-452, 447-454, and 449-456.

By February 27, 28 cars had been delivered to the carhouse at Saint-Eustache.

Stations on the reconstructed line will be:

- **Montréal Gare Centrale**
- **Canora** (the present Portal Heights)
- **Mont-Royal**
- **Montpellier** (the present Vertu)
- **du Ruisseau** (replacing Monkland)
- **Bois-Franc** (replacing Val-Royal)
- **Sunnybrooke** (replacing A-Ma-Baie)
- **Roxboro-Pierrefonds** (replacing Roxboro)
- **Île-Bigras**
- **Sainte-Dorothée** (replacing the present Sainte-Dorothée, Laval-Links, and Laval-sur-le-Lac)
- **Grand-Moulin** (the present Deux-Montagnes)
- **Deux-Montagnes** (new station)

There will also be provision for a future station named Bois-de-Liesse, at Autoroute 13, between Bois-Franc and Sunnybrooke.

STCUM has announced that there will be no weekend service from April 22, no off-peak service beyond Roxboro from May 1, no off-peak service at all from May 22, and a complete closure from June 5. The last service will thus be the afternoon rush hour on June 2. Rush-hour service will resume with on August 28, and full service will begin on September 18.

—Ted Wickson, Art Clowes, Bob Scheurle

TRAIN MISSED STOP

A Montréal STCUM commuter train missed its stop at the Pointe-Claire station on January 16. The train that departed CP's Windsor Station at 17:18 destined for Rigaud did not make its scheduled stop at Pointe-Claire, forcing 150 commuters to detrain at the next station, a mile to the west. CP is conducting an investigation into the matter.

—West Island Chronicle

GO PLANS

In a pre-election announcement, the premier of Ontario announced service improvements for GO Transit for this fall and plans for GO over the next 25 years. The first change will be the restoration of all-day and weekend service on the Lakeshore line to Burlington and Oshawa which was curtailed in the summer of 1993. Other future expansion plans are contingent on better agreements with the CN and CP to operate the trains. CP's charge to run commuter trains on the Milton line is apparently seven to eight times higher than those charged by railways in the U.S., costing GO an extra \$3- to \$4-million a year. CN's charges are also higher than U.S. carriers but not as bad as CP's.

Future plans include:

- Train service through North Toronto on CP's North Toronto Subdivision, with stops at the Dupont and Summerhill subway stations, Leaside, and Agincourt.
- An Exhibition shuttle to run between Union Station and the Canadian National Exhibition grounds during special events.
- New GO stations to link up with the TTC's new subways and the existing subway at

Kennedy Road to provide a better connection to the TTC's Bloor-Danforth line.

These plans will cost the province an extra \$125-million on top of the \$85-million annually it pays for GO's capital costs. Also included in the announcement were reports that negotiations for the province of Ontario to purchase Toronto Union Station along with its owner, the Toronto Terminal Railway, are on again. The premier said the province plans to make the station the hub for regional transit for both the TTC and GO Transit in Toronto.

—Toronto Star and Hamilton Spectator
via Doug Page and Rex Rundle

HALIFAX PROPOSAL

A proposal to start commuter service in Nova Scotia between Windsor Jct. and Halifax could have trains running before the G-7 summit in June. Led by a group of Bedford business people, the new train service would operate in conjunction with Halifax's Metro Transit system. Negotiations are under way with CN, whose crews would operate the train, with VIA, who would sell and maintain six RDCs for the service and provide the use of its Halifax station, and Metro Transit, for adjustments to its bus service.

The initial cost of the proposal turned out to be more than expected, so different options are being examined. The mayors of Truro, Stewiacke, Kentville, Windsor, Hantsport, and Wolfville met with CN and VIA officials last month to determine if extending the proposed service to Truro and the Annapolis Valley would be feasible and would generate more revenue.

—Halifax Daily News

OTTAWA UPDATE

CP has scaled-down its proposal for commuter service in the Ottawa-Hull region. The latest proposal is for service between Gatineau and Ottawa, omitting the line to Aylmer and saving \$18-million. As well, the number of trains has been cut from 58 to 20, and the number of stations has been reduced from 17 to 10, with five in each province including LeBreton, Carling Avenue, Carleton University, Confederation Heights, and Hunt Club in Ottawa. The scaled-down system would carry an estimated 6000 daily riders and cost \$25-million to start. The initial response from Outaouais council is favourable.

The Québec ministry of transport rejected the plan, and instead is conducting an eight-month study of the plan. The ministry said CP's plan is too costly and is not useful to commuters. Other options that will be examined are bi-modal buses that can travel on highways and railways. One proponent of CP's plan called the bus idea a "pie-in-the-sky rail-bus dream." The Québec side has asked the Ottawa-Carleton regional government and the National Capital Commission to help pay for the study.

—Ottawa Citizen

MONTRÉAL EXPANSION UPDATE

No decisions on an expanded commuter train network for Montréal will be made before the fall. A law creating this new service will be presented to the National Assembly before the summer, replacing the existing Metropolitan Council. The government wants to hold a discussion where interested parties can review all commuter rail proposals.—La Presse

OTHER NEWS

CDAC PURCHASE FINALISED

Iron Road Railways Inc. completed its acquisition of the Canadian American Railroad (CDAC) and the Bangor and Aroostook Railroad (B&A) from Fieldcrest Cannon Inc. on March 17 for \$28-million (U.S.). The B&A is a 420-mile regional railway located entirely in Maine and has an annual revenue of \$27-million, 300 employees, 38 locomotives, and 3000 freight cars.

The CDAC is 178 miles long and was a part of the CP Canadian Atlantic Railway. It connects with the B&A at Brownville Junction, Maine, and CP at Sherbrooke, Québec. It also operates on the Irving-owned Eastern Maine Railroad to McAdam, New Brunswick. CDAC has a haulage agreement with CP to Montréal with the option for trackage rights.

DERAILMENT

The Chemin de fer Cartier suffered its third derailment since November when 19 ore cars derailed from a 150-car train around 10:00 on February 4. The train was on its way from the mine at Mont-Wright, near Fermont, to Port-Cartier. The line was closed until February 9. The cause of the derailment has not been released.

Other derailments occurred November 30 when 10 cars of diesel fuel derailed, and December 27 when 23 cars of mineral oil derailed. The second derailment was at the same location as this most recent one. The first derailment was due to a mechanical problem and the second was caused by the build-up of ice on the rail. The first two derailments cost the company \$3-million to clean up and repair equipment. The damage due to the latest derailment is estimated to be around \$500 000.

—Le Soleil

ACR APPEAL

A harbour company in Sault Ste. Marie asked the NTA to review its decision allowing Wisconsin Central to purchase the Algoma Central Railway. Landfill Mining Limited, which bought the Michipicoten Harbour facility in April 1994, does not want the sale to be denied, but rather to make the sale comply with certain legal obligations. When the harbour was purchased from Algoma Central Corp., an agreement was signed between the companies preventing Algoma Central and its successors from diverting

freight from the harbour. The harbour is served by a branch line from Hawk Junction on the ACR main line and its main customer is Algoma Steel Inc.'s Wawa Ore Division.

WC says it would encourage the ore division to bypass the harbour by offering "competitive" rates. WC feels that the agreement does not apply to them because they are not a successor of Algoma Central Corp. because only a portion of the corporation's assets were purchased, namely the railway. WC says that had no knowledge of the non-competition agreement until attorneys filed an appeal asking for a stay of sale on January 25. Landfill is also threatening to sue for breach of contract if WC goes ahead with its plan to compete for freight. —Canadian Press

TOURIST RAILWAY

A new Ontario tourist short-line railway is proposed for the CN Waterloo Spur between Kitchener and Elmira, Ontario. The Waterloo-St. Jacobs Railway Company has signed a conditional agreement for the purchase of the 11.8-mile long line and plans to begin operating diesel-powered tourist trains by the summer. Initial operations will be three trains daily between Waterloo and St. Jacobs. Approval must first be obtained from the NTA and the Ontario Municipal Board before operations can begin. Under the agreement, CN will continue to serve any freight customers on the line. The WSJR has acquired its first piece of equipment, former CN track geometry car 15000, which is now lettered WSJR.

There is strong opposition to the plan from residents in St. Jacobs who feel the area can not cope with additional tourists. The main proponent in this plan was also involved in the failed Waterford and Northern Railway that was to operate on abandoned Lake Erie and Northern and Toronto, Hamilton and Buffalo lines.

MORE QUÉBEC SHORTLINES

A Montréal-based consortium called Railmont had hoped to purchase four branch lines in Québec. The lines sought were CN lines to Gaspé, Abitibi, and Saguenay-Lac-Saint-Jean, and the CP line between Montréal and Sherbrooke, which comprise about a third of the railway lines in the province. The group is formed by Canadian, U.S., and European businesses. Their spokesman estimated the purchase price to be in excess of \$100-million. An earlier attempt by some from the group to purchase the abandoned CP Sainte-Agathe subdivision failed; it was purchased by the province for use as a linear park. The lines in northern Québec that they were interested in are now part of an internal short-line at CN and will not be sold for at least five years. The group has said they are still interested in other lines that may still be available. —Le Soleil

NEW RAILWAY POLICY

The government says that changes to the eight-year-old National Transportation Act will be tabled in Parliament before June. The changes are to bring about further deregulation of the railways which, among other things, will ease the disposal of marginal branchlines to short-line operators.

MORE ACCIDENTS

There were more railway-related accidents in 1994 than the year before the Transportation Safety Board reports. In 1994, there were 646 reported train collisions and derailments, about a third of which occurred on mainlines. Accidents reported in yards and branch lines were up 35 percent over 1993, while mainline incidents increased by 22 percent. Changes to reporting criteria swayed the numbers slightly, because until this year, only accidents on main line track or involving dangerous goods or injury had to be reported. The number of people killed in railway accidents declined slightly to 114. Fewer boats sank and fewer planes crashed last year. —Canadian Press

ONR SERVICE RETURNS

Locked-out workers at the Ontario Northland Railway ratified a new contract and returned to work on February 27. Members of the Associated Shop Unions voted to accept the contract after being off work for 87 days. The work stoppage affected *Northlander* passenger service and VIA's White River-Sudbury service. Freight service on the railway was not affected. The first *Northlander* arrived in Toronto on February 27.

HERITAGE STATIONS

The Federal government announced in February the addition of 16 more stations in Ontario and Québec to be added to the list of protected heritage railway stations. There are now a total of 147 stations protected under the Heritage Railway Station Protection Act. The most recent additions included: CP's stations in Farnham, Rigaud, Saint-Jérôme, Sainte-Agathe-des-Monts, and Westmount, and CN stations in Matapedia and New-Carlisle.

CAR INSPECTOR KILLED

An American railway car inspector was killed March 28 while he was inspecting the interior of a tank car that had carried sulphur on its last trip. The car was at a private firm east of Montréal that specialises in the storage and maintenance of tank cars. The inspection was being made before the car travelled to the U.S. No one has been able to explain why an experienced inspector would enter the car without an oxygen mask. Six rescuers were also injured by fumes while trying to save the man. —Journal de Montréal



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GRAIN TRANSPORTATION

CROW'S NEST SUBSIDY ENDS

Several changes are being made to government subsidies for grain transportation in western Canada. The 1995 federal budget announced the elimination by August 1 of the Western Grain Transportation Act subsidy (the successor to the so-called Crow's Nest Rate), worth \$560-million annually to farmers. To soften the blow, prairie farm owners will be compensated \$1.6-billion — about \$19 500 per person — for the drop in land value that will be caused by the increased freight costs. Another \$300-million will be provided over several years to make the grain transportation system more cost-efficient.

Overall, transportation subsidies are to plummet to an annual \$19-million in 1997-1998 from \$696-million this year.

With elimination of the railway subsidy, farmers will probably consider other options for grain transportation. Those in Manitoba, nearest to Thunder Bay, will have the option of the use of trucks. Trains will probably still be the most economical delivery means for those in the central and western prairies. It has been suggested that more grain will be shipped south to the U.S. for their consumption. There may be losses in the overseas shipments through Vancouver and Prince Rupert, with Seattle and Portland handling more Canadian grain. The \$300-million fund will be spent over six years on improvements to railway service. Part of it will be used to upgrade the port at and the railway line to Churchill, Manitoba.

In addition, the House of Commons is considering a bill that would eliminate subsidies for shipment of grain to Mexico. The Mexican government has threatened to impose a duty on Canadian wheat, thus cutting sales, if the transportation subsidy is not removed.

Until this year, Ottawa has paid about half the cost (about \$15 a tonne) of export grain shipment costs. Now, farmers will have to pay the full cost of freight haulage to ports or inland terminals. Railway branch lines and the grain elevators in prairie towns may disappear as more road transport and larger

concrete silos on main lines take over the business.

The Atlantic Region Freight Assistance Act (ARFAA) and the Maritime Freight Rates Act (MFRA) cost \$99-million per year and will be eliminated July 1, 1995. For five years, a \$326-million transportation adjustment program will be paid to regions currently receiving these two subsidies. These programs will allow provinces to target assistance to meet local shippers' adjustment needs and to provide for improved infrastructure, or in other words, better highways.

Feed-Freight Assistance subsidies will also be terminated with transitional funding provided over the next ten years.

—Various newspapers and on-line sources

PASSENGER TRAINS

GO TRAINS IN SEATTLE

The commuter-train demonstration in the Seattle, Washington, area, with equipment from GO Transit, went well. Burlington Northern crews operated the trains, and Amtrak crews shuttled the equipment to and from Seattle's King Street Yard, where the trains were kept when not in use.

The demonstration was advertising before the March 14 election, in which an initiative was on the ballot to raise the state sales tax and the gasoline tax to pay for an ambitious commuter-train and light-rail plan. The demonstration ended shortly before the election, and the GO Transit equipment has since returned to Toronto, via Vancouver.

The electorate voted 53 percent "no" on the commuter-train initiative, but there is word that there could be another vote taken as early as this fall.

—Russell Bates via CompuServe; CFAX Radio

AMTRAK TO VANCOUVER

The Vancouver–Seattle *Mt. Baker International* service that is starting on May 26 will use the Talgo train set that currently is running between Portland and Seattle. The one-way running time will be 4 h 35 min, but after track improvements are completed between Seattle and Everett, Washington, the running time will be 3 h 55 min.

The northbound train will leave Seattle at 07:15 daily and arrive in Vancouver at 11:50. The southbound train will leave Vancouver at 18:00 and arrive in Seattle at 22:35.

—Russell Bates and Robert Rynerson via CompuServe, Northwest Railfan

BRITISH COLUMBIA RAILWAY

DERAILMENT

Eighteen freight cars left the tracks in a narrow canyon and up to eight toppled down an embankment, blocking the BCR line north of Whistler early Monday, March 6. The train was carrying lumber and other wood products. There were no injuries. —Canadian Press

CANADIAN NATIONAL

CABOOSELESS OPERATION

CN's Okanagan Division began cabooseless operation between Vernon and Kamloops on February 27. Crews will call a taxi to meet them at Campbell Creek, the junction of the Okanagan Subdivision with the CP Rail Shuswap Subdivision. After the switches are lined, trains will move a short distance to a designated location. The conductor will re-line the switches and take the taxi back to the head end of the train. At Armstrong Jct., where the line joins the CP Okanagan Sub., CP will authorise leaving the switch lined and locked in the reverse position. —Dean Ogle

DERAILMENTS

On Sunday, March 5, CN Train 453 en route to Edmonton from Winnipeg derailed near Chipman, Alberta, briefly closing a section of Highway 15. There were no injuries in the 22-car derailment.

CN's main line to Vancouver was closed after a 13-car derailment Thursday night, February 10, 10 km west of Hope. Neither crew member of the 100-car freight was injured.

About 5000 litres of diesel fuel was spilled after a CN engine jumped the tracks and ruptured a fuel tank in Prince George yard on February 14.

A rock slide closed the CN main line near Boston Bar on Sunday morning, February 19. The line was cleared by 8:00 p.m. but crews refused to work, citing unsafe conditions from rocks falling near the tracks.

—Edmonton Journal, Vancouver Sun, Canadian Press

CANADIAN PACIFIC

KOOTENAY LAKE DERAILMENT

Bob Sandusky has forwarded an interesting article from *Alberta Report* about the January 20 fatal derailment of CP Train 981, excerpted below:

A minor illness undoubtedly saved Ken Rines' life. The 31-year-old conductor wasn't feeling well so he left the lead locomotive during the night run through the Kootenays. He made his way back to the third locomotive, intending to rest and use the washroom. He left engineer Pete Whitehead, 35, and brakeman Trevor Hogg, 32, in the lead unit. As the train rounded a sharp turn, the 196-ton lead engine hit a rockslide, left the track, and plunged 125 feet into the icy waters of Kootenay Lake. Mr. Rines miraculously walked away from the devastating crash but his colleagues, entombed in the lead locomotive under 50 feet of water, were not so lucky.

The 49-car freight train had left Cranbrook bound for Nelson shortly after 1:30 a.m. on Friday, January 20. At 8:10 a.m., Train 981 had

reached Mile 111 of the 137-mile trip. Until then the journey had been uneventful. Directly across the lake from the train, in the tiny hamlet of Boswell, retired carpenter Jim Robertson was making a cup of coffee when a bright flash of orange lit up the side of the mountain on the opposite shore. Using binoculars, he could see that a train had stopped, but he couldn't see anything amiss.

Mr. Robertson phoned the RCMP in Creston and was told that if he wanted to be a "good samaritan" he could take his fishing boat across the lake to see if there was a problem. He arrived to find only the nose of the third unit poking out of the water. Two open cars of zinc sulphide were also in the lake. The entire area was saturated with fuel oil. The rocky bank, also soaked with hundreds of gallons of diesel from ripped-open fuel tanks, was already ablaze. White and black smoke filled the morning air.

Venturing within 20 feet of the half-submerged unit, Mr. Robertson called out several times before being forced to withdraw when the oil-soaked cab caught fire. By then police and CP-hired helicopters were swooping over the scene and the scope of the accident was becoming apparent.

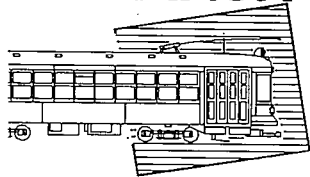
It was police who found Rines walking down the track away from the wreck. He had climbed out of the locomotive, clambered up the bank, and struck off in search of help. He was flown to hospital in Nelson and later released.

Nelson RCMP Corporal Bob Yaskiw says that as soon as they realised that two crewmen were missing they began assembling divers. Just before nightfall, two constables who do double duty as divers discovered the bodies. Both were found in the cab of the lead unit, which had come to rest 50 feet below the surface of the lake. Because the slide was on a sharp turn, it is unlikely the men even saw the six-foot-deep pile of rubble on the track until it was too late. The speed limit on that section is just 25 miles an hour, but even at that slow rate it would have taken up to one-third of a mile to stop. Twelve hours earlier, Train 984 had come through the area without incident.

In recent news related to the derailment, a Vancouver company will try to recover the two CP freight cars that plunged into Kootenay Lake. Can-Dive Marine Services has won a contract to pull the freight cars from the lake; work was expected to begin in mid-February. Environment officials gave Kootenay Lake a clean bill of health after the derailment. Petroleum products and lead concentrate were also spilled into the lake. Environment ministry staff have now finished examining microscopic life, waterfowl, and fish stocks in the lake. The tests show contaminants are within acceptable standards and no negative effects were found. CP is also carrying out a beach-washing and oil-recovery program near the crash site.

—Canadian Press

IN TRANSIT



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TORONTO

TESTING NEW BUSES

Both New Flyer and Ontario Bus Industries will have their low-floor buses at the TTC over the next few weeks, for testing that will include use in regular service.

New Flyer has sent a D40LF TUF 40-foot diesel bus for 3½ weeks of operation out of Lansdowne Garage, beginning around April 3. The bus arrived at the TTC on March 29, from a transit industry conference in Texas, still with transfers from Dallas in the transfer cutter. Lansdowne Garage is currently not using the TTC's on-board CIS automatic vehicle location system, but has instead gone back to on-street supervision, as part of a test of the effectiveness of CIS. Because the borrowed TUF bus will not be equipped with CIS equipment, operation on Lansdowne Division routes is thus simplified. The bus will be used on very busy, crowded routes, such as 77-SPADINA and 63-OSSINGTON, to see how well the low floor affects customer circulation within the bus, and to determine if the design results in faster passenger loading and unloading. TTC has numbered the bus as 2001.

The second demonstration will be with OBI's Orion VI engineering test bus. This may be the closest to a production Orion VI that the troubled bus maker has completed, and differs in several details from the Orion VIs that the TTC has on order. The bus has three doors, front and centre as with current buses, and at the rear, behind the rear wheels. The bus was at the TTC's Hillcrest complex on February 22, for a brief visit. Because it is CNG-fuelled, the bus will operate from Wilson Garage, which has the TTC's only natural gas fuelling facility. The arrival date of the Orion VI has not been set.

CHIME TRAINS

The last "whistle train" ceremony took place on February 21 at Kennedy Station, not the day before, as was previously planned (February *Rail and Transit*). Much media attention was attracted for the event, and all reports concentrated on the absolute, final, and very last door-closing whistle, and the new electronic chimes that now replace the whistles

on the Bloor-Danforth and Yonge-University-Spadina subway. It was only in the TTC's next issue of *The Rocket Rider*, distributed on buses, streetcars, and subway trains a few weeks later, that the record was set straight by mentioning that the 36-car M-1 class subway fleet are not chime-equipped, were never included in the chime train programme, and will continue to use whistles. The Montréal cars are the oldest active cars, normally used only in rush hours. They are due for replacement in 1996 when the first T-1 cars are put in service.

NEW PAINT SCHEME UPDATE

The simplified paint scheme for TTC buses has debuted on GM New Look 8942, assigned to Birchmount Division. The first version of the new scheme was completed at Harvey Shops on February 22. All grey has been eliminated from the lower sides, and has been replaced by white. The thick red stripe on the side has been retained, as has the narrow red stripe over the windows. The area around the windows is still black.

A few weeks later, the same bus emerged in a revised version of the simplified scheme. The position of the large red side stripe on the first version resulted in the TTC crest on the side of the bus straddling the red stripe and the white area above it. The revised version, which has now appeared on at least one other 8900-series bus, has the red side stripe lowered so that the TTC crest fits entirely on the first white band below the windows. By March 22, 8942 was in service at Birchmount Garage.

—Dave Morgan

TROLLEY COACH TO BE SAVED

At least one of the TTC's Western Flyer 700E trolley coaches will be preserved. Coach 9240, which has been stored outside at Birchmount Garage since early 1992, has been acquired by the Electric Vehicle Society of Canada. The coach will be moved to the Warden Avenue campus of Centennial College in Scarborough, where it will be restored by the automotive class there. It presently has "SAVE" written in black paint on the front of the coach, to ensure it isn't sold for scrap by mistake. The same organisation is attempting to acquire a Hamilton Street Railway dual-mode Flyer E800 trolley coaches.

—Dave Morgan, Ted Wickson

OTTAWA

LOW-FLOOR BUS SWAP

OC Transpo and Kitchener Transit traded buses in January to give Ottawa a chance to conduct some cold weather testing on behalf of the Canadian Urban Transit Association. The test also allowed OC Transpo to gauge reaction to the low-floor design in service in Ottawa.

The two systems traded their buses numbered 9201. In Kitchener Transit's case, No. 9201 is a 1992 New Flyer D40LF low floor bus. Ottawa's No. 9201 is a New Flyer D40 conventional bus. While in Ottawa, the Kitchener bus sported fleet number 92011, to keep it separate in the computer from the "real" OCT 9201. While in the other city, each bus carried temporary markings for the host system. The swap was to last for up to 60 days.

—Canadian Transit Heritage Foundation Bulletin

FARE FREEZE

The Ottawa-Carleton regional council approved \$4-million additional funding for OC Transpo in early January, which will enable it to keep a lid on fare increases in 1995.

—Ottawa Citizen, Darrell Richards via Internet

VANCOUVER

STREETCAR REVIVAL

Dozens of Vancouverites turned out on March 12 at a rally for streetcars and a desire to revive the city's historic street railway system. Organisers for Trolleys and CityScapes have asked the city to work out a deal with CP Rail for its abandoned line that runs parallel to West 6th Avenue between Main Street and the Granville Bridge.

The group is making a pitch to city council for streetcars to run on the CP right-of-way. CP wants to see highrise towers built at Cambie and Granville streets and a row of three-storey condominiums on the stretch in between, said a local community activist.

The streetcar group is opposed to proposals to remove an existing zoned traffic corridor and replace it with housing. CP has been reported as wanting to sell its land to the city for \$23-million, which the city can't afford. Two city councillors and a Vancouver MLA are supporting the efforts to preserve the right of way.

City council has a number of options for reviving streetcars on old railway lines. The False Creek corridor has a practical advantage for moving large numbers of people around, and would link many neighbourhoods around False Creek. The city also owns land on either side of the CP property, and could use it for a right-of-way, if necessary. Several restored streetcars around the Lower Mainland could be used on the line.

TRACS founder Alan Herbert, a past chairman of the city's planning commission, said he looks forward to the day a streetcar line runs from Vanier Park in Kitsilano Point around False Creek to Science World, through Gastown, along Burrard Inlet to Canada Harbour Place, and ending at a loop in Stanley Park.

—Vancouver Province

STREETCAR REMNANTS

While reconfiguring the approaches to Granville Island under the high-level Granville Street Bridge, workers came across the original tracks of the old Fairview Belt Line. The rails are set in the original cobblestones, and were probably just covered with asphalt when the Bridge was built in the mid-1950s.

The Granville Street line was one of the first tracks to be put in place when the B.C. Electric Railway Co. started the system in the 1890s, just a few years after Vancouver was founded.

When one of the engineers on the project realised what had been found, it was decided to preserve the site. By going to the south side of 4th Avenue, and proceeding under the Bridge, you'll see what they've done: preserved a double row of tracks and all the surrounding stonework — an almost ghostly echo of a city long gone. They run directly into a pier supporting the mammoth bridge above. It's a piece of urban archaeology that's become a piece of public art.

—Gordon Price via Internet

"SURFING" ON SKYTRAIN

A young Vancouver man was taken to hospital in critical condition on February 22 after performing what thrill-seekers call "SkyTrain surfing." Police said the youth climbed on top of a SkyTrain car that was leaving Stadium Station. He failed to allow for clearance in the tunnel leading to Burrard Station and was knocked off the car onto the station platform.

—Victoria Times-Colonist

OTHER CITIES

NEW ORGANISATION IN GUELPH

Effective December 1, 1994, the old Guelph Transportation Commission was dissolved as an operating body. In its place, the new Guelph Transit system came into being as an operating department under the direct control of the City of Guelph council.

The new agency has received approval to purchase up to seven used Flexible buses from the U.S., with full funding being provided by the city. The first five are now on hand and are being prepared for service in Guelph. The buses will be operated as an interim measure as a result of the difficulties in obtaining new low-floor buses, because of the problems at Ontario Bus Industries. Niagara Falls and Hamilton have also acquired similar used Flexible buses.

In the U.S., federal transit funding rules allow operators to replace buses at 12 years of age. The Province of Ontario will only fund replacements for 18-year-old buses, and will only fund fully-accessible buses with lifts or low floors. The availability of inexpensive

used buses in relatively good condition from U.S. sources has now improved because tariffs have been reduced, and the practise may increase, if municipal funding can be used.

—CUTA Forum

EDMONTON TGs TO DAYTON?

As many as 16 1982-built trolley coaches may be on their way south from Edmonton Transit to the Miami Valley Regional Transit Authority in Dayton, Ohio. Dayton wants the trolley coaches to help tide them over while they await new Skoda trolley coaches now on order. The system currently operates a fleet of late 1970s-vintage Flyer E800 trolley coaches, some of which are out of service. If sold to Dayton, the Edmonton BBC trolley coaches will be fitted with roof-mounted air conditioning units. Forty coaches from the same Edmonton fleet were leased to Toronto from 1989 to 1993, and were considered for purchase by Hamilton.

—Canadian Transit Heritage Foundation Bulletin

MONTREAL NOTES

Métro trains now sport flashy-looking colour-coded destination signs in each end-cab windshield. • March's monthly STCUM pass is a seemingly endlessly-reusable rebate coupon at McDonald's restaurants.

—Marc Dufour via Internet

INDUSTRY NEWS

OBI DEAL FALLS THROUGH

The proposed deal to sell Ontario Bus Industries to GFI Industries fell through on February 24, when GFI's backers, Devtek and Stewart and Stevenson, pulled out after failing to reach satisfactory terms with the Province of Ontario, owner of OBI since mid-1994. Lou Parsons, formerly the chairman of GO Transit, is heading up OBI for the time being, and has a mandate to sell off as much as the company as possible. Bus manufacturers such as Nova BUS may be interested in all or part of OBI. This latest development leaves the status of the many OBI orders in continuing limbo.

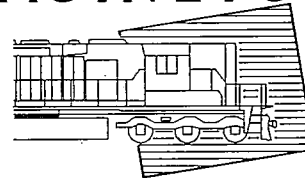
—Canadian Transit Heritage Foundation Bulletin

NOVA BUS ACQUIRES TMC

Nova BUS Corporation has acquired the assets of Transportation Manufacturing Corporation, successor to General Motors as builder of the RTS transit bus, common in the U.S. but rare in Canada. At the same time, Bombardier has purchased a further 25-percent stake in Nova BUS, which plans to use its new TMC assets and its Bombardier backing to become a major player in the North American market. The company has its own plant in Sainte-Eustache, Québec (formerly Les Autobus MCI, and before that GM Diesel Division), and now the TMC facility in Roswell, New Mexico.

—CUTA Forum

MOTIVE POWER



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CP RAIL SYSTEM

FIRST M-K REBUILDS ARRIVE

CP began to take delivery of its 10 SD40M-2s from Morrison-Knudsen in mid-March. (CP also has options on another 30 rebuilt SD40s from Morrison-Knudsen.) The first, 5490, was received from the Union Pacific at Kingsgate, B.C., on March 18, followed by 5491 and 5492 on March 29, and then 5493 and 5494 on April 4. These units were originally as follows:

- 5490 — Southern Pacific SD45 9031 built 3-69
- 5491 — Union Pacific SD40 3022 built 3-66
- 5492 — Chesapeake and Ohio SD40 7530 built 3-71
- 5493 — D&RGW SD45 5333 built 7-69
- 5494 — D&RGW SD45 5316 built 1-67
- 5495 — D&RGW SD45 5318 built 1-67
- 5496 — D&RGW SD45 5330 built 4-68
- 5497 — D&RGW SD45 5336 built 4-68
- 5498 — St. Louis Southwestern SD45 9055 built 2-69
- 5499 — Union Pacific SD40 3004 built 3-66

There has been speculation that Bombardier is interested in purchasing Morrison-Knudsen's financially-troubled MK Rail division, Bombardier's only competitor in building passenger cars in North America.

MLWs DOWN FOR THE COUNT

The days of six-axle MLW power are coming closer to an end (again). CP has placed a ceiling of \$30 000 on repairs to any of the big Alcos. As of the first of April only 13 units were active:

- M630 4570 4572 4573
- M636 4710 4713 4718 4721 4723
- 4730 4736 4738 4742 4743

LEASE FLEET CHANGES

CP has leased more power from Conrail, 14 Dash 8-40Cs which are based in Winnipeg and are to be used to familiarise crews with the operation of GE locomotives. The units are: 6025, 6031-6036, 6039, 6042, 6044-6045, 6047-6049.

Other new additions to the lease fleet are:

- HLCX GP40 4406 (ex-HLCX 651, ex-CR 3088)
- HLCX GP40 4407 (ex-HLCX 654, ex-CR 3083)
- HLCX GP40 4408 (ex-HLCX 657, ex-CR 3227)
- HLCX GP40 4409 (ex-HLCX 658, ex-CR 3229)

(The above have all been rebuilt with Woodward microprocessors and are termed GP40-3s.)

HLCX SD40-2 6202 (ex-QNS&L 219)

Illinois Central SD40s 6013, 6015, 6054, and 6058 were all returned to IC on or about March 1. However, 6016 was active on HH-US in mid-March, and 6014 (paying-off horsepower-hours owed) was interchanged from IC on February 22 and has been seeing regular service on HH-US in Iowa since.

Some of CP's Helm Leasing units have been renumbered. HLCX 301 has become HLCX 4003, and HLCX 3006 has become HLCX 5011.

TWO 4200s TO BE CAB CARS

C424 4236 has been renumbered 1100 and mated to SD40-2 6043 as an unpowered cab control car in RoadRailer service between Toronto and Detroit. It had been retired on February 24. No. 4213, which was retired on March 13, is expected to become a control car as well.

RECENT RETIREMENTS

January 19:

M636 4712

January 30:

M630 4567

February 6:

C424s ... 4202 4203 4224 4232 4246 4247

M630s 4559 4563

M636s 4709 4716 4739

RS23s 8013 8015 8016 8018 8043 8045

February 24:

M636s 4704 4715 4729

March 7:

M630 4503

CP MOTIVE POWER NOTES

With its 80 AC4400CWs now on order from GE, CP will receive an additional three units on a pro-rated lease basis, depending upon fleet availability of the GE units. If the fleet availability falls below a certain point, CP will not pay, or will pay a reduced rate on the additional leased units. The 83 units are to be numbered as CP 9500 to 9582.

CP is planning to do cab upgrades on 70 locomotives this year. The upgrades will be done at Ogden (Calgary), Weston (Winnipeg), and Saint-Luc (Montréal). • RSD17 8921 has been relegated to transfer service in Montréal because of worn trucks. • SW1200RS 1213 is on lease to Inco at Sudbury, Ontario. • RS23 8015 was sold to Sheritt Gordon in Fort Saskatchewan, Alberta. It was moved from Calgary to South Edmonton on March 13.

CN NORTH AMERICA

REBUILDS AND OVERHAULS

SD40 6019 was released from AMF on March 7, the former 5076. • SD40s 5039, 5114, and 5226 are at AMF for rebuilding in the 6000-series. • Former Union Pacific SD40-2s 6093, 6104, 6110, 6112, and 6113 are at AMF for overhaul and upgrading to CN standards. They are to be renumbered 5383,

5382, 5384, 5377, and 5386.

LEASED FLEET CHANGES

HATX SD45-2s 900-910 ended lease service on CN at the end of March and were forwarded for lease to the Illinois Central.

The end of April should see the return to Conrail of the LMS Dash 9-40CWs that have been on CN since early November. These units were originally only being used by CN as trailing units, but many have been leading trains through February and March. The LMS units on lease to Union Pacific were returned to Conrail at the end of March.

EASTERN LINES

CANADIAN AMERICAN RAILROAD

The CDAC has leased 10 GP40s, five from Helm Leasing, numbered 652, 655, 660, 4413, and 4415, and five from Morrison-Knudsen, numbered 4301 to 4305. CDAC runs trains as far west as Montréal over CP and as far east as McAdam, New Brunswick, over the Eastern Maine Railroad. CDAC also uses power from its parent railway, the Bangor and Aroostook.

NEW BRUNSWICK SOUTHERN

The N.B. Southern has received from Centex Raillink in Texas two GP7s with the reporting marks CTEX 4270 and 4280. These are former Chicago and North Western units, which were moved by CP from Chicago. N.B. Southern also has a number of CP units on lease. (CP also moved CTEX 4282 and 4463 to the to the Great Western Rail Road at Mechanicsville, New York.)

NEW ENGLAND CENTRAL

The New England Central Railroad (the railway formerly known as the Central Vermont) has begun operations with a fleet of 19 locomotives:

317 - GP38 via Conrail Leasing

344 - GP40 via Conrail Leasing

345 - GP40 via Conrail Leasing

1500 - SW1500 via Conrail Leasing

2185 - GP30 via Conrail Leasing

2230 - GP30 via Conrail Leasing

3078 - GP40 (ex-BN) via Mid-American Leasing

5405 - GP8 via Conrail Leasing

9510 - GP38AC ex-IC 9510

9521 - GP38 ex-IC 9521 (originally GM&O 702)

9523 - GP38 ex-IC 9523 (originally GM&O 704)

9527 - GP38 ex-IC 9527 (originally GM&O 708)

9529 - GP38 ex-IC 9529 (originally GM&O 710)

9530 - GP38 ex-IC 9530 (originally GM&O 712)

9531 - GP38 ex-IC 9531

9535 - GP38 ex-IC 9535

9536 - GP38 ex-IC 9536 (originally GM&O 717)

9543 - GP38 ex-IC 9543

9549 - GP38AC ex-IC 9549 (originally GM&O 730)

NECR is expected to receive Conrail Leasing GP38s 318-324 and 335-341, which is to replace the Conrail Leasing power listed above.

THE MANUFACTURERS

NEW ORDERS FROM GM

Santa Fe has added an additional 26 units to its order for 25 SD75Ms, which are currently being delivered. While the majority of the Santa Fe order has headed west in primer, at least three of the units have gone to AMF in Montréal for painting. ATSF 216 was in Toronto enroute to AMF on April 4, and 218 and 219 went to Montréal on April 9.

GM has been awarded an order for 23 "new technology" DE30AC AC-traction locomotives for the Long Island Rail Road. These will be dual-power locomotives, with 12-710 engines as in the F59s and third-rail power collection. The order is valued at \$70-million, including a 15-year spare-parts supply, and an option for up to 23 more units. The order will be assembled at the old Alco locomotive plant in Schenectady, New York, and is scheduled to begin delivery in early 1997.

NOW BEING BUILT AT GM

Current production at GM Diesel Division in London includes the ATSF SD75Ms noted above, continuing work on BN SD70MACs, SD60Is for Conrail, and the completion of 25 SD70Ms for the EMD lease fleet. NYSW 4050, the first of three SD70s for Susquehanna, was en route on April 11 from London to VMV in Paducah, Kentucky, for painting.

TRENTON WORKS SOLD

The sale of Trenton Works Inc. to Greenbrier Companies of Oswego, Oregon, was completed in March. Greenbrier is the fourth largest railway car leasing company in the U.S. The federal government paid \$50-million into Trenton Works over an eight-year period. The company, renamed Trenton Works Ltd., recently signed a \$15-million deal to sell railway cars to Indonesia and with American ownership, the market in the U.S. is expected to open up.

Motive Power news sources: BRS Branchline, CP Rail System, *Detroit Free Press*, Scott Haskill, Ed Lauzon, Earl Roberts, Andrew Toppan, Paul R. Tupaczewski, Union Pacific, and Gordon Webster.

BACK COVER - TOP

"I was so impressed by seeing another Alco in Calgary that I took this photo. There have been one or two others in this year. Both the ones I've seen have been grubby but still sound good." CN M636 2323 at Sarcee Yard in Calgary, in from Saskatoon.

-Bob Sandusky, March 11, 1995

BACK COVER - BOTTOM

Eastbound CPR Train 2, *The Canadian*, led by FP9 1406, entering Kenora. Notice the three U-series tourist sleepers ahead of the Skyline car.

-Paterson-George collection, Summer 1956

