

Canada's Railway Magazine since 1945

# Rail & Transit



JUNE-JULY 1997





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[www.btinternet.com/~ucrs](http://www.btinternet.com/~ucrs)

### UCRS on the World Wide Web

The UCRS now has a page on the World Wide Web; the address is shown above and will be on this page (look toward the top right corner) in every issue. With this presence on the Internet, the UCRS, *Rail and Transit*, and our news and information on Canadian railways and transit will be more-accessible to enthusiasts around the world. If you have Internet access, look up the page, and add it to your list of frequently-visited sites. We'd be happy to have you include the UCRS site on any links that you have on your own web page.

Featured on the pages at this time are general and membership information about the UCRS, including how to join the Society, and current dues information. There is also up-to-date information about meetings, excursions, and other upcoming events. A feature that is sure to become popular is a selection of news excerpts from *Rail and Transit* issues in 1997; new excerpts are added after the current issue has been received by members, to ensure that members get the news first. There are also sections with reference material on railways, trip reports, and railway news from the United Kingdom. The site also includes links to other railway-related web pages.

In the future, information about the availability and ordering of back issues of *Rail and Transit* and the UCRS Newsletter will be added, along with links to UCRS members' web pages, and links to UCRS members' e-mail addresses.

Any suggestions for improvements are welcomed, and the page includes a feedback function, so that you can send your comments about the site to us by e-mail. The web

page has been created for us by member John Legg, and we appreciate his efforts in getting the UCRS on the web.

### Delay in publication

As you'll have realised, there has been a long gap between the previous issue of *Rail and Transit* and this one. Again, it's a result of the unfortunately unpredictable nature of a volunteer organisation, when many of those involved in a project become busy at their regular (paid) jobs. Thanks for your patience.

—Pat Scrimgeour

### UCRS excursions and meetings

*Friday, September 19* – Regular monthly meeting in Toronto, at 7:30 p.m. Meetings are held on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station. The planned presentation for this meeting has not yet been confirmed.

*Friday, September 26* – Regular monthly meeting in Hamilton, at 8:00 p.m. Meetings are held at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. Each meeting features recent news and members' current and historical slides.

*Friday, October 3* – Friday-evening field trip to Milton. Join us for a couple of hours of train-watching on the platform at Milton, on the St. Lawrence and Hudson Galt Subdivision. GO trains run from Union Station to Milton at 4:30, 4:50, 5:10, 5:30, and 6:05 p.m. We'll return by GO bus from Milton at 8:30 p.m., arriving back at Union Station at 10:00.

*Friday, October 17* – Toronto meeting at Metro Hall, 7:30 p.m.

*Friday, October 24* – Hamilton meeting at the Spectator auditorium, 8:00 p.m.

*Saturday, October 25* – Forest City Railway Society's second annual fall slide and trade day, 11:00 a.m. to 5:00 p.m., at Room B1071 of Fanshawe College, at 1460 Oxford Street East in London. You can park for free in any marked parking spot, including at meters. Admission is \$2.00. Dealers are welcome; for rates or information contact Ian Platt, 1240 Glenora Drive, London, Ontario N5X 2P7 or call him at 519 438-3330.

### Cover photos

On the front and back covers this month are three photos of the final year of the VIA *Canadian*, while it ran across the country on the CPR.

*Front cover* – The second-to-last eastbound *Canadian* through Banff, Train 2 of January 15, 1990. The photographer, Pat Scrimgeour, rode the train from Field to Banff, and took this picture just after alighting.

*Back cover* – Two photos of the eastbound *Canadian* at the station at Sudbury, both in May 1989, and both by Dale Wilson.

The upper photo is of Train 2 for Montréal, in the stub-end "garden track" east of the station, waiting for the arrival of Train 2 from Vancouver. In the last months of operation, there were no through cars between the two trains with the same number. Behind F40PH 6430 are a steam generator unit and a train of five ex-CN cars.

The lower photo is of Train 10, leaving for Toronto. This train had arrived from Vancouver as Train 2, and changed its number at Sudbury. VIA F40 6432 leads F9B 6603 and a steam generator car.

This issue completed on August 30, 1997

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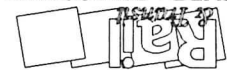
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### Subscriptions

Subscriptions to *Rail and Transit* are available with membership in the Upper Canada Railway Society. Membership dues are \$29.00 per year for addresses in Canada; \$35.00 (or \$27.00 in U.S. funds) for addresses in the U.S. and overseas. Please send inquiries and changes of address to the address at the top of this page.

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# News Photos

JUN-JUL 97

↘ CPR Brandt road-railer 5601-56, parked for the weekend at Keith Yard in Calgary, on April 13, 1997. This is one of the new Brandt units used by CP's Engineering Services department. Note the couplers, horns, rotating lights, compressor, and two retractable sets of flanged wheels. The smaller photo shows the remote coupling-pin mechanism, the retractable flanged wheels, and the air compressor. Both photos by Bob Sandusky.



→ The equipment for the former Tortillard du Saint-Laurent, on a deadhead trip from Montréal to Québec in April 1996. The train's operator, Les Trains Touristique du Saint-Laurent, folded in late 1996. A new company was formed to operate the Québec-Pointe-au-Pic train on the Chemin de fer de Charlevoix, but the TTSL's equipment was sold instead to the Waterloo and St. Jacobs Railway in Ontario.

The new train, "le P'tit train de Charlevoix," was planned to begin on June 27, but the organisers were not able to secure the lease they had hoped for former ATSF hi-level cars from Amtrak, and so there is no tourist train operating east from Québec this summer. The promoters plan to resume operations in the summer of 1998, and are also considering using their equipment for trains from Montréal to New Hampshire in the fall of 1998. (News from *Le Soleil* via Gus Portelance; photo by Art Clowes.)

→ GO Transit F59PH 531 leads coaches 2116, 2307, and 225 on the second of six "Rock 'n' Rails" excursions on the StL&H Nepton Subdivision between Havelock and Blue Mountain, Ontario. This photo, by Bob Haskill, shows the train southbound at Peterborough County Road 44 a few minutes after 13:00 on Saturday, July 19.





A photo special:

# CN Bayview

Photos by David Howard, Dave Shaw, E. L. Hampel, and John Carter



← 1

An unusual sight at Bayview was this new maroon-and-white GMD locomotive, heading toward Hamilton on April 21, 1953.

The unit was the first of two series of the model B12 (Nos. 521–525 and 526–529) built for Estrada de Ferro Vitoria a Minas in Brazil and delivered later in 1953. No. 521 was tested and demonstrated for several months in this GMD paint treatment. The engines were later renumbered 6121–6129 for Rio Grande Sul Sistema Regional Sul.

The only other B12s were 40 for GMD built for the Eastern Bengal Railway (later Bangladesh Railways).



← 2

CN Train 332, from Buffalo to Toronto, passed through very photogenic fresh snow at Bayview early in the morning of April 1, 1992.

The train is being hauled by Dash 8-40CM 2428, another GE, and a six-axle MLW engine. The 2400s were the standard power on CN's 330-series trains to Buffalo from the time they were delivered in 1990 until they were transferred west in 1993.

Starting nine cars back in the train is a string of QOPX woodchip cars. These cars shuttle between lumber mills on the CN and ONR in northern Ontario and the QUNO paper mill in Thorold. Train 332 had picked up the empties earlier that morning from the CN yard at Port Robinson.



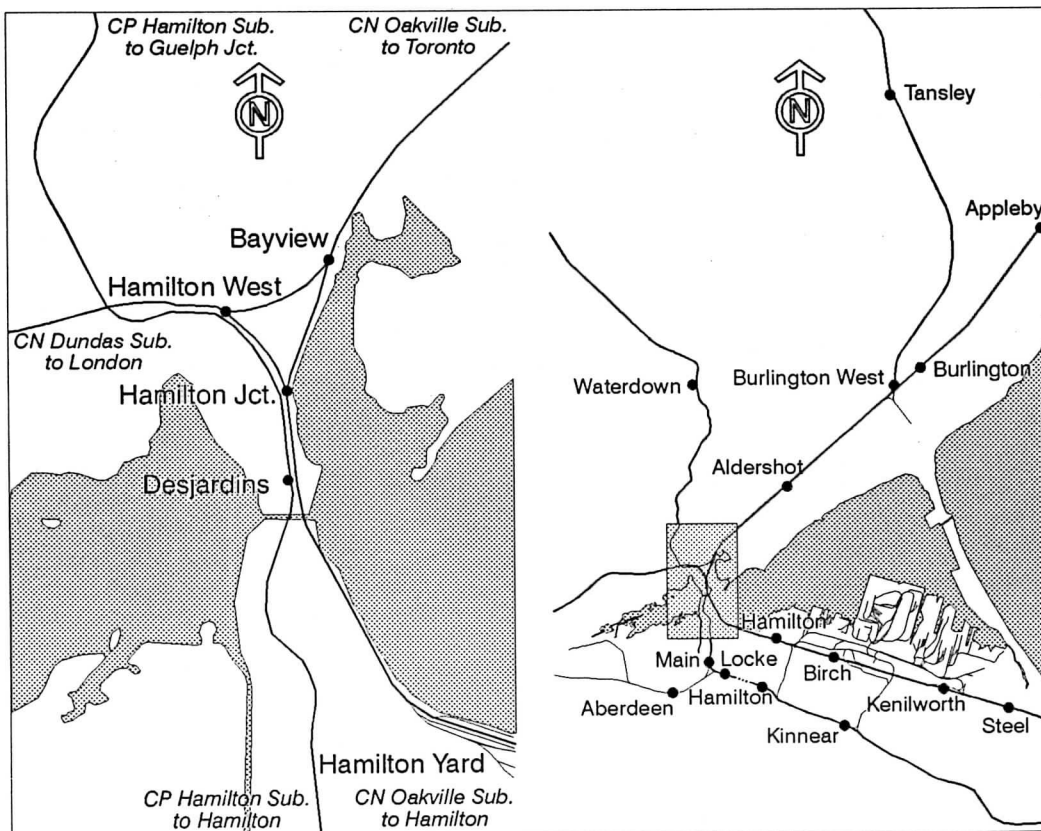


← 3

Three of CN's GP40-2s were at the head of an eastbound train at Hamilton West on July 4, 1992, enveloped in brake-shoe smoke after the long descent from Copetown, through Dundas, on the old Great Western Railway line.

Hamilton West is the western apex of the triangle that makes up the complex usually called "Bayview Junction." (Bayview is the northern tip, and Hamilton Jct. is at the south end.)

Trains from Sarnia, Windsor, and London to Toronto use the north leg of the wye, between the controlled locations Hamilton West and Bayview, to move from the Dundas Subdivision to the Oakville Subdivision.



#### Credits:

Photo 1 is by E. L. Hampel, from the collection of Dave Shaw.

Photos 2, 6, and 7 are by David Howard.

Photo 3 is by John Carter.

Photos 4 and 5 are by Dave Shaw.

Information about the GMD B12 came from *Locomotives from London* (UCRS, 1968), *EMD Product Reference Data: Export Locomotive* (unpublished, GM, 1976), and from Don McQueen.

The maps were created by Pat Scrimgeour and Scott Haskill.



#### ← 4

Through the 1970s and '80s, Budd RDCs were the regular equipment on CN's, and later VIA's, three daily Toronto–Niagara Falls trains.

On December 14, 1974, four cars were in three different versions of the CN paint scheme. RDC-4 6401 had the modern "CN" red front, but still carried the older lettering style on its unpainted sides. The next two cars, either RDC-1s or RDC-9s, were in the standard colours with red ends and a black window band. The fourth car of the train, an RDC-1, had the black band but also a white stripe on the letterboard above the windows.

The RDC-4s carried only mail and baggage. The RDC-9s were coaches like the RDC-1s, but with no cab



#### ← 5

The demonstrator LRC locomotive and car were a common sight on CN trains between Toronto and Windsor while the new equipment was being tested.

This is CN Train 651, heading west through Bayview on May 17, 1975. Behind the LRC coach is a train of lightweight *Tempo* cars.

The aluminum *Tempo* cars were in the end replaced by VIA's two large orders of LRC cars. Once retired, the *Tempo* cars were sold, and still operate, on the Chemin de Fer Rivière Romaine, north from Havre Saint-Pierre, Québec, and on Union Pacific's former Rio Grande *Ski Train* west from Denver, Colorado.

Neither the demonstrator LRC engine nor the car





← 6

On the same day as Photo 2, and less than ten minutes later, VIA Train 50 passed through Bayview en route from London to Toronto.

VIA F40PH 6418 led a steam generator car and a train of three blue-and-yellow former CN coaches.

Train 50 (now numbered Train 80) is VIA's long-distance commuter train to Toronto, introduced in 1991 with partial funding from the provincial government.

The smooth-sided cars were once the most common passenger stock in Canada. VIA received over 500 from CN, but now has only three in service. Most that now live on run on tourist trains on the Algoma Central, BC Rail, Rocky Mountaineer Railtours, and the Waterloo-St. Jacobs Railway.



← 7

During March 1992, VIA withdrew all of its LRC cars following a series of broken axles and failed axle inspections. The substitute equipment on many trains running west from Toronto was leased GO Transit cars.

On March 28, 1992, VIA Train 172 from Windsor was made up of GO APCU 907, four GO coaches, and VIA F40 6408. The "auxiliary power control unit" was used to control the train and to generate electricity for heating and lighting for GO's cars, which use a higher voltage than VIA's engines can supply.

The track to the left, seen also in the background, is CP's Hamilton Subdivision, the former Goderich Subdivision, connecting Hamilton with Guelph Jct. on

# VANCOUVER: ROUNDHOUSE AND CPR 374

The former Canadian Pacific Drake Street roundhouse in Vancouver reopened to the public for the first time since Expo 86 on May 3, 1997. Now known as the Roundhouse Community Centre, the 1886-built roundhouse retains its railway heritage throughout.

The initial part of the roundhouse and turntable was constructed from 1886 to 1889 as the CPR developed its yards on the north shore of False Creek. Over the years several additions were made to the complex, including a machine shop in 1912, and a diesel shop in 1956. Following the CPR's sale of the land to the province in 1980, the entire complex was threatened with demolition during clearing of the site for Expo 86. Community efforts to save the building prevented this, and the roundhouse went on to become a theme pavilion at Expo 86, with CPR 4-4-0 374 cosmetically restored to become a feature exhibit, sitting on the turntable.

With the sale of the land to private developers after Expo, various uses were contemplated for the roundhouse. A plan to make it a community centre was approved in 1989, and was made a condition of the residential and commercial redevelopment of the Expo lands. Over the last three years, reconstruction work on the roundhouse has been underway, and the completed facility was handed over to the Vancouver Parks Board in March 1997. The building and the turntable are designated as provincial heritage sites.

The fate of 374 remained uncertain until 1995. In that year, the Vancouver Parks Board teamed with the Vancouver Central Lions Club to begin the construction of a new engine bay to house 374, alongside the roundhouse. The new permanent home for locomotive 374 is slated to be completed by July 11, 1997. The enclosure was designed by the Vancouver architectural firm of Baker McGarve Hart, and will allow 374 to be viewed from both Pacific Boulevard and Drake Street through full-height glass walls. Although the design mimics some elements of the roundhouse, through the use of heavy timber roof supports, the first goal of the extension is to show off 374 to its best advantage.

Locomotive 374 is historically significant, because it pulled the first passenger train into Vancouver in 1887. Its origins date back two years before the completion of the transcontinental railway, when the CPR began to design its own locomotives in July 1883, with the hiring of F. R. F. Brown as the company's locomotive superintendent. The railway opened new shops in Montréal, and the first locomotives were built there in December 1883. Between May and July of 1886, eight passenger locomotives of the 4-4-0 type, with 69-inch driving wheels, were constructed and numbered 371-378. These were sent to the Pacific Division to operate the Cascade Section between North Bend and Port Moody.

This class of locomotive figured in several significant events. One of the class was present at the last spike ceremony at Craigellachie on November 7, 1885. The next year, 371 hauled the first *Pacific Express* to the terminal at Port Moody on July 4, 1886, the first scheduled passenger train to cross Canada. Less than a year

later, 374 hauled the first passenger train on the new 12-mile extension to Vancouver on May 23, 1887, carrying 150 passengers to the CPR's new western terminus.

While 371, still essentially in its original form, was scrapped in October 1915, 374 soldiered on to a different fate. In September 1914 it was selected for a complete rebuilding, ending up almost a completely new locomotive, but retaining its original main frame. The CPR got an additional 30 years of service from 374, the locomotive remaining in service until July 1945, when it was retired from the railway's active roster.

After its retirement, it was donated to the City of Vancouver by the CPR. Prior to delivery to the city, the railway undertook a considerable cosmetic alteration to make the locomotive look more like the original. This work rendered the engine never again operational, as some operating components were removed.

After delivery to Vancouver, 374 was made the responsibility of the parks board, and it was placed on a section of track at Kitsilano Beach. The next 38 years are perhaps the saddest chapters in the engine's life. It remained in the park largely forgotten and ignored, the victim of rust and vandalism. Although a few volunteers attempted to maintain her, a lack of money, interest, and proper shelter took their toll on this historic artifact.

By 1983, the West Coast Railway Heritage Association and the Canadian Railroad Historical Association jointly had raised funds for the badly-needed cosmetic overhaul. The locomotive was removed from Kitsilano Park and placed in a warehouse on Granville Island, where teams of volunteers from both organisations worked for two years. In 1985 the locomotive was transported to Versatile Shipyards in North Vancouver for final restoration, with the use of additional funds sponsored by Imperial Oil.

On February 13, 1986, 374 was transported to the roundhouse site. There, restored to her former glory, she was a tribute to Vancouver's history. She rode the turntable throughout Expo, and was admired by the visitors. Her whistle sounded at noon every day for all to hear.

After Expo 86 was over and the visitors were gone, the engine was locked away on the now privately-owned site. In May 1988, volunteers were permitted access to examine, clean, and polish the engine. Between December 1988 and 1990, the public was allowed into the roundhouse courtyard. But 374 sat outside, deteriorating and in jeopardy. Finally, she was moved inside the roundhouse for better protection. Until the new display area is complete, the locomotive remains inside the roundhouse, and it was there on May 18, 1997, that the 110th anniversary of the first passenger train into Vancouver was celebrated. The event gave recognition to a historic western Canadian railway artifact.

*Based on articles by Howie Biehl, Ken Moir, Bill Watson, and Grant Ferguson in the July 1997 issue of WCRA News, published by the West Coast Railway Historical Association. Contributions to the 374 display are still welcomed; contact the 374 Station Society at 530-355 Burrard Street, Vancouver, B.C. V6C 2G8, for more information.*



# Ontario Northland's Canoe Car



The Ontario Northland Railway has recently introduced a railway car designed and built specifically to transport canoes. The car is already in operation on the "Little Bear," the mixed train between Cochrane and Moosonee. According to the ONR, it is the only known railway car designed and dedicated to carrying canoes.

The ONR carries considerable numbers of canoe trippers, attracted to northeastern Ontario by the extensive Moose River system, which flows into James Bay near Moosonee. Most paddlers canoe downriver towards Moosonee, and then return by the "Little Bear," with canoes, paddles and packs stowed in boxcars that are available to mixed train passengers for personal baggage.

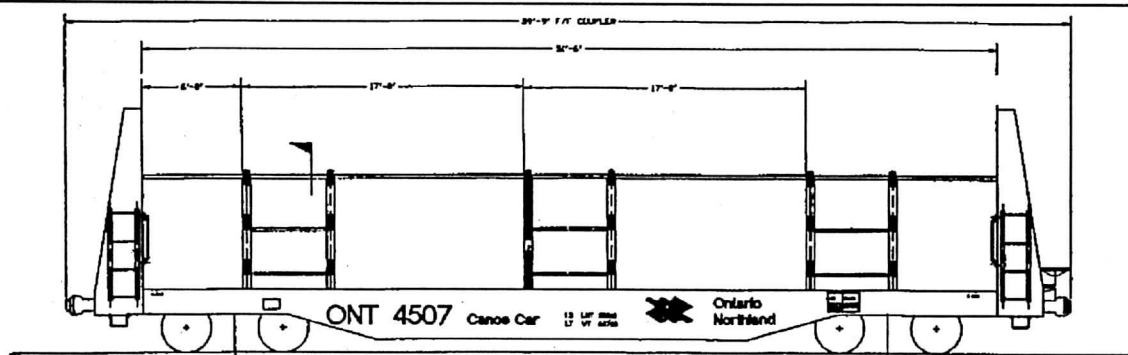
The new car, rebuilt in the ONR North Bay shops on a refurbished 4500-series bulkhead flatcar chassis, boasts secure racks for up to 18 canoes. Each rack is adjustable to the size and shape of each canoe. Heavy-duty web straps with ratchet locks secure each canoe onto its frame. The racks are fully lined with soft rubber to prevent any damage to the canoes.

ONR's outfitting of the canoe car shows the railway's recognition of the growing popularity of canoe tripping and wilderness adventures in northern Ontario, in much the same way that VIA Rail Canada rescheduled and marketed its northern Québec Saguenay and Abitibi

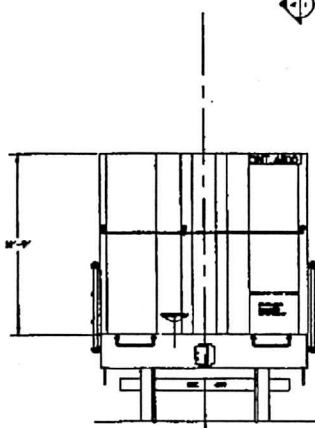
trains to better attract outdoor adventureers.

The canoe car will operate on the "Little Bear" during the spring, summer, and fall seasons. A charge of \$32.10 per canoe applies in the summer excursion season, in addition to passenger fares. During the fall, the charge per canoe will be \$51.36. The "Little Bear" makes three round trips each week.

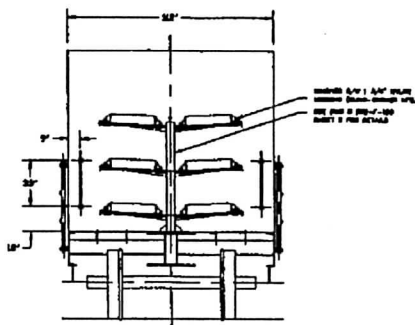
Information, diagram, and photo from Ontario Northland.



ELEVATION  
SCALE: 1/8" = 1'-0"



END VIEW  
SCALE: 1/8" = 1'-0"



SECTION A-A  
SCALE: 1/8" = 1'-0"

FREIGHT CAR			
4500 SERIES			
BULKHEAD FLAT			
CANOE CAR GEN. ARRGT			
SYSTEM			
DATE	REV	BY	CHK
1997-06-01	1	J. J. JONES	J. J. JONES
1997-06-01	2	J. J. JONES	J. J. JONES

# The continuing decline of MLWs

More slowly than the pessimists expected, but as relentlessly as even the optimists feared, the era of Montreal Locomotive Works diesels is winding down. The table to the right lists the MLWs that remain in main-line service in Canada, a number that is now down to 236 (or 280 if those built by Bombardier or Alco, or repowered with new engines, are included).

The only places to be certain of seeing MLW engines on a train is on the nearly-all-MLW short lines or regional lines: the Chemin de fer Baie des Chaleurs, Cape Breton and Central Nova Scotia Railway, Chemin de fer Cartier, or the Windsor and Hantsport Railway. But the place to see the greatest variety of MLWs is probably in southern Ontario, as both CN's and CP's fleets are now maintained in Toronto, with the closure of their diesel shops in Moncton and Montréal. Both of the big railways continue to retire their MLWs (and Bombardiers) as they fail – on CN, the M420s, HR412s, and M420s (the M636s and S13s are almost all gone) – and on CP, the RS18s and C424s. As CN and CP sell off or lease their branches and secondary lines, there may be some future for the MLWs – can we hope for HR616s and HR412s to last on the Intercolonial Railway, or C424s on the Chemins de fer Québec-Gatineau?

Strange as it is, one MLW-type was put in service for the first time only this year. Bombardier's HR412 test unit, No. 7000, was built in 1981, but never ran in regular service. In its blue and yellow paint, it was a familiar sight to railfans looking through the fence at the MLW plant on Dickson Street. Now, however, it has been purchased by Canac International, CN's leasing arm, repainted black, and leased to the Chemin de fer Baie des Chaleurs.

The fan favourites have always been the serious six-axle MLWs – "Blub-blubs," "Elephants," "Big Ms." Of CP's 4500s and 4700s, all that remains is 4711, repowered with a Caterpillar engine. On CN's 2000s and 2300s, all that remains is M636 2338, at which we take a closer look on the next page. The largest group of six-axle MLWs is on the isolated Chemin de fer Cartier, where 25 remain on the roster. Also still running are nine ex-CN "M's" on the CB&NS and 10 of CN's 2100-series Bombardier HR616s.

Of course, VIA's Trains 66 and 67 remain the only high-speed trains in the world to be powered by Alco 251 engines, in the 100 m.p.h. LRC engines. VIA is considering a major rebuilding programme which would reactivate some of the LRCs that have been stored since 1990, thus allowing those that have been in service to be stored.

Some data on these pages are from the Canadian Trackside Guide 1997 (Bytown, 1997).

## Summary of MLWs in main-line service in Canada

Chemin de fer Arnaud/Wabush Lake Railway		
RS18	12	901-911
Chemin de fer Baie des Chaleurs		
M420	3	CN 3542, 3545, 3554
HR412 (built by Bombardier)	1	Canac 7000
BC Rail		
RS18	2	621, 630
RS18 (repowered with Caterpillar engine)	25	601-615, 617, 619, 620, 622, 623, 624, 626, 627, 628, 629
C420 (built by Alco)	2	631, 632
M420	6	641, 642, 643, 644, 646, 647
M420B	3	681, 683, 685
Canadian National		
HR616 (built by Bombardier)	10	2100, 2103, 2106, 2107, 2108, 2112, 2113, 2115, 2117, 2118
M636	1	2338
M420	55	3500-3502, 3504, 3505, 3508-3510, 3512, 3514-3519, 3522, 3528, 3530-3533, 3538-3541, 3543, 3544, 3446-3551, 3553, 3555-3560, 3562, 3563, 3566-3569, 3571-3579
HR412 (built by Bombardier)	6	3580, 3582, 3583, 3585, 3586, 3588
S13	2	117, 8701
Canadian Pacific/St. Lawrence and Hudson		
RS18	50	1801, 1803, 1806, 1807, 1809, 1811-1819, 1821, 1822, 1824-1826, 1828, 1830, 1834, 1835, 1837-1842, 1845-1851, 1853-1861, 1864-1868
C424	26	4204, 4205, 4209-4212, 4214, 4216, 4219, 4222, 4223, 4227-4231, 4233-4235, 4237-4243
M636 (repowered with Caterpillar engine)	1	4711
Cape Breton and Central Nova Scotia		
C630M	8	2003, 2016, 2028, 2029, 2032, 2034, 2035, 2039
M636	1	2317
RS18	5	3627, 3675, 3716, 3842, 3852
Chemin de fer Cartier		
C630 (built by Alco)	1	31
M636	21	41-49, 71, 73-76, 81-87
RS18	7	62-68
C636 (built by Alco)	3	77, 78, 79
Chemin de fer Roberval-Saguenay		
RS18	2	24, 25
M420TR	2	26, 27
C420 (built by Alco)	4	33, 36, 40, 41
Van Buren Bridge and Construction Company		
RS23	1	WHRC 8042
VIA Rail Canada		
LRC (built by Bombardier)	9	6902, 6903, 6907, 6909, 6912, 6914, 6917, 6919, 6921 (20 others stored)
Windsor and Hantsport Railway		
RS23	12	8019, 8023, 8026, 8027, 8034, 8036, 8037, 8038, 8040, 8041, 8045, 8046



# Where's 2338?

The last genuine MLW six-axle locomotive remaining in service on CN or CP is CN M636 2338, and it therefore has been the quarry of railfans across the country. The railfans have been lucky, because CN has been using 2338 continuously in long-haul service across much of the system.

Until CN closed its maintenance facility at Gordon Yard in Moncton, 2338 spent much of its time in the east. But now that all of the Moncton engines have been transferred to Toronto's MacMillan Yard, the M636 has been roaming more of the country.

In the last two months, 2338 has been as far west as Saskatoon and as far east as Dartmouth. It has spent much of its time on secondary main lines, on Trains 417/418 (Joffre-Garneau) and 450/451 (Toronto-North Bay).

The table below shows the location of 2338 - sometimes on the road, sometimes waiting for its next run - most mornings from June 12 through to August 22.

*Photo by John Parnell, at London, Ontario, on July 19, 1990.*



Date	Time	Location	Train	Power
June 12	08:37	Gordon Yard (Moncton)	307-12	3588-2338-9657-8706
June 13	06:20	Dartmouth	308-11	9657-2338-3588
June 15	12:50	Dorval	307-14	9657-2338-3588-CTW 6423
June 16	07:46	Brockville	306-16	9657-2338-3588
June 17	15:19	Garneau	418-17	9657-2338-3588
June 18	08:27	Joffre (Québec)	417-18	9657-2338
June 19	08:00	Joffre	417-19	9657-2338
June 20	08:00	Joffre	417-20	9657-2338-3518
June 25	05:49	Taschereau Yard (Montréal)	311-23	9657-2338-5344-5185-9560
June 26	06:17	Joffre	312-25	2118-9426-2114-2338-9306
June 27	08:29	Gordon Yard	309-27	9426-2338
June 28	08:15	Île-Perrot (Montréal)	309-27	9426-2338
July 2	08:06	Gordon Yard	305-02	3533-2338-9426
July 3	06:15	Dartmouth	308-02	9426-2338-3533
July 4	08:07	Gordon Yard	307-04	3533-2338-9426-9307-7301
July 7	08:00	Brockville	306-07	5605-2338
July 8	08:00	Joffre	417-08	5605-2338
July 9	05:40	Saint-Lambert (Montréal)	361-09	5605-2338-9656-7275-275-3504
July 10	20:53	North Bay	451-10	5605-2338
July 11	11:48	North Bay	450-11	5605-2338
July 14	01:07	MacMillan Yard (Toronto)	450-13	9580-2338-9668
July 15	13:00	Huntsville	450-15	9668-2338-9580
July 16	07:59	Calop (Kingston Sub.)	306-16	9668-2338
July 17	07:35	Saint-Lambert	361-17	9668-2338-3518-5303
July 18	15:46	Niagara Falls	449-18	3518-2338-3501

Date	Time	Location	Train	Power
July 19	08:32	MacMillan Yard	308-19	3501-2338-3518
July 21	05:00	Dartmouth	308-19	3501-2338-3518
July 22	05:43	Gordon Yard	307-22	3518-2338-3501
July 23	07:26	Joffre	307-22	3518-2338-9309
July 24	08:11	Napanee	306-24	9548-2338-3518
July 25	05:56	Taschereau Yard	311-23	9458-2338-3518-3569-5071-5205
July 26	13:29	MacMillan Yard	451-26	9504-2338-9484
July 27	10:51	North Bay	450-27	9504-2338-9484
July 28	08:19	Paris West	433-28	9504-2338-9647
July 29	08:50	Windsor	380-29	9647-2338-9504
July 30	06:50	Taschereau Yard	380-29	9647-2338-9504-7229-230
July 31	07:15	Mont-Joli	314-30	9504-2338
Aug 1	01:18	Joffre	313-31	9504-2338
Aug 2	01:41	Joffre	361-02	9504-2338
Aug 3	03:38	MacMillan Yard	308-03	3543-2338
Aug 4	07:10	Gordon Yard	308-03	3543-2338-3540
Aug 5	09:55	Gordon Yard	301-05	5296-2338-3533
Aug 6	08:03	Brockville	301-05	5296-2338-3533
Aug 7	07:09	Hornepayne	301-05	5296-2338-3533
Aug 8	07:10	Rivers	301-05	5296-2338-3533
Aug 9	06:17	Watrous	840-09	5296-2338-3533
Aug 10 to 17		Symington	For maintenance	
Aug 18	19:30	Symington (Winnipeg)	304-18	6018-5205-2100-2338-6015
Aug 19	07:07	Collins (Allanwater Sub.)	304-18	6018-5205-2100-2338-6015
Aug 20	07:51	Brechin East (Bala Sub.)	304-18	6018-5205-2100-2338
Aug 20	22:22	North Bay	451-20	6018-5205-2338-2100
Aug 21	16:41	North Bay	B450-21	2100-2338
Aug 22	08:07	Napanee	308-22	2100-2338-9304-7303

# Research and Reviews



Just A. Ferronut's

## Railway Archaeology

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The past month or so has seen a trip to Coming, New York, one to Moncton, and several local sojourns! So, as always, where to start? First, a couple of corrections.

In my April column on "GTR Relocations," being asleep at the switch is the only excuse I can find for missing the "I" in "Colbright." Colbright is the combination of adjacent station names – Colborne and Brighton.

Ray Corley also pointed out that the Canadian Northern line from Todmorden (Toronto) to Trenton that had been called the Trenton Subdivision by the Canadian Northern in their timetables, was called the Orono Subdivision by the Canadian National in June 1919, prior to abandonment, after which the eastern portion that was kept was renamed the Deseronto Subdivision.

In 1918, Colbright does not appear in the Canadian Northern Ontario timetable, while in Canadian National's 1919 timetable, there was one train a day stopping at Colbright, CNO Mile 92.5.

Perhaps it's getting a little too detailed, but I have come across the information about the regulatory orders that were issued by the Board of Railway Commissioners for the relocation of the Grand Trunk Railway to permit the construction of the CNO underpass that started at Mile 239.2. These orders were No. 11872 and 11873, dated October 4, 1910.

In the third column on Page 8, I mentioned the 5.4-mile relocation just west of Bowmanville. Ray has confirmed that this relocation was done as part of the double tracking programme.

### Local trips

A few weeks ago, Stu Westland, John Thompson, and I spent a sunny Saturday poking around the fast-disappearing railway lines north of Metro Toronto. We started along the old Hamilton and North Western just south of Allandale, primarily locating and looking over the old GTR station at Vine, Ontario. This one-and-a-half storey combined station and section house is now owned by a Mr. Andy Galton and has been turned and moved off the old right-of-way to parallel the Concession 9-10 Road. Mr. Galton was telling us that he is planning to do some restoration on the depot. Apparently

the original H&NW depot was replaced in 1891 by a single-storey frame Grand Trunk station. This 1891 depot burned during the first world war. The GTR then replaced it about 1918 with the present station. This second station was listed in 1907 as Mile 90.50 of the 13th District. By 1914, the GTR had changed the mileage to 86.09 of their Burlington Junction Subdivision. The 1914 timetable also carried the footnote that "Engineers on Northbound trains are required to test brakes passing Vine."

By 1954, CN had renamed this line as the Milton Subdivision, and started its mileage at the junction with the Oakville Subdivision at Burlington. This changed the mileage of Vine to 79.3. The name of this subdivision changed one more time; with the opening of Toronto Yard in 1965, and the construction of the west access line, the portion north of Georgetown was renamed the Beeton Subdivision, but the previous mileages were maintained. Mr. Galton indicated that CN, after the agency was closed, sold the present depot about 1962, when it was relocated to its present site. It is good to see another station being recycled, and we wish Mr. Galton all the best in his endeavour.

After a quick trip around Allandale and Barrie, we went west along CN's Meaford Subdivision to Colwell, the junction with CN's former Penetang Subdivision. While the 1891 station at Colwell is long gone, a structure generally fitting the agent's dwelling is still standing.

The 33.65-mile Penetang Subdivision was constructed by the North Simcoe Railway that had been incorporated in 1874. However, construction was not undertaken until the Northern Railway leased their franchise. Construction of the line from Colwell, five miles west of Allandale, to Penetanguishene was started in the spring of 1878 and the line was opened late that year. In 1893, this company was absorbed into the Grand Trunk Railway.

The Penetang line had two features that were unique. The first was the Flos Tramway. This operation was instigated by E. B. Osler and his associates who had timber holdings in a large portion of Flos Township. This company, incorporated March 5, 1880, first operated using horse drawn equipment over its two-to-four mile line. The Flos Tramway company entered into an agreement, dated July 4, 1882, with the Northern Railway whereby they would build the roadbed and the Northern Railway would rent them the rails and operate the spur from Elmvale into the village of Hillsdale. The Flos Tramway at

that time had one locomotive. The line, 8.25 miles long, was acquired by the Northern Railway effective January 2, 1883. By 1913, the Grand Trunk was using the name "Hillsdale Tramway" to define this line in its timetables. With the depletion of good timber, the greater part of this line was abandoned in 1917, with the remainder being dismantled in 1927.

The second interesting feature of the Penetang line was that it provided access to the short-lived 8.85-mile Wyebridge Subdivision that extended from Birch Junction (Mile 27.0 of the Penetang Sub.) through Wyebridge, across to Tay (Mile 71.9 of the Midland Sub.). Shortly after the turn of the twentieth century, the Grand Trunk, ever cognisant of the competition from the Canadian Pacific, decided to construct their Wyebridge connecting track. The Grand Trunk opened their cut-off line in 1911, a year prior to CP's opening of their line into Port McNicoll. This GTR cut-off had a wye at both Birch and Tay.

This new cut-off provided a more direct route for the large quantities of lumber and grain that were moving from the Georgian Bay harbours and area to Toronto and beyond. The June 1913 GTR timetable indicated a daily-except-Sunday midday train from Tay to Birch and return. At the same time, the Penetang Subdivision had a daily passenger, express, and mail train. A timetable footnote advised that No. 23, the mail train would handle freight when necessary. The passenger service changed to mixed trains, and was discontinued on January 14, 1917. Freight service continued until September 30, 1930. The rails between Birch and near Tay were lifted between July 4 and 12, 1932. A portion of the old main line and the east leg of the wye were kept at Tay for turning equipment. Faster main line trains and improvements to shipping through the Welland Canal contributed to the demise by both railways of their short-cuts from Georgian Bay ports.

The Penetang Subdivision continued as a branch line until 1975, when CN was permitted to abandon the northern 15.29 miles back to Elmvale, Mile 18.35, with the issuing of Railway Transport Committee Order R-20180, dated February 2, 1975.

The next 7.35 miles south to Hendrie, Mile 11.85, was approved for abandonment five months later when RTC Order R-20932, dated July 14, 1975, was issued.

The track to Hendrie survived for almost another 11 years. Order R-39042, dated February 14, 1986, permitted the abandon-



## Research and Reviews

ment of 9.85 miles back to Mile 2.0, including the diamond crossing of the CPR's Mac-Tier Subdivision.

The trackage from Colwell Junction to Mile 2.0 remains to provide access for any heavy shipments to Ontario Hydro's plant, situated on the west side of the Penetang line north of Highway 90.

Our next stop was a couple of miles farther west on the Meaford Subdivision at Utopia. This is also a crossing of CP's Mac-Tier Subdivision. With CN's Meaford Subdivision on their disposal list, we were interested in seeing what may be happening here. This once-busy junction is now barren and quiet. Rumours have been drifting about a short-line takeover, and possible track changes at this interlocker. But except for a new signal bungalow on the CPR, there are no other signs of any pending changes.

Our final destination for the day was Orillia. The CNR's Newmarket Subdivision from the north and east is still in place down through Orillia to about James Street in the south end. Some of the support trackage in town has been removed, and even the west leg of the old wye at the CNR station has been unspiked. The Midland Subdivision stub-ends near a factory in Orillia. Indications are that as in Barrie, there are ongoing discussions as to the future of the trackage around Orillia. Time will tell.

### Southern Tier in New York

With the current scuttlebutt that Conrail is heading for extinction, and the chest-thumping of Canadian railways over what they would like to do with Conrail's so-called Southern Tier line from Buffalo down through Hornell, Corning, and Binghamton, we figured it was worth a weekend to have a look. So, John Carter and I headed out on a Saturday morning.

In Buffalo, we stopped at Amtrak's suburban station at Depew. Here, as Conrail ran their trains as frequently as streetcars along the old Water Level route, we met a UCRS member, Bob Sechler, and a friend, from Connellsville, Pennsylvania. After an interesting discussion, we headed south towards our goal. This is an interesting line for power mixes. It seems like almost every railway in the east has either trackage rights, direct running rights, or privileges through someone that does. In addition to Conrail trains, there were trains led by Norfolk Southern with St. Lawrence and Hudson trailing. There were pure StL&H and NS sets as well as some led by the Susquehanna. It should be interesting to see whether CN gets some use of this line as well as the StL&H.

### Havelock's "Rock 'n' Rail"

In our last column, I mentioned that David Hales had passed on some news about Havelock holding what they were calling a "Rock 'n' Rails" festival in support of the community's historical society attempting to pur-

chase the former CP station. We visited Havelock during their festival. The station had interesting displays of railway photos, as well as displays of the some of the area's rocks that made up the other part of this festival. The highlights of this two-day festival for railfans were the trips up the freight only CP branch to Blue Mountain. We went aware that all 2900 tickets had been sold for the six trips, so we satisfied ourselves with chasing a couple of them.

This line, now 20 miles into the precambrian shield, was constructed to permit the extraction of nepheline syenite (used in production of glass and pottery) that was to be mined and processed by the American Nepheline Company, at Nephton. The line was approved by the Canadian Senate on January 28, 1954. May 1954 saw the award of contracts to the Roblindale Quarries Limited of Picton, Ontario to build the first 9½-mile section out of Havelock, including a 1500-foot siding. Quemont Construction of Montréal was awarded the contract to construct the north portion to Nephton.

On January 18, 1955, a special train was operated by the CPR from Havelock to Nephton, to officially open this new line. Their second RS10; 8463, new at the time, hauled the train, which consisted of a new curved-side combination car, a coach, and three business cars. The question being asked around Havelock was how many passenger cars have been over this line since that day?

### Equity

One lady with that pioneering spirit is building her own railway, single-handed. So, I stretch the truth a little! A hundred and twenty years ago, the Toronto and Ottawa Railway tried and all they got east of Actinolite, Ontario, was some grading. But today, Lesley Bernard has got her line graded and is presently laying steel near the old Toronto and Ottawa right-of-way at the junction of Highways 7 and 37 on the outskirts of Actinolite. Perhaps she's not as ambitious as the Toronto and Ottawa, but Lesley is looking at laying several hundred feet of track on which to place her pride, VIA's 1143—*Equity*, a 4-section, 4-double bedroom, 8-duplex roomette car. *Equity* arrived at its new Actinolite home on February 28, 1997.

This car was constructed for CN in 1954 by the Pullman Standard Car Manufacturing Company as part of a 104-car order. This order was for a variety of sleeping cars, including 51 companion community-named cars to *Equity*. A note from the March 1954 *Newsletter* states that these sleepers would bear a distinctive new colour scheme, that was also applied to 218 first-class coaches. This scheme consisted of black below the windows, green around and above them, three gold stripes running the car's length, and the red CNR maple leaf emblem near the car ends.

The car was named for Equity, Alberta, a community six miles north of Three Hills on the subdivision of the same name, which extends north from Sarcee Yard in Calgary. Prior to 1922, Equity was called Ghost Pine. This former name suits the present location of *Equity* in the pines along the Skootamatta River.

### Eastern trip

Back in May, while travelling east on the *Ocean*, I noted that the depot at Laurier Station, Québec, is still in place, about 28 miles west of Lévis on the old Drummond County Railway (presently CN's Drummondville Subdivision). On my way east by car in June, I stopped to have a closer look. The longish single-storey depot is situated on the south side on the tracks and is still used by railway maintenance forces.

Driving back through New Brunswick, I looped through Chipman and Minto to follow a part of the old Central Railway of New Brunswick. Between Chipman and Minto there are a couple of crossings of the National Transcontinental Railway. One of these crossings is at Hardwood Ridge. Back amongst some farm buildings was one that caught my eye. It was a square two-storey structure, and definitely needs some more research, but noting its location and features, I drove away with the impression that this was probably the original NTR station for Hardwood Ridge.

The former CPR station at Minto has been saved and now serves this coal mining community as a tourist information centre and museum. While heavy on the local mining, it has a reasonable collection of railway memorabilia. I had to tease one of the attendants about their having a CN caboose sitting in front of the station, where I can remember on many occasions awaiting the arrival of a CP oil-electric or short passenger train to arrive from Chipman for a trip back to Woodstock.

Another former CPR station in the news is on the New Brunswick Railway's Gibson Subdivision north of Fredericton at Keswick. This station has been recycled into a café on the first floor and a group of offices on the second floor.

### Other station houses in the news

An update on CP's Parry Sound station. We had mentioned back in March 1997, that this station was sitting in limbo, with the town wishing something would happen. Charles Cooper has advised that the station is still boarded up and the track-side roof around the centre dormer is starting to deteriorate. Charles also reports that some of the chip board covering the doors and windows has been broken or removed to permit people to enter the depot. Some of the adjacent trackage is still in place and had a boxcar spotted on the passing track near the north end and some work equipment cars on another track.

Well, CN got their St. Clair Avenue station in Toronto torn down early in June. Apparently they advised the federal government that the station was unsafe, and would demolish it shortly unless advised otherwise. No advice came, so the wreckers moved in.

Over at CN Port Colborne, a restaurateur from St. Catharines was considering the purchase of the former station from the city for conversion to a restaurant. Initial roof work identified numerous problems that were going to cost more than he wanted to spend, so apparently he turned it back over to the city. This station has been vacant since we first made reference to it back in our September 1989 column.

Charles Cooper has also sent along an update on another station that we first mentioned in our July 1989 column. This is the CPR Brampton depot, which was moved to Creditview and 3rd Line between Steeles Avenue and Queen Street West. Now sitting in a private meadow surrounded with many signs reading "Danger - No Trespassing" and a pair of fierce dogs, it is looking exceedingly sorry for itself. This station had obviously been transported in two sections. The two portions had been pretty-well levelled up but it does not look like any work has been done on it since its placement. The track-side canopy near the cut is in bad shape and sagging. Other than that, it does not look as if the building is about to collapse, but clearly unless some protective work is done on it soon, it can't last. Charles advises that for anyone interested in photographs, they should try to get there in the morning or on a cloudy day. Reasonably good photos can be obtained from the road and from the end of the driveway.

## Information Network

Item 83

### Grand River Rail-Trail Update

Message from: **Ralph Beaumont**

Okay - I'm a railfan and hate to see railways abandoned as much as anybody.

But as a realist, I'm glad that many groups are at least preserving the rights-of-way, for the interim use of hydro and utility corridors, not to mention the dreaded "rails-to-trails" faction.

I work for the Grand River Conservation Authority, and am in charge of our Foundation that to date has raised over \$1.2-million to preserve three abandoned railway corridors west of Toronto. Costs involved buying the rights-of-way (all CP), resurfacing, security gates, and trailhead parking lots. Each corridor is now fully operational for rail-trail use.

Our Cambridge to Paris trail follows the old electric Lake Erie and Northern line 18 km from Cambridge to Paris. It was opened

in 1994, but a new addition is a scenic lookout 3 km north of Paris. This uses a bridge abutment of the old CNR line which ran from Harrisburg to Paris, and which was abandoned in the 1930s.

There is still much of the railway in evidence along the trail, including ties, spikes, telegraph poles, and the like. The hike or bike ride is the most scenic in the area, and well worth a railfan's visit.

Our trail from Elora and Fergus to Cataract was opened in May of last year. It has been completely resurfaced from Elora and Fergus through to Belwood village, and passes over the GRCA's Shand Dam. I can't remember how many times I had engine cab rides over this line. It's a little painful to see the rails gone, but gratifying to know that it still serves a purpose.

Our third trail was opened last October, involving a 42 km stretch of the Toronto, Hamilton and Buffalo between west Hamilton, Jerseyville, and Brantford. Again, lots of railway mementos can be found along the way, especially in the section between Jerseyville and Brantford (including flanger signs, etc.). We had to build a major detour under the new Highway 403, which is the only deviation from the railway grade.

There are exhibit kiosks at each of the rail-trail parking areas, and we have tried to include a little railway history and flavour. Special thanks to Bob Sandusky, George Roth, and Keith Sirman for loaning the photos that help 1990s hikers and bicyclists to learn a little more about the railways in their area.

If it is any consolation, the trails are really well used and resemble Highway 401 traffic on sunny weekends. Our next project will be to link the Cambridge-Paris and Brantford-Hamilton trails. This will be done by completing the 10 km "missing link" between Paris and Brantford, which with a couple of deviations will roughly follow the old LE&N into Brantford. This will include permission from the Ministry of Transportation to use the former railway bridge across Highway 403 west of Brantford, which MTO now owns.

At 75 km in length, there will then be a continuous trail between Hamilton and Cambridge, through Brantford, that will rank as Canada's longest interurban, almost entirely off-road, fully-developed trail.

Another project underway is to resurface the CNR line between Fergus and Elora. This is owned by the County of Wellington, and the trail will form a loop through Elora and link with our CP Elora to Fergus trail. Involved in this new link will be redecking of the bridge over the Grand River, which will be the highest and longest bridge that our rail-trails have to negotiate.

## Safety matters

### Transportation Safety Board

*The TSB is the federal agency responsible for investigating and reporting on transport accidents in Canada, including railway accidents. The TSB investigates occurrences for the purpose of advancing transportation safety, and the resulting reports do not assign fault or determine civil or criminal liability. The following is a summary of a report issued by the TSB in 1996.*

Rear-end train collision, Canadian Pacific. CP freight train No. 921-17 and 3rd Emery, Mile 1.5, North Toronto Subdivision, Toronto, Ontario, May 18, 1995 - TSB Report Number R95T0152.

The 3rd Emery, a switching assignment that operated daily serving selected industries in and around Toronto, departed Toronto Yard at 11:00 on May 18, destined for Leaside, where the crew had switching to perform. On approach to Leaside Yard on the north main track, the 3rd Emery conductor realised that they were mistakenly lined to cross over to the south main track. The locomotive engineer brought the train to a stop, but not before having passed beyond Signal 2063-2. The rail traffic controller was contacted, and was not aware that the 3rd Emery had switching to perform at the Leaside Yard. He subsequently authorised a reverse movement so that the train could physically clear the signal and crossover and be routed on the north main track.

The block immediately ahead of the 3rd Emery was occupied by the rear end of Train 921, a Toronto-Windsor train that had departed Toronto Yard before the 3rd Emery, and had been stopped for some time because of congestion ahead. In order to generate a restricting signal indication that would permit movement of the 3rd Emery into that block, the RTC activated a restricting signal indication at signal 2063-2. He did not advise the 3rd Emery crew that Train 921 was ahead of them in the block, nor was he required to do so by rule or procedure.

A restricting signal indication requires trains to move at restricted speed to the next signal. Restricted speed is "a speed that will permit stopping within one-half the range of vision of equipment" and in no case in excess of 15 m.p.h.

The 3rd Emery crew accepted the restricting signal and entered the block, lined the switch at Leaside and moved clear of the north main track. When switching was completed, the train re-entered the main track and the switch was restored to the normal position. The switch had been left reversed while the 3rd Emery was clear of the north main track.

The 3rd Emery resumed their westward movement, intending to travel to the Mac-Tier Subdivision, and accelerated up to 26



m.p.h., even though they believed that they were still operating under the restricting signal indication. At approximately 12:20, the 3rd Emery rounded a two-degree curve near Mile 1.5 of the North Toronto Sub. and came upon the tail end of Train 921 that was stopped ahead of them. The locomotive engineer placed the train brakes in emergency, but it was too late to avert the collision between the lead locomotive of the 3rd Emery and the rear-end car of Train 921.

The last two cars of Train 921 derailed as a result of the collision, and the cars travelled through a fence and came to rest about 17 feet from a city street, Carsaw Road. The 3rd Emery locomotive and the last car of Train 921 were extensively damaged. The second last car of Train 921 sustained minimal damage. Approximately 100 feet of track sustained minor damage.

The crew of the 3rd Emery consisted of a locomotive engineer, a conductor, a train person and a conductor trainee. All the crew members claimed to have been fit and rested for duty; however, the locomotive engineer admitted to alcohol consumption until just after midnight (about 9½ hours before reporting for duty).

The event recorder data indicate that, after recorded information depicting switching moves, the throttle was increased to the No. 5 position and the speed increased to 26 m.p.h. After an emergency brake application at 12:21:30, forward motion continued for the next 11 seconds as the speed decreased to 18 m.p.h. Eleven seconds later, speed decreased from 18 m.p.h. to 0 m.p.h. over a one-second interval. The locomotive had travelled a recorded distance of 380 feet between the location where the train brakes were placed in emergency and where the train eventually stopped.

The 3rd Emery crew members volunteered to submit to urinalysis for controlled substances and alcohol as requested by the railway. Samples were given approximately 3½ hours after the collision. The locomotive engineer tested negative for controlled substances but positive for alcohol at a concentration of 0.048 per cent by volume. Test results for all other crew members were negative. None of the crew members working in proximity to the locomotive engineer reported detecting any signs of intoxication or impairment.

The 3rd Emery was operated in a manner contrary to some key operating rules that would have ensured safety.

When the crew departed Leaside, the signal system and the applicable rules required that restricted speed should have been applied all the way to the next signal; the crew should have expected to encounter equipment within that block.

When the 3rd Emery rounded the curve at 26 m.p.h., it was 11 m.p.h. in excess of the maximum authorised "restricted speed." Had

the rear end of Train 921 not been there, and judging by the deceleration rate before the collision, the 3rd Emery would have been travelling too fast to be stopped for the next signal, Signal 15-2. The 3rd Emery was therefore travelling too fast to stop for either eventuality.

Leaving the switch at the Leaside Yard reversed while the train was moved clear of the main track was most likely done to circumvent a rule requirement (CROR Rule 568) to obtain permission to re-enter the main track. The reversed switch results in the display of track occupancy to the RTC, exactly same as if the train had been left on the main track. If the crew members had asked for permission, it is possible that the RTC would have reminded them of the train ahead of them even though he was not required to do so. The restricting signal on Signal 2063-2 still applied.

### Findings

1. The 3rd Emery was operated at a speed that made it impossible to stop short of the train ahead. Further, given the speed and location of the 3rd Emery when Train 921 was first seen, the 3rd Emery would not have been able to respect the next signal, Signal 15-2.
2. Based on urinalysis and accepted alcohol depletion rates, it has been calculated that the locomotive engineer's blood-alcohol level was above the legal limit to operate a train at the time he reported for duty and probably at or just below the legal limit at the time of the accident. Notwithstanding the legal blood-alcohol limits, the railway has a policy of zero tolerance for employees working in such circumstances.
3. Alcohol affects performance and may have played a role in the locomotive engineer's decision to operate the 3rd Emery at a speed that proved to be unsafe in the circumstances.
4. The other 3rd Emery crew members, working in proximity to the locomotive engineer, did not apparently detect the smell of alcohol or any signs of alcohol impairment.
5. No action was taken by any of the other crew members to require the locomotive engineer to slow the speed of the train when operating on the main track before sighting the rear of Train 921.
6. CROR Rule 575 (*Delayed in the block*) does not sufficiently restrict a train that enters a block on a restricting signal in the event that the train is delayed in the block and resumes movement.
7. CROR Rule 570 (*Entering between signals*), in connection with CP's local operating practices, is deficient in that a train may be given permission to enter a block between signals while another train is within the block. Under these circumstances, a train that enters a block between signals is

not sufficiently restricted by Rule 570 because its movement is not required to be prepared to stop short of other equipment in the block.

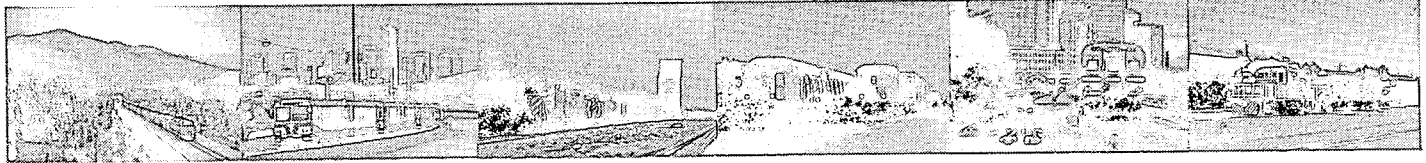
### Action taken

In June 1995, a TSB Safety Advisory was forwarded to Transport Canada (TC), with a copy to Canadian Pacific (CP), outlining potential problems with the interpretation and application of CROR Rule 570 (*Entering between signals*) and Rule 575 (*Delayed in the block*). The advisory indicated that TC may wish to review these CROR rules.

Subsequently, both CP and TC initiated safety action to prevent recurrence. CP issued internal "Rule of the Week" communiques related to the interpretation and application of CROR Rules 570 and 575. In addition, CP issued a system special instruction which read: "In the application of Rule 575, a train or engine governed by a Restricting Signal entering a block must proceed at restricted speed to the next signal." Also, at the request of CP, the Railway Association of Canada rules revision team concluded that a review of Rule 575 would be beneficial to clarify its intent.

A search of the TSB database indicated that alcohol impairment of operating crew members is only rarely identified as a contributing factor in railway occurrence investigations. There have also been occurrences where alcohol was suspected to have been a factor, but there was insufficient evidence to support a finding to that effect; however, those instances are also extremely rare. Notwithstanding the low frequency of alcohol involvement in investigated occurrences, any instances of alcohol impairment among operating crew members pose a risk to safety.

Various measures have been taken to address the issue of alcohol versus safety. Regulatory measures include the Criminal Code of Canada and the CROR. Railway companies have adopted a zero-tolerance policy with respect to alcohol and drugs, and they provide related training to employees. The companies and unions have also worked together and implemented employee assistance programmes whereby alcohol and drug problems can be reported and treated without disciplinary action. Furthermore, TC recently addressed substance use in safety-sensitive transportation jobs and conducted a thorough review of the need for substance use legislation. The minister of transport decided not to introduce new legislation, but rather to exercise a facilitation role and allow the industry to develop programmes tailored to its needs. In view of the foregoing, the board is not making any safety recommendations at this time. The board supports the existing programmes and hopes that increasing awareness will help to make alcohol-related occurrences even more rare.



### THE RAPIDO



**EASTERN CANADA**

Scott Haskill  
Gordon Webster

#### CANADIAN PACIFIC ST. LAWRENCE & HUDSON

##### HURON CENTRAL BEGINS

The Huron Central Railroad began operating on July 29, between Sudbury and Sault Ste. Marie, under a long-term lease from the CPR. The HCR-CPR agreement encompasses all but 4.8 miles of track at the Sudbury end of the 181.2-mile Webbwood Subdivision, as well as the first 2.95 miles of the Little Current Subdivision, which branches southwest from the Webbwood at McKerrrow. The rest of the 38-mile Little Current Sub. has not been used in about two years and is a candidate for discontinuance.

The CPR retains running rights over about 22 miles of track at the Sudbury end of the Webbwood Sub., and the Huron Central has running rights into Sudbury. Initial operations used leased HATX SD45s and borrowed CPR RS18s, until HCR power was available.

##### QCR SOLD

The CPR has agreed to sell its shares of the Quebec Central Railway for \$20-million to Express Marco Inc., a trucking company based in East Broughton, Québec. The QCR's assets include 295 miles of disused track. The CPR leased the QCR for 999 years from 1912, and in 1996 purchased the last few shares that they did not already own. The QCR last operated in November 1994.

The purchase includes the lines from Vallée-Jonction to Sherbrooke, Vallée-Jonction to Lévis, Vallée-Jonction to Saint-Georges, and Saint-Georges to Lac-Frontière, plus an office building in Sherbrooke and stations in Vallée-Jonction, Tring-Jonction, Thetford-Sud, and East Angus.

Express Marco is owned by Jean-Marc Giguère, who hopes to have the line between Vallée-Jonction and Sherbrooke up and running again by this fall, and the other lines in 1998. The work to reactivate the lines is expected to cost \$4.5-million. Most of the freight traffic is expected to be lumber and

logs, but a tourist train is also being considered.

—Le Soleil via Gustave Portelance, Jim Sandilands

##### CAB UNIT ON FREIGHT TRAIN

AMT's FP7 1302, normally a passenger locomotive, was used on the StL&H Dorion Turn on June 12. The unit was trailing on its outbound run from Saint-Luc Yard, but was leading on its return trip. StL&H often moves AMT units between Dorion and Saint-Luc, where they are serviced, but the cab units rarely lead.

—Marc Dufour via Montrain

#### CANADIAN NATIONAL

##### TRACK FOR SALE

Canadian National is offering the Northern and Northwestern (N&NW) Spur in Hamilton's north-end industrial area for sale as a short-line railway. The spur consists of 4.27 miles of track, is served daily, and handles about 16 000 carloads annually. It connects with the CN Oakville and Grimsby subdivisions at the Stuart Street Yard and Parkdale Yard respectively. There will be 56 CN jobs abolished as a result of this sale, which is expected to close this year.

—CN Press Release

##### PORT COLBORNE

The new Port Colborne Harbour Railway began operation on June 25, 1997, upon the takeover of 7.7 miles of track by the Town of Port Colborne from CN. The railway is operated for the town by the Caledonia and Hamilton Southern Railway Company, a company affiliated with a New York state short-line operator. Primary motive power is an ex-Erie-Lackawanna Alco C425, and the railway had three employees at start up. There are four customers on the line: two flour mills, a grain elevator, and a corn starch operation.

The impetus for acquisition of the track by the city was the removal of Welland Canal Bridge 20 last fall, which would have severed access to railway customers west of the Welland Canal off of CN's Macey Spur (the former Dunnville Subdivision) and Government Spur. A new 1.1-mile connection was built by CN for \$1.4-million in the winter and spring of 1997 to connect the Macey Spur on the west side of the canal to the CN Port Colborne Spur, which connects to the Canal Spur, and ultimately to the Cayuga Sub. at Feeder West, near Welland.

Tracks acquired by the city are the Port Colborne Spur, the Government Spur, the Macey Spur (west of the Welland Canal), and

the new connection between the Port Colborne Spur and the Macey Spur.

—Paul Duncan via CNET, Hamilton Spectator

##### FREIGHT TRAIN CHANGES

At the beginning of July, changes were made to CN's Toronto-Buffalo freight schedules. New Toronto-Buffalo trains 230 and 231 started, and Train 320 was abolished, replaced by Train 230. The Toronto-Buffalo schedules are now:

**Train 230**, daily except Saturday — dp Delaware Avenue, Buffalo, 22:45; dp Hamilton 01:30; dp Oakville 03:20; ar Macmillan Yard, Toronto, 05:10. The train is for Ford autos and parts.

**Train 231**, daily — dp Macmillan Yard 22:45 (via Halton Sub); dp Hamilton 01:15; ar Frontier Yard, Buffalo, 06:00. The train carries wood chips for Port Robinson.

**Train 319**, daily — dp Macmillan Yard 09:45 (runs light engines to Oakville via downtown); dp Oakville 12:40; ar Frontier Yard 18:30. The power then runs to Seneca Yard for Train 230.

Other trains to and through the Niagara Peninsula remain the same as before, and are:

- Train 331, as required — dp Macmillan Yard 04:25; ar Frontier Yard 12:00.
- Train 332, daily — dp Frontier Yard 02:30; dp Hamilton 07:40; ar MacMillan Yard 10:00.
- Train 333, daily — dp MacMillan Yard 13:15; dp Hamilton 15:50; ar Frontier Yard 21:30.
- Train 334, daily — dp Frontier Yard 18:00; dp Hamilton 22:05; ar MacMillan Yard 01:15.
- Train 335, daily except Tuesday — dp Snider, Toronto, 02:15; dp Hamilton 05:30; ar Frontier Yard 10:45.
- Train 449, Monday to Friday, dp MacMillan Yard 11:15; ar Niagara Falls 17:00.
- Train 448, Monday to Friday, dp Niagara Falls 21:15; ar MacMillan Yard 04:45.
- Train 447, Sunday — dp MacMillan Yard 11:15; dp Niagara Falls 17:20; ar Frontier Yard 19:00.
- Train 445, Saturday — dp MacMillan Yard 19:20; ar Hamilton 22:10; dp Hamilton 23:40; ar MacMillan Yard 02:45.

#### PASSENGER RAILWAYS

##### BLAINVILLE SERVICE EXTENDED

The period of operation of AMT's Blainville commuter train has been extended until May 1998. The service, which runs between Blainville and the CPR's disused Park Avenue Station in Montréal, was introduced in May as a temporary service to be operated during reconstruction of a nearby highway bridge. Ridership has been encouraging, which is



leading to an extended period of operation.

A second train and two new stations will be added in September. The two stations are at Sainte-Rose and Bois-de-Boulogne. Rebuilt former GO Transit equipment is planned to be used on the additional train, but equipment from the AMT Dorion service will be used initially. A combined train-bus pass will be offered, and the single-fare tickets will be made the same as the AMT zones on the Deux-Montagnes line.

—Michel Belhumeur

#### CB&CNS PASSENGER EXCURSION

The Cape Breton and Central Nova Scotia Railway, in conjunction with the Truro Model Railway Club, ran an excursion train over the railway on June 8. The train, consisting of CB&CNS C630M 2003 (ex CN 2003), CB&CNS van 1000, and three VIA coaches (8100, 8131, and 8130) left Truro at 10:05, bound for Stellarton. Arriving in Stellarton around 11:40, the train pulled up to the platform at the station so the passengers could disembark.

The station, adjacent to the Nova Scotia Museum of Industry, was built in the late 1980s but has not been used since January 1990. The Museum hosted a "Railway Day" with lots of refreshments, entertainment and displays. The museum is the home of the *Albion*, the *Samson*, former Sydney and Louisbourg No. 42, and several other locomotives. Once the passengers had cleared the area, the consist was wyeed in preparation for the return trip.

The westbound run left for Truro around 15:00. The 180 tickets for the trip were sold out before Christmas, and at that time the waiting list was cut off at 100 people.

—Glen Smith

#### WINDSOR AND HANTSPORT

The Windsor and Hantsport Railway launched an excursion train service on July 5. The *Evangeline Express* operates between Windsor and Wolfville, a distance of about 18 miles, with stops at Hantsport and the Grand Pré National Historic Park. The train will operate on weekends until the end of August.

On the first weekend, the train was to leave Windsor in the morning, shuttle between Hantsport and Wolfville for several trips, then return to Windsor in the early evening. On other weekends, the train will operate on Sunday only, and will make three round trips between Windsor and Wolfville. On Saturday, August 2, there were short trips scheduled, from Windsor to Mantua, about 4.4 miles.

The railway is using a former VIA dayniter car, and two open-air cars obtained from the eastern U.S. Information on fares and schedules is available at the tourist bureaus in Windsor, Hantsport, and Wolfville.

—G. Wayne Hines via Usenet

#### WATERLOO OPERATION BEGINS

The Waterloo-St. Jacobs Railway began passenger service on July 12. Earlier in the year, the WSJR acquired the rolling stock of Les Trains Touristiques du Saint-Laurent, in a bankruptcy sale. The purchase included FP9s 6305 and 6306 (originally CN 6508 and 6520), coaches 5569, 5578, 5611, snack coaches 3218 and 3223, dayniter 5737, cafe/bar/gift shop car 761, and generator car (formerly baggage) 9640, all finished in the 1954 CN green, black, and yellow scheme. All equipment had been acquired by TTSL from VIA between in 1993 and 1995.

The WSJR tourist train service operates between Waterloo and St. Jacobs, Ontario, this summer. The equipment remains in the 1954 CN-style colours, with WSJR's logos applied where CN's roundel was originally placed. The two locomotives have been renumbered back to their original CN numbers, and old-style number boards have been installed. Lettering on the cars is in the old CN style.

Also acquired from TTSL, but not planned for immediate operation, are 10-6 sleeping car 2143, cafe-bar lounge 2510, and combination car 9300 (ex-2511). Also retained, for future use, are snack coach 3211, coaches 5467, 5485, 5504, and 5622, and baggage cars 9614 and 9630, all stored for the past year in Toronto, and all still in VIA's blue and yellow paint.

WSJR is a federally-chartered short line, which acquired CN's Waterloo Spur between Waterloo, Mile 1.91, and Elmira, Mile 11.93 (the end of steel), in April 1996. For the time being, CN continues to provide as-required freight service to on-line shippers, through a freight service agreement with WSJR.

WSJR's own passenger service will be a daily operation until Thanksgiving between Waterloo and St. Jacobs. Weekend operation is expected to continue from Thanksgiving through New Years, with special event trains operating as required.

The first train through to Elmira operated on August 7, with an evening departure from Waterloo to a sidewalk sale in Elmira, an Elmira-Waterloo round-trip for a local charity, followed by a return to Waterloo, where the train is stored overnight.

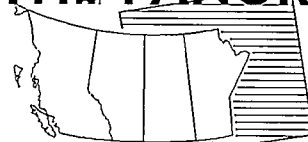
—Jim Brown via Al Tuner

#### ACR DOME CAR

The Algoma Central Railway is now operating a dome car on its Agawa Canyon tour train. The car is marketed as "Premier Dome Car Service," and was formerly operated on the Green Bay and Western Railroad, where it was named *Trempealeau River*. The car has been repainted, in same scheme as the ex-VIA ACR coaches, but is lettered "Wisconsin Central" and named *Algoma Country*.

—Mike Guss via MNRail, Tom Box

## THE PANORAMA



### WESTERN CANADA

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### BRITISH COLUMBIA RAILWAY

#### FORT ST. JOHN LANDSLIDE

There was a massive landslide at Mile 708.0 on the Fort St. John Subdivision on June 3, 1997, suspending service between Fort Nelson and a point north of Chetwynd. The slide is located on the side slope of the Pine River. Work crews were trying to clear the landslide by carving out a temporary bench and then moving the track over onto this alignment. However, the entire slope above the excavation caved in on top of the already completed work, and excavation of over 500 000 cubic yards of earth must be performed. The line was not expected to reopen until mid-July.

### CANADIAN NATIONAL

#### EVANSBURG SPILL

On June 15, an eastbound empty grain train took to the ditch at Evansburg, Alberta. No locomotives were involved, but 19 hopper cars lay in the ditches. The site is about 2000 feet west of the west-end of the tall bridge over the Pembina River, and is the same spot a loaded sulphur train left the rails about four years ago. As a result of this derailment, several CN freights were detoured via Calgary to Kamloops.

—Glen Brosinsky

#### JOINT WORK

On June 11, CN and CPR announced that they jointly are soliciting third-party proposals for the reconditioning of their locomotive and freight car air brake components. This work is currently performed by separate CPR and CN facilities in Calgary and Winnipeg, each of which is physically too large for the existing workload.

#### CAPITAL PROGRAMME

CN's \$560-million capital spending for 1997 includes improvements that are aimed at increasing railway freight capacity in western Canada. Additional locomotives will be purchased and leased, additional intermediate signals will be installed in the Edmonton-Vancouver corridor to expand line capacity; power switches will be added to improve traffic flows between Winnipeg and Edmonton; and additional operating crews will be hired in Western Canada.

## CANADIAN PACIFIC

## DELTAPORT OPENS

The new Deltaport container facility was officially opened on June 25 at Roberts Bank, during a visit to B.C. of several foreign transportation ministers. An open house was held on June 28. CP has designated Train 400 as a dedicated service to carry import traffic from Deltaport to Vaughan Yard in Toronto. Any remaining loads from the OOCL-Mitsui container ships, which make up the bulk of Train 400's loads, would be carried by Trains 414 and 416.

## CHICAGO RAILROADERS' TOUR

The board of directors of the Belt Railway of Chicago travelled from Calgary to Vancouver on a special train on June 13 and 14. The train's consist was CP SD40-2 5594, Wisconsin Southern E8s 10A and 10C, and four cars: *Northern Plains*, *Northern Nites*, *Northern View*, and *Northern Sky*. The passengers detrained at Vancouver. BNSF attached GP39M 2884 to the point, and ran the train south, empty except for on-board staff.

—Dean Ogle

## CAPITAL PROGRAMME

CPR has awarded a contract valued at more than \$2-million to Pitt River Quarries of Coquitlam, B.C. for more than 297 000 tonnes of crushed gravel to be used as the base for CPR's new 115-acre intermodal terminal being constructed adjacent to the Lougheed Highway in Pitt Meadows. CPR says this will be the most modern intermodal terminal of its kind in Canada. The project, to be completed in 1999, will handle containerised traffic and highway trailers to or from the Lower Mainland. • Projected spending in Alberta this year includes \$4.1-million in new ties and ballast, \$2.4-million for signals and communications upgrades, and \$2-million for new track at Keith yard, in northwest Calgary.

—Transport News via Dean Ogle

## NETWORK PLAN OFFERS

CPR is offering for sale two branch lines in Saskatchewan: 21 miles of the Coronation Subdivision between Zinger and Major, and 28 miles of the Dodsland Subdivision between Astum and Smiley. In Alberta, seven miles of the Burstall Subdivision between Pivot and Schuler is being offered for sale. These lines are candidates for discontinuance under CPR's three-year network plan.

## VIA RAIL CANADA

## MIXED TRAIN DERAILMENT

On June 3, Train 290, the southbound mixed train from Lynn Lake to The Pas, derailed at Mile 126 of the Sherridon Subdivision. The train had CN GP38-2s 4771, 4721, and 4766,

16 freight cars, VIA baggage/generator car 9631, VIA coaches 5186 and 3248, and CN van 79849. Five freight cars ahead of the passenger cars plus all three VIA cars derailed in the accident.

The crew left behind the derailed cars, taking the units and the first 11 cars, then set out the 11 cars at Pukatawagan. The train then headed south light, with the crew and one passenger. The accident put more than half of VIA's remaining blue and yellow fleet out of service for a few days.

## AMTRAK/BNSF

## RECENT AMTRAK ACTIVITIES

Burlington Northern GP39 2738 powered the *Mt. Baker International* on June 27 and July 1. The consist was the usual Talgo cars. • On June 26, the train was trapped at King Street Station in Seattle when there was a derailment at North Portal. The track was cleared around 14:00, and the train operated empty to Vancouver, where it arrived at 18:21, turned, and departed southbound at 18:40. Northbound passengers were sent by bus.

—Dean Ogle

## FREIGHT TRAINS ANNULLED

Burlington Northern and Santa Fe changed its operational strategy in the Vancouver area in June. Effective from that month, any southbound train out of the Vancouver area that has less than 25 cars for American destinations was to be annulled. The U.S. crew were to be sent home by taxi, and the cars held for a later train. The power would then return south on the next scheduled train.

## FERRIES

## HIGH-SPEED STUDY

BC Ferries is launching a study to see if high-speed, passenger-only ferries make sense. The proposed ferries would operate between Swartz Bay and downtown Vancouver, taking 90 minutes. The study will also look into the possibility of express buses from downtown Victoria to Swartz Bay. The study is in response to a huge increase in passenger traffic. BC Ferries has had to limit the number of tour buses on at least one ferry run.

Leaving from Swartz Bay would cut about 60 minutes from the Victoria-Vancouver trip that was made by Royal Sealink, Hoverwest Ferry Services, and Island Jetfoil, all of whom folded after short periods of operation. By not sailing around the southern tip of Vancouver Island, the trip would avoid the area that triggered most of the seasickness complaints faced by the earlier companies.

—Victoria Times-Colonist

TOURIST RAILWAYS  
AND MUSEUMS

## AOE SPECIALS

CN will be operating the American Orient Express luxury train this summer. The AOE, a U.S. firm that operates a luxurious train of 1940s and 1950s streamlined passenger cars, will make two round trips across Canada, from Vancouver on August 12 and August 26, and from Montréal on August 19 and September 2.

An interesting routing will be used in several places. Winnipeg to Longlac will be via the former Canadian Northern route through Thunder Bay, which traverses northern Minnesota on the way. The train will not stop in Toronto, but will avoid the city via the Bala and York subdivisions. The train will travel between Brockville and Coteau via Smiths Falls and Ottawa.

The train will consist of three leased VIA F40s and 15 of AOE's restored passenger cars. Although the cars are rated at 125 m.p.h. in the U.S., the train will normally run at freight train speeds on CN. If it gets behind schedule, the train will be allowed to run at passenger train speeds. It will be handled by CN train and engine crews, based on extended runs, and will be accompanied by one VIA mechanical officer to operate the HEP on the locomotives. All servicing of the train will be done by VIA (fuelling, watering, washing, and other tasks).

AOE will supply all of the on-board staff and a mechanical officer with parts for possible repairs en route. CN will be responsible for train control, supervision of train operation, maintenance of way and supply train and engine crews.

## WCRA GRANT

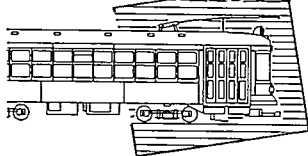
The West Coast Railway Association has secured a \$200 000 donation from Canadian National Railway to assist in the Phase II construction of the West Coast Railway Heritage Park in Squamish, B.C. The commitment by CN includes \$100 000 cash and the Fort William, Ontario, turntable, which will be disassembled by CN and shipped to Squamish.

## PORT ALBERNI STEAM

Summer steam-train operations started in Port Alberni, B.C., on Saturday, June 28. Baldwin 2-8-2T No. 7 was used with three coaches, with hourly trips from 11:00 to 16:00. E&N Railfreight GP38AC 3005 led the Port Alberni turn from Nanaimo on June 28, and was left behind at the Port Alberni station, coupled to the caboose owned by the E&N Division of the CRHA. The steam train will operate weekends during July and August from the restored E&N station at the foot of Argyle Street.



## IN TRANSIT



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## TORONTO

## SPADINA STREETCAR LINE OPENS

Spadina streetcar service began early on Sunday, July 27, when CLRV 4178 departed Roncesvalles carhouse just before 05:00. The novelty of a first trip attracted almost a fully-seated load by the car arrived at Spadina Station. The last run of a 77-Spadina bus, at 02:30 the same morning, was also busy with customers commemorating the occasion.

The official opening of the new streetcar line was held at 13:00 on the same day, at Sussex Avenue, just south of Spadina Station, in between the scheduled four-minute service. The brief ceremony featured Peter Witt car 2766 and PCC 4500. The cars made a single southbound trip, for dignitaries only. Free rides were offered the first afternoon on the regular Spadina streetcars, and the line was overwhelmed with passengers.

Work on finishing the line continued right up to the opening, and some work remained to be done after service started. The first cars north of College were PCC rail grinders W-30 and W-31, over the night of July 7 and 8. The first passenger car north of College was 2766, on clearance tests in the morning of July 8. The Witt was followed by two CLRVs and two ALRVs.

## NEW STREETCAR LINE

In late June, the TTC approved the construction of new streetcar track on Queens Quay, between Spadina and Bathurst, and on Bathurst Street, between Queens Quay and Fleet streets. The new track would allow the operation of a new Union Station to Exhibition streetcar route, tentatively called 509-Harbourfront, using the new track and existing track east of Spadina and west of Bathurst Street.

The new line, just under 1 km long, would cost approximately \$13-million to build, and would be lined to the existing tracks with full T-intersections at Queens Quay and Spadina and at Fleet and Bathurst. The track on Queens Quay would be in a centre private right-of-way in the recently-realigned road.

The TTC decided to build the line because of considerable residential

development planned for the area. Experience with ridership on the Harbourfront streetcar shows that more customers will be attracted to the TTC if the service to the area is provided by a streetcar route, as opposed to buses. When built, the new streetcar route will replace the 121-Front-Esplanade bus route that now serves the area.

Finding financing for the new construction will be a crucial part of the project. If funding is approved in early 1998, the line could be constructed and ready for service in mid-1999.

## TEST BUSES

The TTC is purchasing four buses for evaluation, as part of a larger future order. Two RTS lift-equipped buses and one LFS low-floor bus will be delivered by Nova Bus, and one D40LF low-floor bus will come from New Flyer. The buses will be delivered early in 1998, and will be operated in service while they are evaluated for future purchases starting in 1999 for up to 100 lift-equipped buses and 100 low-floor buses. The RTS, long a common design in the U.S., has never been used extensively in Canada.

## MISSISSAUGA

## NEW BUSES

Mississauga Transit is receiving four orders of new buses, three of which are from home-town builder Orion Bus Industries. Fleet numbers 9701 to 9735 are Orion V 40-foot diesel buses, with air conditioning, and no wheelchair lift. Delivery was complete by mid-June, and the buses were soon seen on rush-hour express routes. The delivery of non-accessible high-floor buses is unusual, as provincial regulations hold that any bus orders funded since mid-1993 are supposed to be fully accessible. These buses were initially built for another customer, and then cancelled, and MT picked up the order at an attractive price.

Fleet numbers 9750 to 9784 are New Flyer D60LF 60-foot low-floor articulated diesels. Delivery was complete by mid-June, and the buses entered service in July. This is one of the first production orders of D60LFs, which are low-floor from the front door, through the articulation joint, to a point just behind the rear-most door.

Fleet numbers 9801 to 9842 are Orion VI diesel low-floor 40-foot buses, fully accessible with front-door ramps. The delivery of 28 of these buses was due by the end of July, with 14 more due by the end of September. A fourth order is for diesel low-floor Orion IIs, in the extended version. Two were due for delivery in September, with 10 more in January 1998. These buses are for use on regularly scheduled routes, not in paratransit service.

—Jeffrey Kay

## VANCOUVER

## FARE CHANGES

As expected, the Vancouver Regional Transit Commission accepted BC Transit staff recommendations and voted to increase revenue by eliminating the mid-day fare discounts, and restored the three-zone fare system between 09:30 and 15:00. Regular adult fares will not change.

One fare zone only will remain in effect after 18:30 from Monday to Friday, and on weekends and holidays. In addition, frequent riders will be rewarded with slightly cheaper prices for two- and three-zone monthly passes. The new fares, which are expected to generate five per cent more revenue, will go into effect in October.

Bus fares haven't gone up since 1993, when the adult cash fare was \$1.35 for travel across one zone, \$2 for two zones, and \$2.75 for three zones. BC Transit noted that the recommended option will provide additional revenue which is needed for the transit system to expand, without increasing fares in peak periods when transit most needs to compete with the car.

## DRIVER RESPONSIBLE

The BC Supreme Court has found BC Transit and bus driver Terrance Horrod 75 percent liable for an August 22, 1995, accident that rendered a 74-year old passenger quadriplegic. Jane Wang fell and struck her head on a seat as the bus, driven by Horrod, pulled away from a red light while the customer was attempting to remove her coat.

Wang and her husband boarded the bus in New Westminster, at Canada Way and 8th Avenue. After the bus stopped at Royal Avenue, the last stop before the SkyTrain station, Wang decided she was sweltering and tried to take her coat off. Experiencing difficulty getting her arms out of the sleeves, she stood up as the bus began moving, lost her balance and fell.

The driver looked in his mirrors and didn't see the customer struggling with her coat. She was in the seat directly behind the driver, which is at least partially blocked from the driver's view. The supreme court rejected this part of the driver's defense, but agreed that the customer should have taken measures for her own safety and decided she was 25 percent negligent.

No date has been set for the second phase of the trial, which will determine the monetary value of the award.

—Vancouver Sun via Dean Ogle

