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Rail & Transit



NOVEMBER-DECEMBER 1992



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, January 15 – UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. The 1991 financial statements will be reviewed briefly. The main presentation is yet to be determined.

Friday, January 22 – 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.

Sunday, January 31 – TH&B Model Railway Engineers' flea market, Ancaster.

Sunday, February 7 – NMRA Western Ontario Division show, Brantford.

Saturday, February 13 – Barrie Model Railroaders' flea market.

Saturday, March 27 – Forest City Railway Society slide day, London.

COVER PHOTO

A northbound commuter train heading for Deux-Montagnes pauses at the station at Laval-sur-le-Lac, Québec. The train is powered by two of CN's three General Electric centre-cab electric locomotives. The equipment will be replaced and the station will be closed when upgrading is complete in 1995.

—Photo by Ted Wickson,
September 1, 1978



NUMBER 517 – NOVEMBER-DECEMBER 1992

Newsletter

FRANK McNAIRN

W. F. (Frank) McNairn passed away suddenly on November 21, in his 58th year. Frank was an avid railway fan, and Member No. 325 in the UCRS. He was a member of the excursion committee when the UCRS was operating steam-powered excursions in the 1960s, a director of the Society, and chairman of the Hamilton Chapter from 1962 until 1970. He was an active member of Ontario Rail when the organisation was first established, and a member of a number of model railway clubs in the Hamilton and Burlington areas. Frank also took an active part in the restoration work which was done on Toronto, Hamilton and Buffalo steam engine No. 103 when the locomotive was displayed in Gage Park in Hamilton and maintained by the members of the UCRS Hamilton Chapter.

The family has requested that, in lieu of flowers, donations be made to the Heart and Stroke Foundation or to a trust fund established in Frank's memory for the Niagara Frontier Region of the National Model Railroad Association, c/o Tom Tarry, Treasurer, 39 Church Street, Lancaster, New York, U.S.A. 14086.

RALPH PERCY

Ralph Percy, a UCRS member for many years who was involved in the operation of excursions and was instrumental in arranging for our booth at the Toronto Sportsmens' Show, died on December 13.

NEW BOOK AVAILABLE

The Pittsburg, Shawmut and Northern Railroad Historical Society has recently published a new book, *Stories of the Pittsburg, Shawmut and Northern*. Prices: \$42.50 (U.S.) hard cover, \$22.50 (U.S.) soft cover, postage paid. PS&N Historical Society, c/o Harvey Lacy, RD 1, Box 193, Canaseraga, New York, U.S.A. 14822.

—William L. Reddy

MEMBERSHIP RENEWAL

A reminder that membership dues are now being received for 1993. Please use the renewal form that was enclosed in the October *Rail and Transit*. Thanks to those who have already paid.

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

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Completed December 24, 1992

MORE THAN NEW CARS COMING FOR STCUM RAIL RIDERS

DEUX-MONTAGNES LINE UPGRADING

BY DAVID ONODERA

Riders on the commuter line between Deux-Montagnes and Montréal will soon be able to ride on state-of-the-art cars to be constructed by Bombardier Inc. Fifty-eight of the new cars are to be delivered between September 1994 and September 1995, but there is much more to the story.

A BRIEF LOOK BACK

To fully appreciate the significance of the upcoming changes, one must look back at the history of this operation — certainly one of the most unique commuter services in North America.

The Mont-Royal tunnel, approximately 5.5 kilometres long, was electrified by the Canadian Northern, one of the predecessor railways of Canadian National. The tunnel was designed to allow direct passage from central Montréal to the area north of the city, avoiding a lengthy detour around Mont-Royal.

The trains are still owned and operated by CN, but the operation is fully subsidised by the Société de transport de la Communauté urbaine de Montréal (STCUM), the transit corporation for the metropolitan area on the island of Montréal. STCUM also supports the diesel-powered commuter trains on the CP line running west from Windsor Station, but also owns the cars, locomotives, and stations of that service.

The Deux-Montagnes line extends from Central Station in downtown Montréal, north and west through the tunnel to Portal Heights, then through Val-Royal, Roxboro, Île-Bigras, and Laval-sur-le-Lac to Deux-Montagnes.

Six box-cab electric locomotives — the oldest non-preserved, non-museum units still in regular daily service in North America today — were built for the electric line between June 1914 and November 1916 by General Electric. CN purchased nine additional locomotives, built by English Electric between 1924 and 1926, from the National Harbours Board in the early 1940s, and three centre-cab electric units followed from GE in 1950.

Additional rush-hour service and all service at other times of the day and on weekends is operated by a fleet of 17 multiple-unit cars. The six motor cars and 11 trailers were built by Canadian Car and Foundry (Can-Car) in 1952.

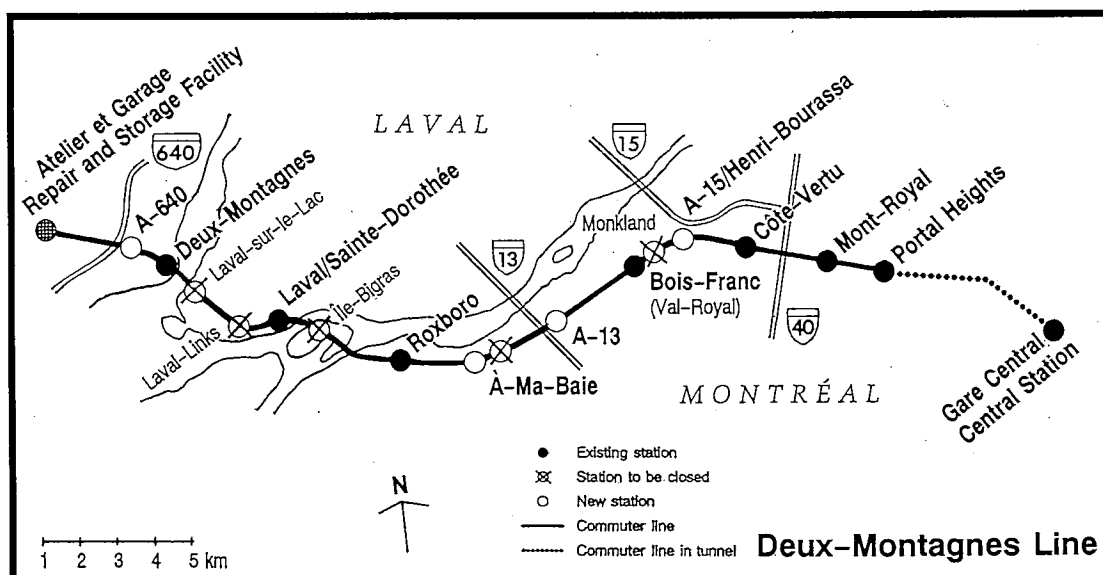
THREATS TO CLOSE DOWN THE LINE

The task of maintaining an aging fleet of locomotives and coaches is not easy, but CN does a most admirable job. Nevertheless, repeated problems with breakdowns and structural problems as the equipment aged led to threats to end service on the line by the end of 1992 if new equipment was not ordered. (The M-U cars were removed from service temporarily a couple of years ago, however, they were repaired and returned to service. Similarly, due to cracks in their trucks, the EE units were "retired" in 1991.)

At one point, it was necessary to use a diesel-powered train to assist in the service — something that was not desirable given the tunnel and the fact that most coaches have opening windows. Making the best of the situation, CN and the STCUM decided that a train powered by a pair of electric units would pull the second, diesel-powered train through the tunnel. At Val-Royal, the second train was cut off for the return trip to Central Station. Using the diesel unit, the train ran through the open area to Portal Heights. From there to Central Station, the train coasted through the tunnel, down the 0.6 percent grade, thereby minimising any problems from diesel fumes.

Heating the trains in winter proves to be an exercise in innovation as well. Trains are maintained by shop forces at Central Station. All the cars leased from VIA are steam-heated and without steam generator units, the cars have no heat source. CN's answer was to provide steam connections at Central Station. The coaches are connected to the lines overnight, and the cars are "super-heated." (Not just warm, but hot!) During the morning, the cars retain enough heat to make the ride comfortable.

With the signing of the agreement between the Québec government and Bombardier to build the new rolling stock, Québec and CN agreed to refurbish the old equipment and keep it running until at least September 1995. The line now operates with direct current electricity at 3000 volts, but the new cars will operate on 25 000 volts alternating current. Therefore, the new equipment will have to be introduced all at once following an "overnight" conversion of the line's power system.



OPERATIONS TODAY

Today, all six of the original units, five of the EE units, and the three GE centre-cabs soldier on, along with a collection of multiple-unit electric coaches and trailers, all operated by CN for the STCUM. The electric locomotives haul a motley collection of ex-CN passenger cars, some originally built in the 1920s, and 35 coaches leased from VIA Rail and converted for commuter use.

Currently, the M-U units provide all base and weekend service. The electric locomotives and coaches are found only in peak-hour service, and run in trains of up to 13 cars in length. Service is provided seven days a week, with trains approximately every two hours to Deux-Montagnes and additional peak hour service between Val-Royal and downtown.

The fare structure is basically integrated with other transit fares charged in the region. Regional monthly transit passes (\$69.00) are valid on the service between Montréal and Laval. Four fare zones range from a minimum of one STCUM fare (approximately \$1.08) or \$41.00 per month, up to a maximum of \$126.00 a month to Deux-Montagnes.

A program to refurbish the current equipment used on the line is well underway to ensure that reliable service is provided to STCUM commuters. All of the locomotives are having one of their two cabs overhauled and modernised at CN's Atelier Montréal Facility (AMF) at Pointe Saint-Charles. (All units are double-ended, but always run in pairs.) Trucks on the English Electric units have been completely rebuilt, including new specially-cast truck frames. Trucks on the other units will also be inspected and rebuilt if necessary. Work will be performed on the M-U cars as well.

UPGRADING THE LINE

With the STCUM, CN and Québec committing to continuing service on the line, a massive program to overhaul and expand the line's infrastructure is underway.

The line is scheduled to close for six weeks in 1993, from about mid-June through early August. During this time, major rehabilitation of the Mont-Royal tunnel structure, track and track bed will be undertaken. In addition, as much work as possible will be completed on other sections of the line.

Plans also call for a number of changes to the stations. Several closely-spaced stations, notably in Laval, will be consolidated. New stations, including major park-and-ride facilities, will be built near Autoroutes 13 and 15. The line is also to be extended beyond its current terminal for about two kilometres to a new station at Autoroute 640. A storage yard will be built just beyond the terminus. That extension will be used as the test site for the new cars until the change-over to 25 kV.

The upgrading of the line, plus the purchase of the new cars, means that by the fall of 1995, commuters will be using a totally new, state-of-the-art service, a far cry from the days of the current, "oldest trains in regular service" in North America. ■

MONTRÉAL-DEUX-MONTAGNES - STATIONS

Mont-Royal Subdivision

Mile 0.0	.....	Montréal	.....	Gare Centrale/Central Station
Mile 0.2	.....	South Portal	.....	South end of tunnel
Mile 0.5	.....	Grotto	.....	North end of Montréal interlocking
Mile 3.2	.....	Portal Heights	.....	Station; north end of tunnel
Mile 3.7	.....	Mont-Royal	.....	Station
Mile 5.0	.....	Jct. de l'Est	.....	Crossing of Saint-Laurent Sub.
Mile 5.2	.....	Vertu	.....	Station
Mile 6.6	.....	Monkland	.....	Station
Mile 6.9	.....	Grenet	.....	South end of Val-Royal cautionary limits
Mile 7.1	.....	Val-Royal	.....	Station; turnaround loop track
Mile 7.2	.....	Montfort	.....	North end of two tracks

Montfort Subdivision

Mile 0.0	.....	Montfort	.....	South end of single track
Mile 0.3	.....	Val-Royal-Nord	.....	Siding, 1930 feet
Mile 1.7	.....	Saraguay	.....	Siding, 1190 feet
Mile 3.5	.....	A-Ma-Baie	.....	Station
Mile 4.8	.....	Roxboro Sud	.....	Siding, 1660 feet
Mile 5.3	.....	Roxboro	.....	Station
Mile 7.4	.....	Île-Bigras	.....	Station
Mile 7.9	.....	Sainte-Dorothée	.....	Station
Mile 8.3	.....	Des Prairies	.....	Siding, 1870 feet
Mile 8.8	.....	Laval Links	.....	Station
Mile 9.2	.....	Laval	.....	Laval-sur-le-Lac station
Mile 9.7	.....	Deux-Montagnes	.....	Station; siding, 960 feet
Mile 10.2	.....		.....	End of electrification



Artist's sketch of the new cars for the Montréal-Deux Montagnes line

1920s RECOLLECTIONS AND 1939 EXCURSION WHITBY, PORT PERRY AND LINDSAY RY.

BY GEORGE R. CORRIN

I found Ian A. Caie's historical review of the Whitby, Port Perry and Lindsay Railway in the September issue of *Rail and Transit* highly interesting and informative, for I have always had a rather special attachment to this railway line.

I grew up in Toronto, and my dad came from Port Perry, where our family made frequent visits, travelling by train until we purchased a Model A Ford in 1924, when train trips ceased, unfortunately.

The amount of material Mr. Caie has presented is most enlightening, outlining as it does the many financial and other struggles the various promoters and others encountered and eventually overcame to build the line and put it into operation.

Now, I wish to submit, if I may, some further information that may prove of interest to others who may be following the history of the WPP&L. Except for the schedule of the excursion of May 22, 1939, there is, however, no documentary evidence to corroborate it; my memory is all there is to go on. Hence, it must be recognised that faulty data could well abound.

My first recollection is of my dad taking me to Port Perry on the evening before Good Friday, and the year would have been either 1921 or 1922. Leaving the old Toronto Union Station at about 5:30 p.m., the main line train was crowded, and when it arrived at Whitby Junction, a great many passengers detrained and made a rush in the dark across the westbound track to storm the branch line train waiting on its loading track to the east of the station.

The train had three coaches – open-platform type with red plush seats and pintsch gas lighting – and the crowd soon filled the coaches, to the point even of doubling-up in some seats. As the several light fixtures were in the course of being illuminated, I became intrigued as a trainman used a long pole with a small flame at the end of a short stick extending at an angle near the top of the pole. The trainman then turned the gas on by a straight edge on the end of the pole, followed by a quick movement of the flame to the fixture, which immediately became illuminated! The gas odour permeated the car, such distinctive aroma having been rather characteristic of railway coaches of the time, as it seemed to become embedded in the seat coverings.

Upon arrival at Port Perry about an hour later, most of the passengers got off and there was much activity at the station, where three clerks were busily engaged in various chores in the ticket office. It is difficult now to imagine such heavy passenger activity on a relatively short run, even considering that it was the beginning of the Easter travel period.

My next recollection is of my first train-watching experience, which took place in the summer of 1923 when the family spent a week at the Siebert House hotel, which was located diagonally across the street corner from the Port Perry station. Needless to say, I watched every train I could and oftentimes slipped across to the station at train times. By now, more modern coaches had appeared – with vestibule platforms and green plush seats. Service on the line was daily except Sunday and the Port Perry times were as follows:

Time	From	To	Class
6:40 a.m.	Lindsay	Whitby Jct.	Passenger
9:23 a.m.	Whitby Jct.	Manilla Jct.	Passenger
12:10 p.m.	Manilla Jct.	Whitby Jct.	Mixed
<i>Spent about 20 minutes switching</i>			
2:53 p.m.	Lindsay	Whitby Jct.	Mixed
3:54 p.m.	Whitby Jct.	Lindsay	Mixed
<i>These trains had a meet at High Point</i>			
8:05 p.m.	Whitby Jct.	Lindsay	Passenger

These were the first train times that I committed to memory, and while recollection can fade over such a long period of time, I do believe them to be rather accurate. They evidence a quite acceptable level of service over this line. Connections were made by most trains at Whitby Junction for and from Toronto and at Manilla Junction also, although on a trip taken via the latter I seem to recall a not-so-close connection. Tickets from Toronto read "via Whitby Junction or Manilla Junction."

The visit of King George VI and Queen Elizabeth (now the Queen Mother) in 1939 was the occasion of great patriotic significance and huge crowds of citizens gathered to greet the royal party at many places across the country. An important stop in the royal tour was made at Toronto on May 22, and a considerable number of special trains were operated from various points in southern Ontario and changes in regular schedules made to accommodate the crowds who would travel to Toronto for the occasion. Visitors were asked to leave their cars at home to avoid highway traffic problems and to prevent gridlock on Toronto streets, where a number of the important arteries would be closed. One of these special trains ran from Port Perry and its schedule was as shown herewith, having been taken from a special timetable issued by Canadian National:

VISIT OF THEIR MAJESTIES TO TORONTO

MONDAY, MAY 22nd

PORT PERRY – BROOKLIN – WHITBY – TORONTO

SPECIAL TRAINS

READ DOWN			READ UP		
	12.30 pm	Lv PORT PERRY	Ar	10.25 pm	
	12.46 pm	Manchester		10.09 pm	
	1.18 pm	Brooklin		9.37 pm	
	1.35 pm	Whitby Town		9.19 pm	
	1.40 pm	Whitby (C.N. Stn.)	7.50 pm	9.14 pm	
8.06 am		Danforth	7.15 pm	8.40 pm	
8.43 am		Toronto (Un. Stn.)	7.00 pm		
9.00 am		Ar TORONTO		8.15 pm	
	2.45 pm	(Exhibition Stn.)	Lv		

The Port Perry *Star* reported on the trip, advising that there were over a thousand passengers on board the excursion, who returned tired but happy even though it was well past midnight when the train got back. This special movement was an outstanding achievement – perhaps the longest passenger train to have ever moved over the line – representing as it did a final spurt of glory over a remnant of this incredible line when its end was so near. I only wish I could have seen it! ■

ON THE NAMING OF CANADIAN NORTHERN STATIONS GEOGRAPHY IN THE MAKING

EDITED BY ART CLOWES

Railways have had many impacts on Canadian history over the years, but one aspect that we don't often stop to think about is the number of communities that today have names that are the result of railway construction. Sir William Mackenzie and Sir Donald Mann, with their Canadian Northern family of railways, were not to be excluded from this process of providing names.

This is a brief look at some of these names, mainly as described by A. J. Hills in an interview he gave in 1956. Mr. Hills was one of the early superintendents on the Canadian Northern. The Canadian Northern Ontario Railway timetable effective September 18, 1910, identifies Mr. Hills as the superintendent of their line as it then existed from Toronto to Gowganda Junction, 315 miles north.

Mr. Hills, in his interview, stated, "... I was appointed superintendent on January 1, 1908. At that time the line was opened to Parry Sound; from Parry Sound to Sudbury was opened the next year."

Mackenzie and Mann were busy at the turn of the 20th century acquiring and constructing rail lines in western Canada and gradually moving eastward. As described in last month's Ferrophiatic Column, Canadian Northern also had their line from Toronto opened to Gowganda Junction by the end of 1909. The railway gangs and contractors worked over the next five years tying this rail empire together across northern Ontario.

So, hide all of your modern conveniences and take yourself back into the land of the blackflies 93 years ago as Mr. Hills in his own words describes geography in the making.

"... The first station I had a part in naming was *Bedford*, Manitoba. Arriving there in the spring of 1899, after walking around six miles of muskeg to take charge of the issuance stores put in for the grading contractors over a winter road from the then end of track of the Manitoba and South Eastern Railway at Marchand, I asked the cook caretaker 'What do they call this place?' - It had no name. I had some envelopes with me which had my Toronto address printed on them, 27 Bedford Road. I scratched out the '27' and 'Road' and started calling the spot Bedford. The name stuck; it is still on the map, 53.6 miles south of Winnipeg." CN Rail still lists Bedford at Mile 100.1 of the Sprague Subdivision.

I have taken the liberty of rearranging the order of the stations from those given in Mr. Hills' interview. I will be covering them by major lines generally from east to west.

Mr. Hills, on the construction and opening of the line north from Toronto, commented about *Bayswater*, "... I remember that R. M. Horne-Payne, who was a Director and Sir William Mackenzie's financial advisor in England, suggested that a station be called *Bayswater* as being of interest to some Londoners." This name still exists at Mile 222.1 of the Bala Subdivision.

Mr. Hills couldn't recall a station at the point where the Canadian Northern line crossed the CPR south of Sudbury Junction until after the Mond Nickel company was induced to move there from a point on the Algoma Eastern. At their new location, they got railway service from both the CPR and CNOR, so the CNOR established a station, and the name *Coniston* was suggested from a novel of the time. Also, Mr. Hills pointed out, there is a Coniston in England. This location has no depot today

but the interlocker is at Mile 256.8 on the Bala Subdivision.

Mr. Hills pointed out that while the name Capreol existed for the township that was to have the junction of the lines from Toronto and Montreal to Port Arthur, it was not decided to use it "... until we found out that one of the Capreol family in Toronto had been a director of one of the first railways from that city. The name should be pronounced Cap-re-ol not Cape-re-ol." The Town of Capreol is still an active junction, yard, and administrative centre at the ends of the Bala, Newmarket, and Ruel subdivisions.

Before heading west, we will have a look at some of the names on the line from Ottawa to Capreol.

Hiam, at Mile 91.6 on the Beachburg Subdivision was named after Tom Hiam, a secretary to Sir Donald Mann for a time.

Mr. Hills states that if his recollection is correct, *Kathmore* was named after Katharine Mackenzie, one of Sir William's six daughters. She latter became Mrs. William Beardmore. Kathmore is still in CN's timetable at Mile 116.0, Beachburg Subdivision.

Brent, the former divisional point, presently listed at Mile 163.9 on the Beachburg Subdivision, came from Brentwood, the name of R. M. Horne-Payne's residence.

It is interesting to note that seven names selected by Mr. Hills to go with the beautiful scenery of Algonquin Park eighty years ago are still all listed in CN's timetable. These seven stations, with their mileage on the Beachburg Subdivision, are: *Dahlia*, Mile 111.2; *Achray*, Mile 123.2; *Brawny*, Mile 133.5; *Radiant*, Mile 151.1; *Acanthus*, Mile 159.8; *Daventry*, Mile 174.3; *Ascalon*, Mile 181.9; and *Kilrush*, Mile 194.8.

The Coristine family from Montréal had their family name used for the station at *Coristine*, at Mile 186.2 of the Beachburg Subdivision.

The Canadian Northern seemed to have its share of station names made by spelling words backwards. One of these is at Mile 233.4 of the Newmarket Subdivision, where *Yellek* was formed by spelling Kelley backwards.

The name of George Beardmore's residence, *Chudleigh*, was adopted for the station of the same name at Mile 280.6 on the Newmarket Subdivision. Mr. Hills commented that Chudleigh in Toronto was famed for outstanding hospitality.

Mr. F. M. Spaidal, Mr. Hills' predecessor as Superintendent of the Toronto-Parry Sound line, who was later the general superintendent of Québec lines of the Canadian Northern, was honoured by the naming of *Spaidal*, at Mile 297.4, Newmarket Subdivision.

Hagarty, at Mile 304.3 on the Newmarket Subdivision, comes from a good Toronto family name.

One name that was used for a number years was *Anstice*, named after a niece of Mr. Hills' wife. This station name is now gone, but was at Mile 16.5 of the Ruel Subdivision.

Ruel, at Mile 51.6, Ruel Subdivision, was named after Gerard Ruel, Q.C., who started his career with the federal Department of Railways and Canals, and then joined the Canadian Northern Railway, where he became general counsel. After the formation of the Canadian National Railways, he became a director and vice-president.

Frederick Stupart, the director of meteorology in Toronto, was honoured with the use of his family name for the *Stupart*

station, at Mile 59.3 on the Ruel Subdivision. Mr. Stupart was later knighted, to become Sir Frederick.

Here is Mr. Hills' quote on the naming of Foleyet, Ontario. "... Of *Foleyet*, I remember Sir Donald Mann summoning me to his office and in his laconic way saying 'We will call that first divisional point on the new line *Foley*.' By that time, we were really working with the Geographic Board, avoiding duplication, etc., so after looking into the situation I had to tell Sir Donald that there was already a *Foley* on the map and I think a *Foleyville*. Sir Donald was unimpressed and said 'We'll call that place *Foley*, yet.' - 'Foleyet would probably be alright,' said I, and a little *Foley* came on the map." While *Foleyet* is no longer a railway divisional point, it is a crew-change point with a small yard and a community exists at Mile 148.3, Ruel Subdivision.

Mr. Hills' recollection is that the name *Shawmere*, Mile 158.2, Ruel Subdivision, came from George H. Shaw, who was general traffic manager of the Canadian Northern system.

Agate, at Mile 186.4 of the Ruel Subdivision, was named after a Canadian Northern construction engineer who later entered the operating department.

Again, Mr. Hills' comments about Hornepayne at Mile 296.2 of the Ruel Subdivision deserve quoting: "... *Hornepayne* - I have already referred to R. M. Horne-Payne. In his last years, unable to move out of bed (locomotor ataxia) and only able to add the last 'e' to his stamped signature, had a brain active enough to continue his financial work. It was felt that the hyphen should be left out in using the name for this important divisional point. Working with Sir William Mackenzie in the latter's many ventures, including those outside the railway, like San Paulo, Rio de Janeiro, Monterey, etc., R. M. Horne-Payne was extraordinarily competent."

The Canadian Northern constructed its line from Hornepayne via Longlac to Thunder Bay (Port Arthur). Today, CN's 243.8-mile Caramat Subdivision from Hornepayne to Armstrong includes 100 miles of the Canadian Northern line to Longlac then a 31-mile connecting track from Longlac to reach the National Transcontinental Railway main line at Nakina, and then the NTR to Armstrong.

The Caramat Subdivision is named after the community of the same name at Mile 77.6. Mr. Hills pointed out that *Caramat*, is "tamarack" (a coniferous tree) mis-spelled backwards.

While you may still wash your hands with it, its namesake at Mile 27.9 of the Caramat Subdivision is gone. This station was, of course, *Lux*, named after the Lever Brothers product. Mr. Hills said he could remember writing to them as a reminder that they could route their shipments via *Lux*.

Outstanding employees from the lower ranks were also honoured, as in the case of *Arms*, which was named after a very good draughtsman and engineer.

Seagram, at Mile 91.8 on the Caramat Subdivision, was named after Norman Seagram of the Waterloo family.

Mr. Hills indicated that he and Mr. Ruel wanted to use a suitable name for the station at the northern end of Long Lake and their choice for the station at Mile 100.0 of the Caramat Subdivision was *Longlac*.

Canadian Northern's line from Longlac to Port Arthur (Thunder Bay) is now called the Kinghorn Subdivision.

Jellicoe was named after a British Admiral. This station is at Mile 49.7 of the Kinghorn Subdivision.

The *Beardmore* family of Toronto, besides having a son that married one of Sir William Mackenzie's daughters, is also remembered by a station at Mile 70.3 on the Kinghorn

Subdivision that bears the family name.

A World War I flying ace named *Warneford* also left his mark at Mile 75.4 of the Kinghorn Subdivision.

The McKirdy family looked after the fishing guide concessions on the Nipigon River, and Mr. Hills indicated that the now-vanished station at *East McKirdy*, Mile 99.8 of the Kinghorn Subdivision, was named after them.

Hogarh at, Mile 109.7, came from the Port Arthur family of that name.

Two more of Sir William's daughters were remembered with station on the Port Arthur-Winnipeg line. *Mabella*, at Mile 57.2 on the Kashabowie Subdivision, was named after Mabel, later Mrs. Scott Griffin, and *Graceton*, at Mile 13.3 on the Sprague Subdivision, after Grace, later the Countess de Lesseps.

Jack Vassar worked with R. J. Mackenzie on the construction of the western lines and the Vassar family was connected with the Mackenzies, so today they are remembered by *Vassar*, Manitoba, at Mile 68.6, Sprague Subdivision.

The Canadian Northern, like most railway promoters, had many real-estate dealings, so to remember that fraternity, *Carrick*, Mile 83.2 on the Sprague Subdivision, was named after the Port Arthur real estate man.

The last station east of Winnipeg in Mr. Hills' interview was Marchand, Manitoba. His comments are "... *Marchand* I always understood was named after the French Admiral, who did something of prominence about the time this station was named, 1898. At any rate, the name fitted the French-speaking area of which it was the south-easterly station." CN lists Marchand as Mile 105.9 on the Sprague Subdivision.

Mr. Hills stated that while he had no part in selecting the station names for the western stations, these are stories he heard about them shortly after they were named.

Mr. Hills provided his interviewer with the following background of some of the western lines. "... The Canadian Northern Railway Company was formed through amalgamation of the Winnipeg Great Northern Railway Company and the Lake Manitoba Railway and Canal Company in 1899.

"A subsidy had been voted for a line from Swan River to Prince Albert, as well as for other sections.

"When I got to Winnipeg in April 1899, the north line was operating from Gladstone on the Manitoba and North Western Railway, now CPR, to Winnipegosis, about 125 miles, and what was then known as the Gilbert Plains Branch had 25 miles under construction."

The line to Swan River and projected to Prince Albert was then regarded as the main line, but the route via Gilbert Plains was later preferred.

The Cowan Subdivision and the community of *Cowan*, at Mile 66.7, was named after Jim Cowan, who for years was superintendent of construction of Canadian Northern lines in the west.

Garland, at Mile 38.7 of the Cowan Subdivision, was named for Miss Garland, who married D. B. Hanna, superintendent of the line.

E. R. Wood of Toronto, financier and associate of Sir William Mackenzie in various enterprises, saw his name converted into *Erwood*, again with both a subdivision and a community at Mile 92.6 of the line.

The construction of these western lines coincided with dates of the Boer War. Hence the South African town of Mafeking was remembered with *Mafeking*, Mile 42.1 on the Erwood Subdivision,

and the British hero Baden Powell was remembered in two locations on the Erwood Subdivision, *Baden*, Mile 50.5, and *Powell*, Mile 59.5.

Fred Tisdale, a family friend of the Mackenzies and later a Canadian Northern purchasing agent, is also remembered with both a community and subdivision carrying the family name. *Tisdale* is at Mile 72.8 on the Tisdale Subdivision.

Again, Mr. Hills' words explain the situation best, "... Moving now to the original Canadian Northern main line west of Clark's crossing, we come to *Warman* (Mile 17.1, Warman Subdivision). This station was undoubtedly named after Cyril Warman, poet and writer in the west. We employed Warman to edit an annotated timetable for His Royal Highness Prince Arthur of Connaught, who made a trip over the Canadian Northern 'Through a Thousand Miles of Wheatfields' in April 1906, which production I supervised, contributing to it an historical sketch."

Edward Langham, who Mr. Hills believed first worked for Sir William on the street railway system in either Manchester or Birmingham, England, became the construction purchasing and material agent for Canadian Northern. Later, he became the general purchasing agent for the Canadian Northern system in Toronto. His name, *Langham*, was used for the station at Mile 82.9 of the Aberdeen Subdivision.

The best description about some of these western names is Mr. Hills'. "... I remember when making a trip over the line with M. H. MacLeod, chief engineer, driving with him from Lloydminster to Edmonton in a buckboard, in 1905, and his comment that *Bresaylor* (Mile 26.2, Blackfoot Subdivision) was composed of the names of three early settlers, Bremner, Smith (he hardly got his share), and Taylor.

"... The Barr Colonists selected the name of a minister named Lloyd for their principal station; it was — as I recollect — found to be dead centred on the line between Saskatchewan and Alberta and this seems to be confirmed as *Lloydminster* station is in Alberta and the post office is shown as in Saskatchewan.

"... Finally, I come to *Hanna*, the important railway centre in Alberta, named after D. B. Hanna, the first superintendent of Canadian Northern Railway lines. Mr. Hanna started as superintendent of the Lake Manitoba Railway and Canal Company in 1896, contributed most substantially to the railway history of Canada, ending his service as first president of the Canadian National Railways, 1918–1922."

Mr. Hills' other comments on the naming of western stations include:

Lashburn, Mile 64.3, Blackfoot Subdivision, was named for Z. A. Lash, chief solicitor of the railway and Sir William Mackenzie's legal adviser.

Noel Marshal, a coal baron, philanthropist, and a close associate of Sir William and D. B. Hanna, is remembered by *Marshall*, Alberta, Mile 72.6, Blackfoot Subdivision.

Oliver, Alberta, Mile 121.7 on the Vegreville Subdivision, was named after the Honourable Frank Oliver, minister of the interior about 1910.

Mr. Hills completed his interview with, "... The last station name in which I had any special interest was *Hillspoint*, which was named for me. This was largely through Mr. David Crombie (an early general superintendent of the Canadian Northern) who knew of my part in providing names for many stations and said one should be named after me. I was interested to find *Hillspoint* (Mile 42.3, Caramat Subdivision), first only a water-station, had become 'an agency station open all year' and latterly a junction point for the line to the Manitouwadge mining area." ■

A LITTLE SPEED READING

BY RICHARD CARROLL

Effective with the timetable change of October 25, VIA has established (or at least matched) a number of best-ever times on runs across Canada, as follows:

Route	Time
Halifax—Montréal	19 hours 45 minutes
Gaspé—Montréal	16 hours 30 minutes
Québec City—Montréal	2 hours 42 minutes
Toronto—Montréal	3 hours 59 minutes
Toronto—Cornwall	3 hours 19 minutes
Toronto—Brockville	2 hours 39 minutes
Toronto—Kingston	1 hour 57 minutes
Winnipeg—Saskatoon	8 hours 35 minutes
Winnipeg—Edmonton	15 hours 0 minutes

• In most cases, the previous best times on the above runs were advertised during the last 10 years, but there are exceptions: Toronto—Montréal (also 3'59" — 1968); Québec City—Montréal (2'59" — 1966); and Halifax—Montréal (19'50" — 1967).

• What is most impressive about the new Montréal—Québec City schedule is that the *slowest* time on this run equals the previous best-ever 2'59"! The new schedules on this route are so aggressive that I thought they would be a challenge for VIA to operate with the usual 90-percent-or-so on-time performance, but in the first month of operation, the trains were on time 96 percent of the time.

• The 55-m.p.h. average called-for on the Winnipeg—Saskatoon runs is one of virtually "Corridor" calibre, but is rather negated by the facts that the trains only run three times a week and serve Saskatoon in the small hours of the morning.

• The current Great Lakes Region and St. Lawrence Region operating timetables are historic ones because they mark the first time in Canadian history that trains have been officially authorised at 100 m.p.h. track speeds. The key words here, of course, are "officially authorised."

• The best point-to-point average in the new timetable is the 3'36" — for 89.9 m.p.h. — pace set by Train 166, the eastbound *Metropolis*, for the 324 miles between Toronto and Dorval. This is the best start-to-stop average speed yet maintained by LRC equipment. In the 1970s, when the top track speed was 95 m.p.h., the Turbo managed a few runs of just over 90 m.p.h. average speed, which shows just how tight those schedules were.

• As a matter of comparison, it should be noted that the previous 3'59" run, operated briefly with Turbos between Toronto and Montréal in December 1968 and January 1969, was non-stop. A second train, with one stop at Dorval, was timed at 4'04", and it was allowed not less than 3'47" for the Toronto—Dorval trip.

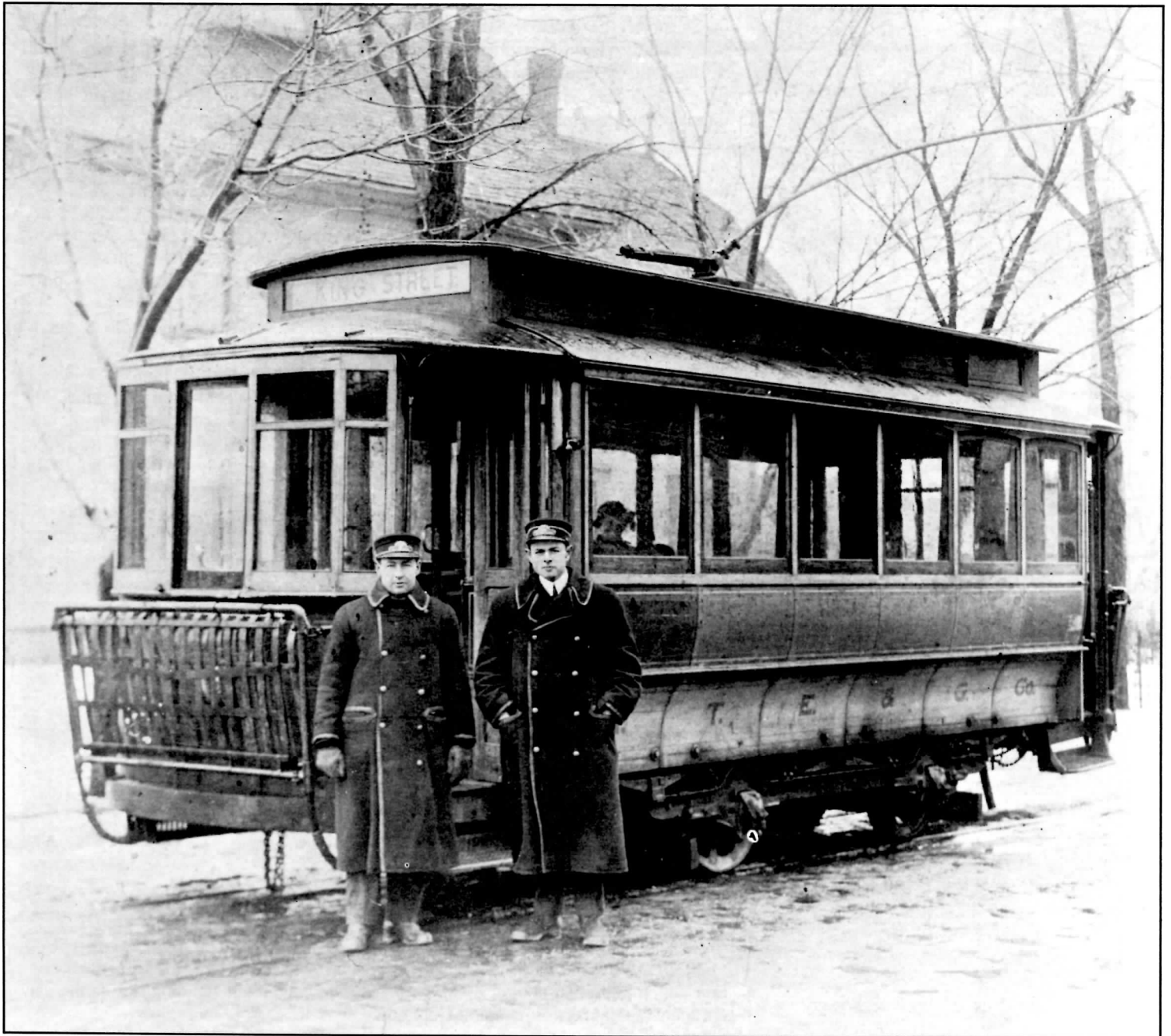
• Only LRC trains with LRC engines operate at 100 m.p.h. The VIA special instructions in the CN timetable state that F40PHs with LRC cars can operate at the speeds specified for LRC trains on straight track, but must reduce to conventional passenger train speeds on curves. All units have their absolute maximum speed posted in the cab: 90 m.p.h. for F40s 6400–6406 and 6429–6458; 95 m.p.h. for F40s 6407–6428; 103 m.p.h. for LRCs 6900–6920; and 125 m.p.h. for LRCs 6921–6930.

• In the first four weeks of operation, Trains 166 and 167, the *Metropolis*, have been on time 85 percent of the time, and that is with some temporary speed restrictions still holding the trains below the new 100 m.p.h. speed limits on the Kingston Subdivision. The eastbound trains have been maintaining the schedule better than the westbound trains. ■

The Street Railways of Moncton, New Brunswick



by J. Arthur Clowes



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AUTHOR'S NOTE

Having lived in the "Hub of the Maritimes" for several years and having had the pleasure of digging up some of the old street railway roadbed on Main Street, I knew Moncton had trams, but at that time I could not get a clear answer to my questions about the city's streetcars. The general histories on Moncton have just touched on the street railways.

More recently, I have been made aware of various articles written by rail and transit enthusiasts on public transit in Moncton. While these articles answered some questions, they raised others. In discussing Moncton trams with several people, they encouraged me to do some more digging, but not under Main Street this time.

I hope my research will add to the published material on these systems, but I know it is not complete and this material contains some speculation and some information based on hearsay. There are still many questions to be answered about the two small street railway systems.

Therefore, I would appreciate it if anyone who has additional information to contribute on the Moncton street railways could forward it to:

The City of Moncton Museum
20 Mountain Road
Moncton, New Brunswick E1C 2J8
Attention: Brenda P. Orr, Curator
or
Upper Canada Railway Society
Attention: Art Clowes

Rail & Transit

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INTRODUCTION

Many towns and cities across Canada had a street railway in their histories. The zest with which these street railways were developed was a sign of the optimism of the citizens and businessmen in the late 1800s.

Often, these Canadian communities saw their transit dreams evaporate as bankruptcy took its toll on under-capitalised companies or as the company's and the community's funds found their way into the pockets of some unscrupulous exploiter. Some systems flourished as other people put up new capital as their sign of faith in the community or to benefit their own ego and in a belief that they could make monetary gains. Other communities saw their street railway tracks torn up or left to rust for years.

The histories of most of the larger street railway systems have been documented, as these systems remained in operation for extended periods of time. But their counterparts in smaller communities, especially those places where street railways were short-lived, have been missed or at best had only limited research done on them.

Moncton, New Brunswick, the "hub" of the maritime provinces, is a bustling city surrounded by suburbs, like many similar-sized Canadian cities. Moncton's present public transit needs are served by Codiak Transit, a diesel bus operation, using 22 buses on 18 routes that most people take for granted. However, as in many Canadian cities, few know much about the interesting history of Moncton's transit systems and even fewer realise that this was one of the eastern Canadian cities that had not one but two streetcar systems.

Moncton has had its ups and downs, and some were severe enough for the city to adopt as its motto the word "*resurgo*" in its crest. "*Resurgo*," meaning "to rise again," was adopted when the community was incorporated for the second time in 1875. The town had first been incorporated in 1855, but that incorporation had been repealed in 1862 following the community's decline at the end of the shipbuilding days.

The establishment of Moncton as a major railway junction brought new prosperity, and the town was incorporated again. With rapid growth, the town became a city in 1890, and the population reached 9500 by 1892.

The boom-town mentality, of course, brought promoters out from all directions, including one or two from U. S. cities. Moncton promoters, seeing that Saint John, New Brunswick, and Halifax, Nova Scotia, had had horse-drawn streetcars since the 1860s, and were electrifying them about 1890, were asking, why not Moncton?

If the motto "*resurgo*" applies to the city, then it also applies to the streetcar situation in Moncton.

COVER PHOTO: This Photograph by Percy Crandel Sr. shows one of the Moncton streetcars (built by the Boston Elevated Railway) on Harpers Lane at the corner of King Street in the autumn of 1912. This single-truck closed-side trolley was one of four which had been bought by H. N. Price. The gentlemen standing beside the car are John Gaudet, motorman, and Eloi Surette, conductor.

— City of Moncton Museum Collection

THE FIRST SYSTEM 1896-1897

Moncton Electric Street Railway, Heat and Power Company

A group of American speculators convinced the provincial legislature in 1887 to pass an act known as Victoria 50, Chapter 64, to charter The Moncton Street Railway. This charter permitted the company to build on the streets of both the town of Moncton and the surrounding parish, and to use steam power with the approval of the town council. This proposal quickly faded.

By 1890, a group of local businessmen started to push for a new street railway charter. Among them was John L. Harris, a prominent and prestigious businessman in Moncton. He had been the promoter instrumental in the construction of the Moncton Sugar Refinery in 1879 and remained its president until 1893.

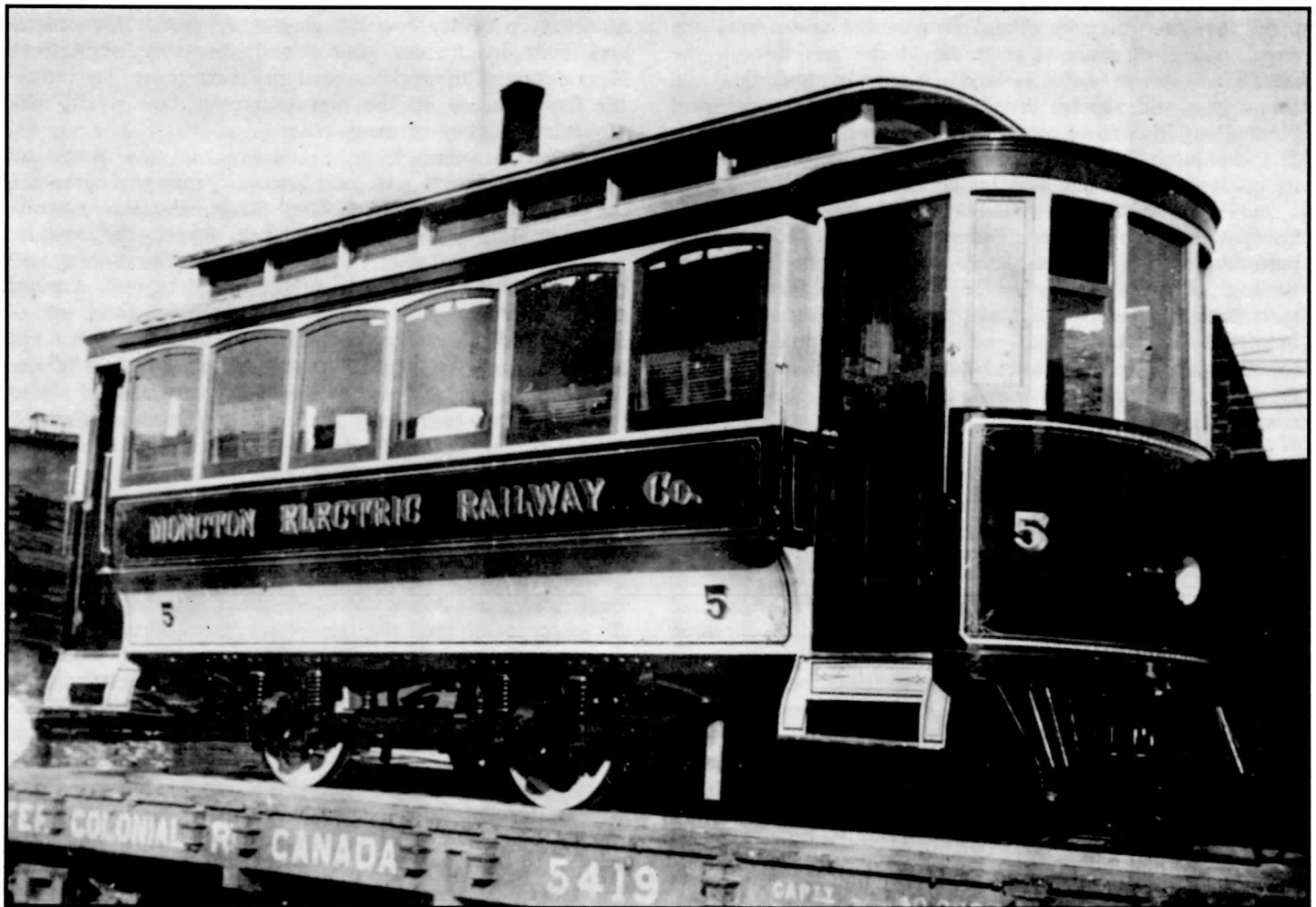
While there were plenty of objections to the Harris-led company's wish for a 40-year street railway monopoly, the New Brunswick legislature favoured the new company on April 23, 1890, when a provincial act recorded as Victoria 53, Chapter 74, created The Moncton Electric Tram-way Company. This company was to construct a single-track railway with the necessary side tracks, as required for the passage of cars along various streets as approved by the town and county councils. The gauge of

this line was to be what is now considered standard gauge, four feet eight and a half inches.

Another three years passed and there was still only talk about a tram system for Moncton. The provincial legislature passed "An Act to Amend The Act To Incorporate The Moncton Electric Tram-way Company" on April 15, 1893, permitting a three-year extension for the start of construction of the street railway.

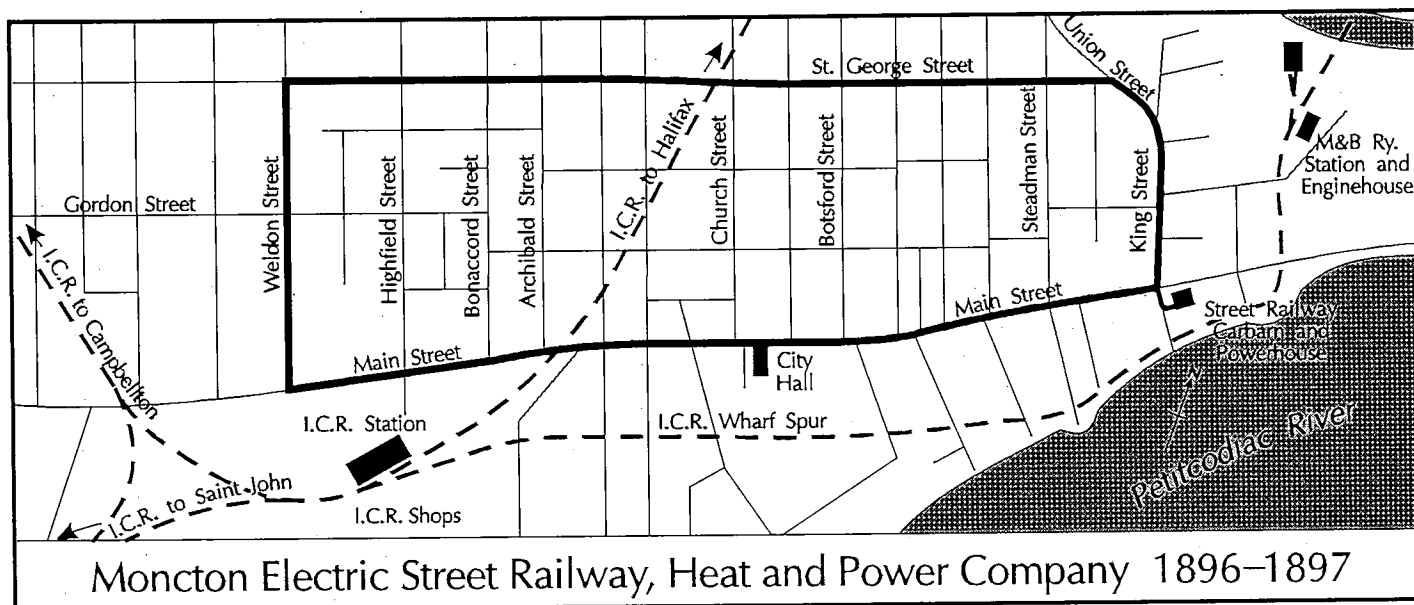
Then, on April 24, 1894, the provincial politicians enacted Victoria 56, Chapter 76, with the self-explanatory title, "An Act to Amend The Act Entitled 'An Act to Amend The Act to Incorporate The Moncton Electric Tram-way Company'." This act permitted a change in the corporation's name to the "Moncton Electric Street Railway, Heat and Power Company." The other change made was to permit the company to produce and sell electricity. A meeting of the stockholders was held on April 8, 1896, and John L. Harris was appointed president.

There was a flurry of activities for the next few days as the company proceeded to purchase land on the south side of Main Street at King Street for the construction of their powerhouse and car shed. There were those who



Moncton Electric Railway Company Car No. 5: Shown on Intercolonial Railway of Canada flatcar 5419.

— Robert R. Brown Collection, supplied by Doug Brown.



Moncton Electric Street Railway, Heat and Power Company 1896-1897

grumbled about this land purchase, since the property was owned by John L. Harris and his brother, C. Harris, in partnership with E. Taylor.

Company and city officials spent some time discussing the conditions of the construction and maintenance of the street railway tracks on city streets. The result was agreement that the company would remove the snow from the streets along its route, that it would not use salt on the streets, except at switches and on curves, and that the company would supply, install, and maintain the electrical poles along the route, and let the city use them jointly. The city hired John Eddington, a civil engineer, to protect its interests as the line was built.

These activities climaxed at 10:00 a.m. on April 15, 1896, as a hundred people gathered at the site of the new powerhouse to hear a few short addresses, followed by the turning of the first sod for the street railway. The spectators responded with cheers for Mr. Harris and the mayor. It was stated that work would not proceed for a few weeks until the ground was drier and construction easier. The sod turning was held on this date mainly to comply with the terms of the charter.

Residents of Moncton who were out strolling on Main Street just west of the Intercolonial Railway (I.C.R.) line on Thursday, April 30, 1896, got their first look at J. T. Forbes and his street railway work gang laying track ties on Main Street near Archibald Street.

G. O. Dunham had been awarded the contract to construct the new powerhouse and car shed. His gang of men started work on this frame building, which measured 64 feet by 65 feet, about May 20, 1896. Mr. Dunham's workers spent the long warm summer days busily placing the corrugated iron cladding on the outside walls of the powerhouse.

By early July 1896, the tracks and pole-line work on the 12 000-foot (2¼-mile) main line were nearing completion. The route of this first streetcar system in Moncton is shown above. The small circular route shows why this system was locally referred to over the years as "The Merry Go-Round."

The local sidewalk superintendents were out in force at the corner of King and Main streets on Monday, July 20, to watch the work gangs erect the smokestack for the

new powerhouse. The new nine-ton, 125-horsepower Monarch boiler and 100-horsepower Robb Armstrong engine from Robb Engineering of Amherst, Nova Scotia, arrived the next day. Robb Engineering workers proceeded over the next two weeks to install the powerhouse machinery.

The Intercolonial delivered the first streetcar to Moncton on Friday evening, August 7, 1896. This streetcar was built by Rhodes, Curry and Company of Amherst, Nova Scotia. The workers used the next three days to put the final touches on the new enterprise that would make Moncton the envy of many cities.

The streetcar loop, as shown on the map, was through the central part of Moncton. From the car barn in the southeast quadrant at King Street, the line extended west on Main Street. Near Archibald Street, the new line crossed the Intercolonial's main line track running east from Moncton to Truro, Nova Scotia, and beyond. A couple of short blocks west of this crossing, in front of the Brunswick Hotel at the corner of Highfield Street, the street railway had one of its two passing tracks. It went west another block on Main Street to Weldon Street, where the street railway track swung north towards St. George Street. At St. George Street, the tracks swung east again. One newspaper article referred to a turnout from the main line that was installed at the corner of Weldon and St. George streets, but no reason was given for this installation. On St. George Street near Lutz Street, the street railway crossed the I.C.R. again. The second passing track was located near Botsford Street. At the east end of St. George Street, the streetcars turned south at the junction of Union Street (now Mountain Road) onto King Street and back to the car barn. A photo of Main Street taken during this period indicates that the street railway tracks in Moncton, like many systems, had the rails protruding about two inches above the surrounding street.

A successful trial trip around the loop was carried out under the cover of darkness just before midnight on Monday, August 10, 1896, but Tuesday, August 11, was the day that many were waiting for: the formal opening of the Moncton Electric Street Railway, Heat and Power Company's line. The first official car that announced the completion of the enterprise to the citizens of Moncton left the powerhouse at the foot of King Street shortly after

8:00 a.m. The car was crowded with representatives of the city and others who, at the invitation of the company directors, enjoyed the distinction of passing over the road as part its formal opening. Mr. Harris acted as the motorman to guide the first car out of the King Street carhouse.

Service had to start with only one car, as this was all that had been forwarded from Rhodes and Curry. This car was greatly admired as it passed up Main Street on its first trip. It was similar in design and finish to those used by the Halifax Electric Railway Company, with the exception that Moncton's car had a closed vestibule, which provided much more comfort for the motorman in the winter season. As this car passed up Main Street, cheers went up from knots of citizens, who realised that at last the electric railway in Moncton was an accomplished fact. The riders of the first trips complimented the construction of the roadbed, which was constructed in only 47 days under the supervision of Mr. Forbes. Riders remarked that the work was remarkably thorough, especially when the short construction time was considered.

It was reported that some 1250 fares were collected on opening day, but considering that the car was crowded nearly all day, it was estimated that at least 2000 enjoyed a turn around town over the line.

The entire electrical work for the Moncton tram system was under the direction of Norman Ross, an engineer for the Canadian General Electric Company. He directed all of the wiring and rail bonding, and he was complimented on his understanding of his business. Mr. Ross took charge of the motor during the opening trip and remained in Moncton to oversee the operations for about ten days.

While the tram company realised that service with one car would not be as good as with additional ones, it decided it would continue service after the opening ceremonies with the single car until others arrived.

Moncton had tram service for two days before the Intercolonial Railway raised concerns about the safety of their trains at the diamond crossings. Because of these concerns, the I.C.R. insisted that the diamonds be removed. So the diamonds on Main and St. George streets were removed, with the result that the street railway's loop was cut in two. The street railway had some luck, as their second streetcar had arrived on Thursday, the same day as the diamonds were removed. Five days later, one week after the formal opening, the street railway had its second car west of the railway, thus permitting one car to operate on each side of the I.C.R.

Besides the squabbles with the I.C.R., the street railway had a number of teething problems at the powerhouse, including cracked pistons in their engines on several occasions, and the failure of their power dynamo. More teething problems occurred when Car No. 3 was taken out of service on Monday, September 21, apparently with a burned-out motor.

After about a month, peace was made with the I.C.R., and on Friday, September 18, 1896, the diamond crossings were back in service. This followed a trip to Ottawa by Mr. Harris and secretary-treasurer R. A. Borden to obtain support from the government authorities to have the I.C.R. replace the diamonds.

Tickets for the trams could be purchased either from the superintendent at the powerhouse or from the conductors on the streetcars. Ordinary tickets were six for 25 cents. "Limited tickets," good for certain hours as listed on the tickets, were eight for 25 cents. Limited tickets could

also be used by children under 12 years of age at all times.

Streetcar service had started on a schedule of 10-minute headways. The service was improved on Monday, September 28, when the headway was reduced to eight minutes. This new schedule meant that a streetcar had to make the loop in 16 minutes, down from the previous 20 minutes.

By early October 1896, the streetcar conductors and motormen were seen sporting natty new uniforms which added a professional touch to their appearance as officers of the company.

Modern technology always has its detractors and, as various reports indicated, the horse appeared to be one of them in the case of the Moncton trams. It was almost as if they knew that the new electric streetcar was an intrusion into their long-standing domain of powering vehicles. While many reports of frightened horses made the newspaper, there was one story that was interesting in that the horse did not play favouritism to man's social classes.

A horse was left standing near the corner of Main and Lutz streets on a Friday evening in November 1896. A streetcar approached, and the horse became frightened and backed through the plate-glass window of Alderman W. D. Martin's office. At the next City Council meeting, Alderman Martin raised his problem, asking if the street railway was liable according to their charter for any damage done to the property of businessmen of the city.

Scared horses and plate-glass windows weren't the only casualty of the streetcar operation. There were reports and complaints of dogs and children chasing the streetcars or trying to hassle the drivers. One day in December 1896, it was reported that a pigeon came to grief while sunning itself on the street railway tracks. It was sitting in the warm sun on the track as the car approached, but it stayed a moment too long and was modified into two half birds. Early in January 1897, three dogs playing on the tracks were luckier, when it was reported that Motorman Lavin "reversed the lever" and was able to stop clear of the dogs.

Streetcar No. 2 ran off the track on St. George Street near the I.C.R. crossing at about 7:00 a.m. on Monday, February 8, 1897, and it took three hours to replace it. The cause was reported to have been sleet on the rails.

Evidence indicates that Mr. Harris wandered around Moncton trying to promote ridership on his streetcars. It is said that he carried a supply of business cards bearing such slogans as, "Ride the Streetcar, and save time," and he would pass these out to people he met.

The company in the spring of 1897 issued a strict warning to the motormen to prohibit passengers from riding in the vestibules of the cars. The city's newspapers reminded patrons of this and suggested that they should be careful and not infringe on the kindness of the motormen.

The citizens of Moncton spent the spring of 1897 being bombarded with the rumour that the street railway company would be extending its line to Lewisville and Sunny Brae. Rumours the previous fall were about extending streetcar lines into the city's west end from the "Merry Go-Round." Neither extension was ever carried out.

The first signs of financial problems for the Moncton trams appeared in mid-June 1897, when an important special meeting of the directors was called. There must

have been confusion among the citizens, since Mr. Forbes, the track supervisor, was seen busy with his track gang lifting switch points and putting the roadbed in good order while there was talk of the street railway closing because of money problems. There was also talk around town that a closing was being forced by the I.C.R., who were threatening to remove the diamond track crossings again. The I.C.R. cleared the air partially when they stated that they would not remove the diamonds. This was on the understanding that the street railway would have its conductors get off the streetcars and look up and down the track to ensure that there were no trains in sight before they crossed.

Matters simmered over the summer with countless rumours about the future of the streetcars and who was to blame for what. The I.C.R., on September 18, 1897, wrote an open letter to the street railway directors stating that they would not push the issue of the diamond crossings. The street railway made a public announcement that they would not stop running cars at that time.

About the same time, Mr. Harris was reported to have said that the street railway company estimated it would lose \$1500 per year, while his own view was that the loss would be \$2000. It was realised that the street railway was a new venture, with a very short route, and it should be expected that for a few years it would lose money. The optimism was that there was little doubt that if the system was expanded, it would have a better chance of eventually making a profit, while a similar statement could not be made optimistically about the short downtown loop.

By September 1897, the street railway pleaded that it was not paying and wished to drop the conductors. The federal department of railways and canals then agreed that the motormen could leave their cars and walk out to check the I.C.R. crossings for approaching trains, then return to their trams and proceed.

News reports by October 15 stated that the street railway had dispensed with the services of conductors. Coupled with the elimination of conductors, the company introduced a depository for fares in the cars. The depository was at the motorman's end of the cars. The newspapers reminded people that the motorman could be saved considerable trouble if patrons would deposit their fares immediately on entering the cars.

The final struggle to keep the short-lived street railway alive came in early December. It was reported in the *Moncton Daily Transcript* on Tuesday, December 7, 1897, that:

... The Moncton streetcars have not in the past been declaring a very remunerative dividend, but rather the reverse it is alleged, their liabilities having multiplied. Three weeks ago it was decided to close up the railway owing to the discouragingly small receipts. The month of November 1897, however, being an usually wet month, one of the directors, no doubt acting on behalf of his confreres and not wishing to see the railway closed down, made an offer to the motormen and other employees of the road that if they would run the cars and pay all expenses they could divide proportionally among themselves the receipts. The employees readily recognised that there was no Klondyke in the proposition but, having no other immediate employment and not caring to be unceremoniously thrown out of work, accepted the proposition. Their venture resulted as anticipated.

During the past three weeks they have as a matter of fact hardly made enough money to pay their board and there is not the slightest doubt that the first snow storm will put an end to the operation of streetcars in Moncton for the present if not for some time. This is a regrettable fact. The streetcar system has been a great convenience to many, and besides being a pleasant mode of conveyance has put a busy and businesslike aspect on the city at large. The Alpha and Omega of the reasons that they have not been a success financially is the apparent impossibility of educating the citizens in the line of patronage. When the cars first started there were three regular motormen and three conductors. The salary paid the motormen and conductors was not large, but the reverse, rather small.

A particular instance of the extent of patronage might be given. One night recently one of the streetcars ran from 6:00 p.m. until 8:30 p.m. and the register only indicated four fares. On another occasion a car made four round trips, fifteen minutes to a trip, and not a single passenger loomed in sight, and one morning, a car ran from 8:00 a.m. until 12:00 noon with the register pointing to seven fares, two or three of which were children's fares of two cents each. These receipts do not go a very great ways towards liquidating the cost of coal consumed, the electricity utilised and the wear and tear on machinery. It is certainly to be regretted that such is the actual state of affairs characterising the Moncton street railway.

Saturday night, December 11, 1897, one year and four months after the gala opening, the Moncton Street Railway closed. The first statements were that the line was closing for the winter, but this temporary term became permanent.

The local papers carried the postmortem on Monday, December 13, 1897: "The difficulty is not that the people of Moncton are not willing to patronise the road but that the circuit is so small that in the majority of cases it was quicker to walk down, or up one of the side streets than to ride around."

Things got worse as John L. Harris died on January 10, 1898, and the street railway company was left without a strong leader. The January city council meeting was addressed by R. A. Borden, who stated that the street railway company was indeed planning to proceed with an extension to Lewisville, and to assist this venture would the City consider reducing taxes?

The next couple of years were spent in discussions, arguments, claims, counter-claims, and proposals by all parties, especially the City Council and the Moncton Electric Street Railway, Heat and Power Company.

The two local newspapers, while not flying the same political flag, kept the residents informed on matters relating to the street railway. The *Moncton Daily Times* reported on the city council meeting of April 11, 1899, including the address of F. W. Sumner, a prominent businessman and a director of the street railway company.

... Mr. Sumner reviewed the incipency of the road and how the work had been pushed forward by the late John L. Harris, to whom he paid a high tribute as promoter of industries beneficial to the City of Moncton. Mr. Harris, he said, was very anxious to have this road built. He wished the town to go ahead. Mr. Sumner was willing to risk his money in an enterprise whether it paid or not. The investors went into the building of the road with the very best motives. There is now, Mr. Sumner said, a mortgage of \$18 000 on

the road and still 30 percent to collect. The company ran the road at a loss. Mr. Sumner pointed out that B. F. Pearson (the organiser and promoter of the Halifax Street Railway) had been brought to Moncton and he considered that the city is too small to sustain two plants for electric purposes. Mr. Pearson pointed out that if the railway could be extended and that by some means the two plants could be amalgamated and the railway run from the same plant and by the same staff, it would pay a dividend. It would take \$50 000 to extend the road and it would require \$30 000 to modernise the present lighting plant so that it could give Moncton cheap light.

The *Daily Transcript*, a few days later, carried the opponents' views regarding the street railway:

. . . The street railway company went to all the expense of establishing a powerhouse, establishing a costly plant and providing a costly staff, merely to run two cars. There are those who say that the real object was to sell a piece of land owned by the Harris brothers; but nobody will believe that. The city, however, made an offer to the Street Railway company to provide them with electric power for running two cars for sixteen hours each day at \$8.50 per day if the Street Railway company provided the generator; and at \$9.60 per day if the city provided the generator. This offer the company refused to accept, they bought the land and established its own powerhouse.

The political battles raged and the streetcars sat in the car barn at King and Main streets for another year.

In 1900, the provincial legislature was called upon to try to get things moving. An act known as Chapter 73, 1900, required the Moncton Electric Street Railway, Heat and Power Company to place the street railway in a complete state of repair or remove all rails and wire, under the threat that the company would be dissolved.

Several well-attended public meetings were held in the spring of 1901 to make one last attempt to revive the street railway operation. The newspapers carried numerous letters to the editor on the subject, representing both sides. At the centre was the proposal that the city purchase the street railway for \$12 000. The street railway company considered that this was a good deal that the city should accept since it had cost \$42 000 to build the street railway. This cost was made up of 2¼ miles of track, the engine house, two cars that cost \$2000 each, a stationary engine that cost \$2000, and the dynamo at \$2400.

While the plus side for the takeover looked good, it was the uncertainty of the annual operating cost to the city that defeated the proposal, but only after many words.

The *Daily Transcript*, on Monday, May 13, 1901, carried the following article under the heading "Taking Up The Street Railway Rails:"

. . . The Electric Street Railway Company today started a gang of men at work taking up the rails. Mr. William Budd is in charge and it is understood that two gangs will be employed, one starting from Weldon and St. George Street corner, the other from the corner of Main and King Streets. The latter gang commenced operations this morning. A prominent business man today said that the street railway track had cost him in the vicinity of \$15 or \$20 a year for wear and tear on wagons. He was strongly in favour of good roads and stated that he would not begrudge \$40 a year extra taxes if the city would expend the money along the line of macadamising the principal streets of Moncton.

It was reported on June 5, 1901, that a gang of men had started taking up the streetcar rails on Main Street.

The final end to Moncton's 16 months of streetcar operation came five years and one week after the opening, when on Saturday, August 17, 1901, the Moncton Street Railway cars were shipped to Yarmouth and Halifax.

One footnote relates to the New Brunswick Wire Fence Company, which was established on December 21, 1898. This company occupied the street railway's original car barn and powerhouse on the south side of Main Street at King Street for many years. I can recall this single-storey, flat-roofed structure, still with its metal cladding. This building was demolished, I believe in the late 1970s.

EQUIPMENT ROSTER

No. 1 – Snow Sweeper

This car was built in 1896, and little more is known. The sweeper was likely sold or scrapped around 1901, following the end of operation.

Nos. 2 and 3 – Passenger Cars

The first of these cars arrived in Moncton on August 7, 1896, and the second arrived on August 13. These cars were constructed by Rhodes, Curry and Company of Amherst, Nova Scotia. The cars were double-ended and were each equipped with two 30-horsepower electric motors.

The Moncton *Daily Times* stated that the cars were similar in design and finish to those built for Halifax, except that the Moncton cars had closed vestibules. The following is a description of the Rhodes, Curry and Company cars that were delivered to Halifax in 1896:

. . . The exterior of the cars presents a strikingly handsome appearance, being finished in light straw colour and Indian red, which is relieved with black and aluminum leaf decoration. The interior is of quartered oak worked into magnificent designs and the mountings are of bright bronze. The upholstery is all done in mohair goods. The windows are of fine plate glass in oak sashes, and so arranged that they may be dropped down, thus making an open summer car. Along the sides are buttons ready to the touch of passengers, when it is wished to stop the car. Underneath the seats are electric heaters. The fronts of the cars are provided with safety guards of a basketwork of sheet iron and in a position that it is practically impossible for a person who is knocked down by the cars to get beneath the wheels. Guard gates are placed on the platforms so that passengers cannot get off on the wrong side of the car.

Based on research by Robert Brown and Richard Binns, all indications are that these two cars were sold in 1901 to Yarmouth, Nova Scotia.

Nos. 4 and 5 – Passenger Cars

No information has been found on the arrival or the technical details of these cars. They were sold to Halifax as part of the disposal of the assets of the company, and were shipped from Moncton on August 17, 1901. Halifax renumbered the cars as Nos. 34 and 36. It was noted at that time that the cars were built with rounded, almost semi-circular, ends, with five end windows.

THE SECOND SYSTEM 1911-1931

Moncton Tramway, Electricity and Gas Company

The first ten years of the twentieth century saw general growth in the Moncton area. Albertite, an asphaltic mineral, was discovered in Albert County in 1849 and signs of oil and gas were present in various areas around Moncton. However, it wasn't until 1899 that the New Brunswick Petroleum Company was formed to earnestly pursue the drilling for oil and gas. Commercial quantities were found and several companies became involved. It was the availability of natural gas and a city market large enough to warrant a distribution system that resulted in the word "gas" being included in the charter and name of Moncton's second streetcar system. Several long-standing business names such as Humphrey's Woollen Mills and Marven's Biscuits were either established in this period or undertook major expansion.

This period also had its dark moments, with the darkest occurring on the night of Saturday, February 24, 1906, when the Intercolonial Railway of Canada's shops

almost a decade, the street railway charter remained, and the thoughts of constructing a new system were periodically promoted. The advancements in electrical technology and expansion of its use, coupled with the prospects of substantial monetary returns from urban natural gas distribution was just too much to resist. So, the New Brunswick Legislature was asked to pass a new piece of legislation.

Chapter 76, dated May 11, 1910, amended the charter of the Moncton Electric Street Railway, Heat and Power Company by renaming it the Moncton Tramway, Electricity and Gas Company Limited. This act also restored the city electric and gas utilities to private enterprise after 15 years under public ownership. Since electricity wasn't seen as an essential service in this period, debates over and changes in ownership of utilities were quite common. Moncton, in the days of the Moncton Electric Street Railway, Heat and Power Company, had had both private and public electric utility companies. The city filled the utility gap following the closure of the street railway. Electricity and manufactured gas by 1910 had a new competitor in Moncton in the form of abundant natural gas from nearby wells. It was agreed that the new company would control both. The transfer of the city electric light and gas plant to the new company took place on March 26, 1911. The scene was set to undertake the construction of a street railway system that would meet the needs of the city, which by 1911, had a population of 11 333. There was optimism that both the population and the street railway would grow.

Street railway surveyors braved the cold in the first days of March 1911 to survey the entire route and establish the positions of the various loops and crossings for the proposed line. In view of the construction of the new I.C.R. shops, the company, following discussions with their own engineers and the I.C.R., agreed that it would prepare an application to be submitted for city council approval

that would authorise the construction of a line along John Street to a point as near as possible to the new shops.

E. A. Mitchell was hired as the consulting engineer, with W. G. Ritchie being set up as resident engineer for the company. Plans for the special trackwork were prepared and sent to the manufacturers. Tenders for the construction of the permanent roadbed and overhead work were advertised. Contractors had until March 14, 1911, to submit their tenders. While the contract documents were sent to several of the province's largest contractors, local contractors also picked up copies of the plans and specifications.

The announcement was made in late April 1911 that the company had purchased a piece of land together with its buildings on the west side of Mechanic Street, north of



I.C.R. crossing, Main Street: Street railway diamond under construction.
— City of Moncton Collection

burned. These shops were located as shown on the map on Page 4, south of the I.C.R.'s station and main line. This shop complex had employed 1100 men before the fire and while some buildings, including the two roundhouses, were spared, it was a major blow to both the railway and the city.

In keeping with Moncton's motto, "resurgo," replacement shops started to rise, not from the ashes, but from a new 200-acre site in the northwest part of the city. Within a couple of months of the fire, the land for the new shops had been purchased. The first sod for what would be "The Shops" for 83 years was turned on July 5, 1906, and construction continued for about three years.

Meanwhile, back on the public transit scene, while the tracks and streetcars had been gone from Moncton for

the I.C.R. wharf track. The property had been formerly owned and occupied by W. H. Edgett. It was rumoured that the company paid about \$12 000 for the property. The large brick building adjacent to the track was used by the company as their main office to replace their previous quarters at 759 Main Street. Considerable alterations and improvements were undertaken to ensure the offices were thoroughly up-to-date in every respect. This building also housed offices for the city's former water and light department, which was transferred to the company with privatisation. Part of the building was converted to provide storage of the company's supplies for operating the power station, and for field construction and maintenance work.

The Mechanic Street site also had a timber house, stables, and barns that were removed to permit the erection of the car sheds. With the acquisition of this site, the company stated that there was enough space for car sheds sufficient to maintain an adequate service of cars throughout the city and district for the next 20 years. The carhouse was constructed with three complete lines for inspection and a capacity of ten cars.

The *Daily Times* reported on Wednesday, April 26, 1911, that the tramway company was erecting the poles for the trolley wire along King Street and Union Street.

Mr. Ritchie, the street railway's resident engineer, left Moncton on August 5, 1911, for New York, where he spent a few days arranging purchases for the Moncton enterprise. It was reported on his return that the company would secure their rails from the United States Steel Company of Pittsburgh, as their steel was considered to be of the best quality.

Weldon's Employment Agency placed an advertisement in the local papers in the middle of August looking for workers to work on the Moncton street railway. They needed one foreman who understood concrete work and rail laying, as well as 100 labourers.

The *Daily Times* reported on Thursday, August 17, 1911, exactly 10 years after the streetcars of the first system left town, that work on the street railway track had started that morning. Construction started on John Street, near the I.C.R.'s new shops, with about 60 men. The work proceeded east along John Street to High Street, then down High Street to Main Street. The account continued that the work would be rushed, and that, while the rails were not expected to be delivered for another two weeks, the company had all the ties on hand that it needed.

The first shipment of rails arrived on Saturday, September 30, 1911, one month after they were expected. The company commenced to lay these rails immediately and announced that, providing that there were no further delays, the cars would be running by November 15.

Thursday, October 12, was an important day for the street railway, as the I.C.R. delivered their four new electric streetcars. While new to Moncton, these cars were purchased second-hand in the United States. They had been refurbished, repainted, and lettered for Moncton. By the weekend, the I.C.R. had switched the streetcars down on the wharf track near the

unfinished Mechanic Street carhouse. The streetcars were unloaded from flatcars on Monday, October 16, and were placed in the carhouse by the following Friday.

Nearly a mile of track had been laid by the middle of October, and a considerable number of power poles were in place, with the support cables ready for the trolley catenary. The power supply and controlling switch-board had been tested, proving that it had a capacity of 75 amperes in the 500- to 600-volt range.

By October 25, excavation work was stopped on Main Street at Highfield, and the company started to place planking while waiting for the next shipment of rails. Over the next two weeks, track was extended east on Main Street and a connection was made to the carhouse on Mechanic Street.

Wednesday afternoon, November 15, 1911, the first streetcar appeared in public, fitted with a new American-style electric headlight, for a test run on Mechanic Street between the carhouse and Main Street. It was confined to this short run since that was all the trolley wire that was in place.

The crews were at work the following Monday evening stringing the trolley wire along Main Street in the downtown area. Shortly after the trolley wires had been placed across the railway track, an I.C.R. freight train came along, and the forward brakeman, who was standing on a box car, struck the wire and was knocked down. Fortunately, he was able to cling to the top of the car and escaped serious injury. The I.C.R. immediately telegraphed out along the line to inform all incoming train crews about the wire until tell-tales could be erected.

The street railway company, despite the cold and unfavourable weather of the last days of November, had crews at work day and night, rushing the finishing touches on the system. On Tuesday night, November 28, one crew of men was engaged in tightening the trolley wires and another crew put in the diamond crossing of the I.C.R. on Main Street.

The Thursday, November 30, 1911, issue of the *Daily Times* reported that the first car to pass over the street



Moncton Tramway, Electricity and Gas Company Car No. 6: Taken after the 1922 conversion to right hand motor vehicle operation. It appears to be on the eastern portion of Main Street.

– Robert R. Brown Collection, supplied by Doug Brown.

railway constructed by the Moncton Tramway, Electricity and Gas Company had made a satisfactory trial trip between the powerhouse at Mechanic Street and the new I.C.R. shops on John Street the previous night. The report continued:

... Car No. 4, which contained Dr. Henderson, Mr. E. A. Mitchell, consulting engineer, Mr. J. P. Chalmers, Mr. F. W. Sumner, and others, including workmen and motorman Frank Taylor, left the car sheds about ten minutes to eleven and proceeded up Mechanic and Main Streets. The first difficulty occurred at the corner of High and Main Streets, when a wheel of the car left the track owing to the sharpness of the curve and a possible frost heave. The car was quickly replaced but moved very slowly so as to test the rails and clear out the mud and cinders which had become lodged in the groove of the rails when the workmen were filling in alongside the sleepers. The car also experienced another slight accident at the corner of St. George and High Streets, where the car was displaced by the mud and cinders in the groove. The car made a trial trip all over the line and went back and forth several times, and about 3:20 a.m., as they were returning to the car shed, the trolley wire broke on Mechanic Street near the corner of Main. The wire was replaced and the car proceeded to the shed.

Men worked all night fixing the curve at the corner of High and Main Streets and also at the corner of Main and Mechanic Streets, and everything made ready for starting the service today. Cars will be running regularly from now on. An official stated that the cars would be running at six o'clock so as to convey the men employed in the new shops to their work. The whole system is a credit to the company and although they were a little longer than expected in completing the tramway it was on account of the delayed shipments of rails and no fault of the company.

The first car going up Main Street last night attracted considerable attention, and as the car ran very smooth many complimentary remarks were heard in regard to the road. No doubt many people will avail themselves of the opportunity to take a ride in the cars today and see for themselves that the company have an excellent system, so far as completed.

So, Moncton's second streetcar system started with little official fanfare on Thursday, November 30, 1911. The initial route was from the John Street entrance of the I.C.R. shops to Main Street via High Street. Service was also provided along Main Street to King Street and north on King to the intersection with Harper Street.

The fare to and from the new shops was five cents each way. The company issued books containing eight tickets priced at twenty-five cents for the workmen, which gave them a round trip to the shops for just over six cents.

Service in the first week or so was with one car on twenty-minute headways. Christmas shoppers got extra help from the trams on Saturday, December 9, 1911, when, with the completion of the passing track between Cameron and Weldon streets, the company started running two cars. Service was reported to be faster with good patronage.

With a winter of in-town service behind them, the Moncton Tramway, Electricity and Gas Company announced in May 1912 that it would not be extending its tram lines unless satisfactory arrangements could be made with the city council to change to the use of "T" rails instead of the girder rails on the city streets.

While squabbles continued with the city council over which rails to use, the street railway undertook, in late August 1912, to make a deal with the Moncton and Buctouche Railway, to use their line to serve Lewisville, Humphrey's Mills, and the edge of Sunny Brae, as the result of pressure from the residents of these areas. This suburban service was rushed into operation, and began on September 14, 1912, with a number of temporary or makeshift measures in place. The M&B station in Moncton was located a few hundred feet east of King Street at the east end of Harper Street. The street railway company, contrary to the city engineer's orders, laid 58-pound "T" rail from King Street along Harper Street to connect with the M&B. The city engineer wanted 75-pound girder rail, since he contended that "T" rail was not suitable for paved streets. The street railway adapted their cars for operation on the ordinary railway rails and strung trolley wire over the Buctouche railway line. The tram company stressed, upon the starting of their suburban service, that it was only a temporary arrangement and there was no guaranteed suburban schedule. The company tried to run a service to connect with every other car on the Main Street route except that service could be less reliable between 10:30 a.m. and 2:20 p.m., pending the development of a final schedule and correction of the temporary work.

During the second half of September 1912, the street railway company stated that it was trying to obtain two extra cars, and possibly a trailer, for the suburban service. With this announcement, the company stated that it would proceed immediately with the extension of its line from Harper Street, along King Street and Union Street, to Botsford Street. The final part of the announcement was that, subject to an understanding with the I.C.R. over possible railway shop expansion, the John Street tracks would be extended into the grounds of the new shops to provide a greater service to the employees who lived at the extremities of the city.

The tramway company published a schedule in the *Daily Transcript* on September 26, 1912, giving their full suburban timetable. The company had to stop suburban service a week later. This disruption of service was blamed on a burned armature and was expected to last for a few days. At this time, the Moncton and Buctouche Railway was still operating their daily passenger train with a small steam locomotive and two or three cars over its line in and out of the Harper Street station. Suburban shoppers near the end of November, were writing to the *Transcript* editor, complaining about the lack of suburban service in a manner that would indicate that the withdrawal of suburban service in early October remained in effect until December, after the arrival of the company's new streetcar.

It was reported in the middle of October 1912 that work was underway on the extension of the tram track along King and Union streets. This track extension to Botsford Street was completed on November 6, and it was in operation by November 29.

Meanwhile, the company's track forces were busy at the end of November finalising the track extension from John Street to a point nearer the I.C.R. shops for the convenience of the railway employees, who previously had to walk some distance between the end of the streetcar line and their work. This track extension was in service by December 6.

The *Transcript* carried the following article on December 7, 1912, about the arrival of a new streetcar:

... The Moncton Tramway Company received a new car yesterday and placed it in commission today as an auxiliary car to run from the I.C.R. shops downtown at noon and six o'clock. This makes three cars on the service. The car is of the same type as those now in use, but somewhat better built. The suburban service is still lacking because of the failure of the makers to provide the wheels. The Canada Car Company at Amherst is providing new wheels for the car and they were expected last week, but will not be on hand until Monday or Tuesday.

After almost ten weeks without suburban service, the company announced on Friday, December 13, that service would be resumed on Saturday. Service was, however, slightly less ambitious than that listed back in September.

With the resumption of suburban service, another change in the operating pattern of the streetcars was reported in the *Daily Times*, on December 18, 1912. Prior to this date, the suburban cars would travel in from the suburbs over the M&B railway line, then travel up Harper Street on their own line to King Street. At this intersection, passengers would transfer to cars on the city line. The reverse took place for travellers to the suburbs. After the change in the tram operating pattern, the suburban car would wait on Harper Street at King Street until the city car passed northbound on King Street on its way to the end of the line at Botsford Street. Once the line was clear, the suburban car would proceed south on King Street to Main Street and west on Main Street as far as the city hall. The suburban car turned at the city hall and ran back to Harper Street, arriving there in time to clear the city tram running south on King Street from Botsford Street. After this meet, the city car proceeded on its way to John Street and the I.C.R. shops, while the suburban car departed for Humphrey's. The newspaper account stated that the overlapping service proved a great convenience to the public at large, especially to the suburbanites, who were able to reach almost to the centre of the city's business section without changing cars.

To keep things in turmoil, the company, due to the heavy volume of Christmas shoppers, increased the frequency of the city cars to a fifteen-minute schedule on the run between Botsford Street and the new shops. To meet this faster schedule, the suburban cars started from the intersection of King and Harper streets and ran to the suburbs and back. Passengers transferred between services at King Street, and transfer tickets were issued, since one fare was good for the trip from the suburbs to downtown or the shops. This service was used for Christmas week only, starting on Friday, December 20, 1912.

The Intercolonial Railway line between Halifax and Truro, to the east, and Campbellton and Montréal, to the west, passes through the centre of Moncton in a large "U" shape. The line to the east created the most problems for both street railway systems. The first system had two diamond crossings with the I.C.R. The second system had only one. This diamond was removed following the construction of the Main Street grade separation in 1915-16, which permitted both the tram tracks and Main Street to pass under the railway. Since the Main Street grade separation had a pier in the middle of the roadway, the street railway placed a short double-track section under it to permit its cars to travel with the flow of street traffic. The only other grade separation on this eastern section of the line created a block to the street railway. The I.C.R.

Moncton STREET RAILWAY.

Suburban Cars Time Table.

KING STREET

Cars leave King Street for Humphrey's and Lewisville DAILY EXCEPT SUNDAYS at the following hours:

a. m.	p. m.	p. m.
6.25 . . .	14.20 . . .	18.20
7.20 . . .	15.00 . . .	19.00
. . .	. . .	19.40
8.00 . . .	15.40 . . .	20.20
8.40 . . .	16.20 . . .	21.00
9.20 . . .	17.00 . . .	21.40
10.00 . . .	17.40 . . .	22.20

HUMPHREY'S

Cars leave Humphrey's for Lewisville and King Street, DAILY EXCEPT SUNDAYS, at the following hours:

a. m.	p. m.	p. m.
6.25 . . .	14.40 . . .	18.40
7.40 . . .	15.20 . . .	19.20
8.20 . . .	16.00 . . .	20.00
9.00 . . .	16.40 . . .	20.40
9.40 . . .	17.20 . . .	21.20
10.20 . . .	18.00 . . .	22.00
. . .	. . .	22.40

LEWISVILLE

Cars leave Lewisville Crossing for King Street, DAILY EXCEPT SUNDAYS, at the following hours:

a. m.	p. m.	p. m.
6.30 . . .	14.48 . . .	18.48
7.48 . . .	15.28 . . .	19.28
8.28 . . .	16.08 . . .	20.08
9.08 . . .	16.48 . . .	20.48
9.48 . . .	17.28 . . .	21.28
10.28 . . .	18.08 . . .	22.08
. . .	. . .	22.48

Cars leave King Street for I. C. R. NEW SHOPS every Twenty (20) Minutes on Week Days and every Thirty (30) Minutes on Sundays.

And on Sundays cars leave King Street for HUMPHREY'S on the Hour and Half Hour from 10:30 A. M. until 10 P. M. connecting with every City Car.

On SUNDAYS cars leave HUMPHREY'S Every Thirty (30) Minutes from 10:15 A. M. until 10:45 P. M. connecting with every City Car.

Transfers for City Car will be issued on FIVE CENT FARES.

THIS TIME TABLE WILL BE IN EFFECT UNTIL FURTHER NOTICE.

Moncton, N. B., Sept. 26, 1912. 105-3



Moncton Tramways tram struggles east along Union Street (now Mountain Road) at the corner of Wesley Street during the winter of 1923-4.

— National Museum of Science and Technology, F. V. Stephens Collection

had constructed a hump-back bridge over its line at Mountain Road, preventing any extension or connection of the street railway to John Street at High Street.

High tides flooded the Petitcodiac River early on Monday, September 3, 1917, doing considerable damage to sections of the Moncton and Buctouche Railway. This damage cut suburban service to Lewisville and Humphrey's Mills. While temporary repairs appear to have permitted service to resume, it was short-lived, since this line, having been taken over by the I.C.R., was abandoned in 1918.

About 1918, Fred Breau, a street railway trackmaster, was laid off following some labour unrest in the company. This lay-off was to have a major impact on Moncton's transportation scene. Breau opened a shop on Main Street near the automobile store of G. H. Lounsbury. The auto dealer suggested that, since buses were proving popular in the United States, Breau should buy a truck chassis, build a bus, and start a passenger service. After some thought, Breau purchased a "Baby Grand" Chevrolet chassis from Lounsbury. His problem was how to build the passenger-carrying body on it. Paul A. Leger, in his history of the Grey Bus Line Company, tells the story of how Fred's brother George, who still worked for the street railway, suggested that a streetcar-type body be used for the bus, and how George, in company with Milledge Henry, a local carpenter, visited the car barns. While George Breau tactfully engaged in conversation with the men on duty, Henry obtained the measurements of a streetcar. The body was built, and in June 1920, Fred Breau commenced operation of Moncton's first bus route.

A few months earlier, on Christmas Day, 1919, a disastrous fire destroyed the tramway's wooden carbarn and machine shop, and badly damaged the rear of the brick building, in which the office was located. Employees and firefighters attempted, but found it impossible, to reach the street sweeper and one of the cars, both of which were destroyed. The spectacular fire attracted a large number of onlookers and kept firefighters busy all night. One life, that of Frank L. Toole, a company employee, was lost.

The loss of the street sweeper made it impossible to continue streetcar operation through the winter snows. While the office services for the utilities were quickly reopened, it wasn't until the middle of April 1920 that the

streetcar service could resume. An announcement at that time also included the report that temporary repairs to the car sheds were being made. Trams were ready to resume service on Monday, April 19, but a snow storm delayed their operation until it abated.

The *Daily Times* for Saturday, August 5, 1922, reported that tenders were being called for the construction of a new carbarn for the tramway company. The new barn was to be 41 feet by 73 feet and of concrete construction, with a capacity for six cars. Its construction and fittings were to be modern in every way, with provisions in its design to permit the addition of repair shops at a later date. Alderman Ambrose Wheeler was awarded the contract on August 25, 1922, to erect the new street-car barn.

December 1, 1922, was the first day of driving on the right-hand side of the roads in New Brunswick. The slogan for drivers was "Turn to the right, and keep to the right." This highway change-over had kept the street railway's track forces busy during the night changing over the spring switches so that the cars would be directed to the right at the passing tracks.

In the spring of 1921, Fred Breau formally organised the Grey Bus Line. He was not against competing with the streetcars, as Paul A. Leger writes about this competition:

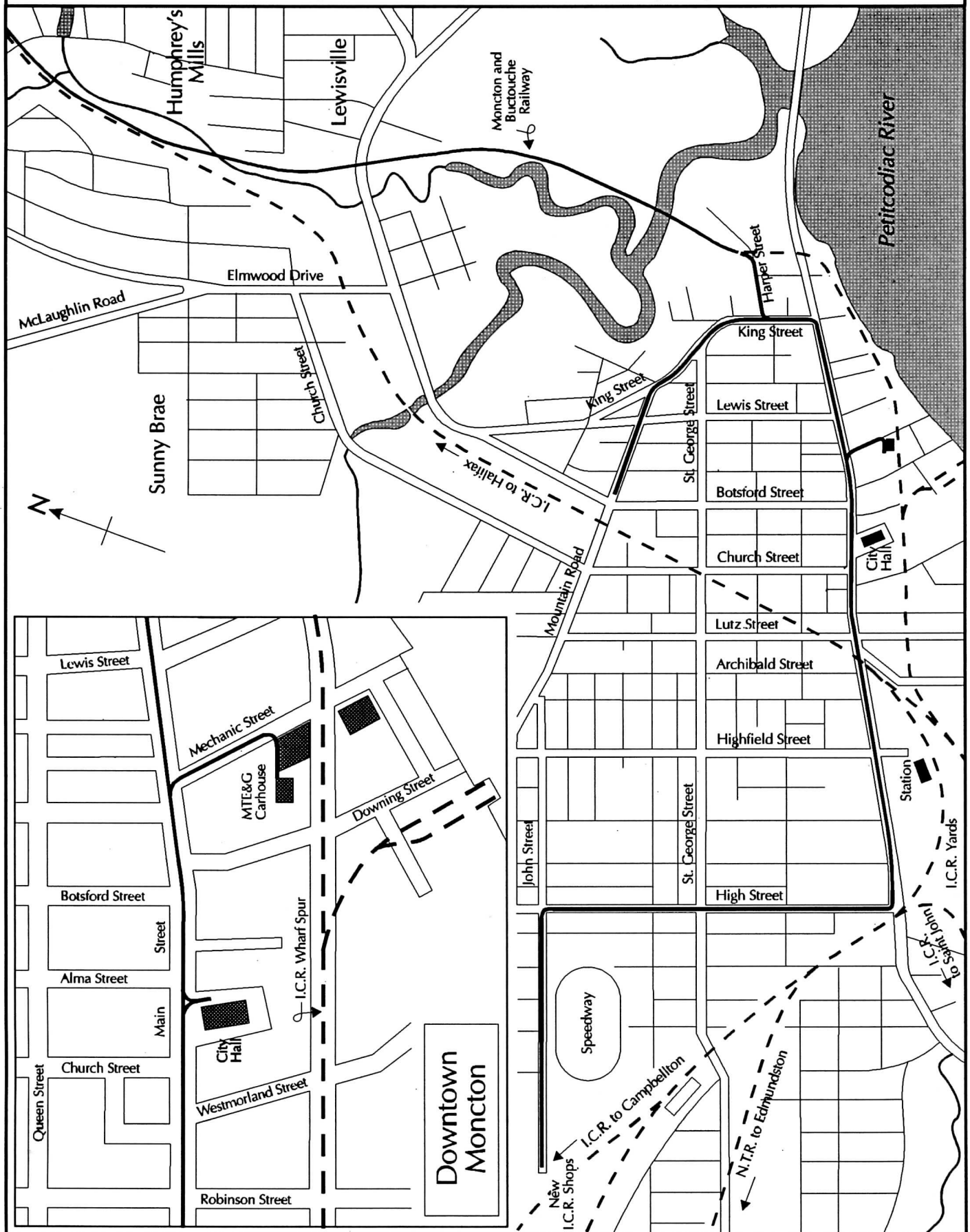
... The "John Street" bus was keen competition for the streetcars, for it would wait at High and John until the cars would leave the I.C.R. shops and then operate ahead of them, picking up passengers en route. At times, when the streetcars caught up with the bus, it would pull over and let the cars pass. Twice daily, in the morning and at noon, the bus would take workers to the I.C.R. shops.

The street railway company optimistically did not see these newfangled motor buses as a threat. In September 1922, while Fred Breau was receiving his new Ruggles Motor Bus, they ordered two new cars from the Ottawa Car Company. These cars arrived in early May 1923.

Over the summer and fall of 1928, the tram company, while still operating Moncton's street railway, was seeking to get out of its contract with the city. The buses of the Grey Bus Line and a growing number of private automobiles were slowly but surely destroying the tram company. On September 1, 1928, the company approached the city seeking a release from its contract. It offered to pay the city \$10 000, and also to remove the rails from all unpaved streets and dismantle its trolley wires and poles. A plebiscite was held and the voters, by 1350 to 420, rejected the street railway company's offer. The company struggled for another three years, although there were numerous and sometimes heated exchanges between the company and the city over the contract.

Matters started to wind down quickly with the announcement in the December 7, 1931, issue of the *New York Times* that the Utilities Power and Light Corporation, a U.S. company, had set up a wholly-owned subsidiary, the Utilities Power and Light Corporation Limited, under Canadian laws, to acquire several Canadian transit and utility companies including the Moncton Tramway,

Moncton Tramway, Electricity and Gas Company 1911-1931





Electricity and Gas Company Limited. The new owners served notice on the city council late in December 1931 that the company would cease operation of the streetcars at midnight of Thursday, December 31, 1931.

By Saturday, January 2, 1932, workers had already spent two days removing the power line which supplied the streetcars with energy, and by noon of that day, the section on Main Street had been completely dismantled. The company's rolling stock was disposed of as indicated in the equipment roster.

The cessation of tram operations in Moncton, as in many communities, didn't stop the disputes between the street railway company and the city. While the company quickly removed the valuable power wires, the same could not be said about the tracks. Matters relating to track removal and various taxes continued for a considerable period. The city council on September 12, 1932, accepted an offer from Palmer Wilson to remove the streetcar rails and sleepers on John Street from the end of the track to High Street for \$100, with the rails and other hardware being turned over to the city; Mr. Wilson was to keep the ties.

The company purchased a large building on the south side of Main Street at the foot of Botsford Street in 1932. This building, built by Senator Peter McSweeney at the turn of the century, was used well into the 1960s by local utility companies. The building still exists and is still known as the Tramway Building. In 1934 the company changed its name to the Moncton Electricity and Gas Company Limited. This company existed until 1948, when the city purchased its assets.

ACKNOWLEDGMENTS

I would like to acknowledge the direct assistance of Brenda Orr of the Moncton Museum, Jack Knowles, Bill Hood, Paul Leger, Doug Brown, and the resources of the Moncton Library and Museum, as well as the many transit enthusiasts who left artifacts or material in the records on the street railway systems in Moncton.

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PHOTOS, PREVIOUS PAGE

Postcard views, looking east from the I.C.R. grade-separation over Main St. Note the presence of horses, and the left-hand operation of motor vehicles in the first photo. The change to right hand operation was made on December 1, 1922. By the third photo, buses had also made their appearance.

EQUIPMENT ROSTER

Nos. 1 to 4 – Passenger Cars

These four cars arrived in Moncton on October 12, 1911, apparently purchased second-hand from the Boston Elevated Railway. The cars were equipped with 35- to 40-horse-power motors. The newspaper of that date speaks of the exterior of these cars presenting a very natty appearance:

... painted a pretty dark green, with white trimmings, and have gold letters M.T.E. & G. Co. and are numbered 1, 2, 3, and 4. The cars are of the four-wheel type, and are about the same size as the ones used in Saint John, and many other places. In two of the cars, the seats are of wood, with cushion backs, running lengthwise on each side of the car. The other two are cushioned on the seats as well as the backs, but the seats are arranged as in the other cars.

Other clippings indicate that two sets of seats were available for each of the cars – plain ones for summer, when the drop-windows were open, and plush seating for the winter, when the electric heaters were in use.

Car No. 4 was burned in the fire on December 25, 1919, that destroyed the company's carbarn.

No. 5 – Passenger Car

A new car arrived on December 6, 1912, for use in suburban service. The *Daily Transcript* of October 8, 1912, stated that Harold N. Price had returned from a trip to several American cities, and he had acquired this car, which was lettered as No. 544. This car was sold to Halifax in 1932.

Nos. 6 and 7 – Passenger Cars

These cars were ordered from the Ottawa Car Company in September 1922, and arrived in the first few days of May 1923. They were double-ended, all-steel, Birney-type cars, 28 feet in length, and equipped with Westinghouse air brakes. A new seating arrangement was adopted, with seats facing forward, rather than being placed longitudinally on the perimeter of the car. There were 33 seats in the cars.

Robert Brown's research points out that Nos. 5, 6, and 7 were sold to the Nova Scotia Light and Power Company, of Halifax, in 1932. They were reported to be in such bad condition that they were dismantled and the parts were used to recondition Cars 156 to 158, which the NSL&PC had acquired from Cape Breton.

Snow Sweepers

The Moncton *Daily Times* of October 13, 1911, stated that "snow sweeper cars are also on order and are being manufactured by J. G. Brill Company, Philadelphia." Likely only one sweeper car was bought, and this was the one that burned in the carhouse fire of December 25, 1919.

A replacement sweeper was purchased in 1920. This was a Maguire-Cummings car, probably purchased second-hand. The sweeper was sold in 1932 to NSL&PC in Halifax, where it was used as No. 8 until the end of service there in 1949, when it was scrapped.

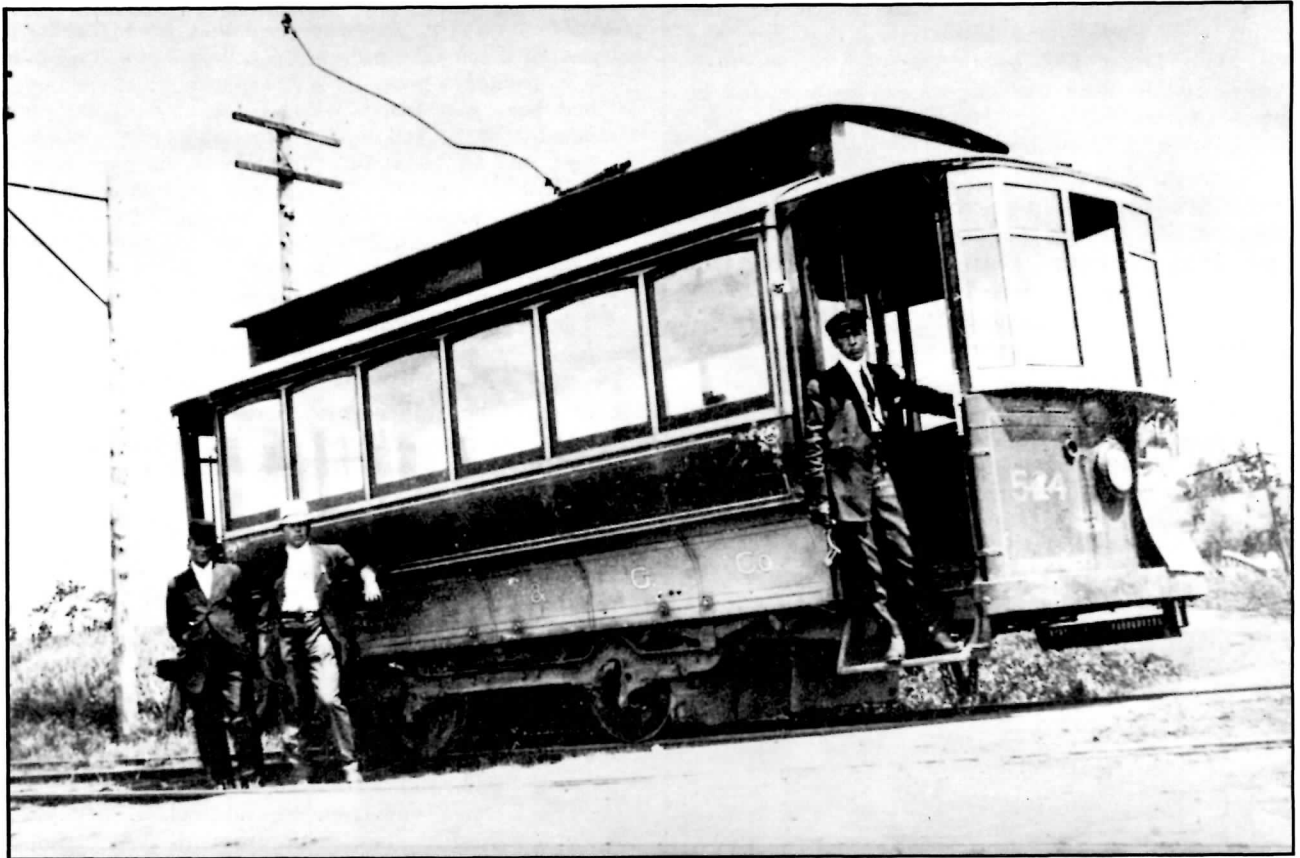
REAR COVER PHOTOS

Top: Moncton Tramways car No. 5 at Humphrey's Mills station on the Moncton and Buctouche Railway line in 1913.

Bottom: A Moncton Tramways car, derailed on the Buctouche Railway between Moncton and Lewisville in 1918.

– both photos: City of Moncton Museum Collection

The Street Railways of Moncton, New Brunswick



THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

It must be approaching that gift-giving time of the year by the number of new books that are either in the stores or rumoured to be there shortly. Don MacKay's *The People's Railway* and Shirley Woods's *Cinders and Saltwater* are now on the stands. I heard last spring that Elizabeth Wilmot was planning to have a new book out this fall, and Denis Taylor, in a note a few weeks ago stated it will be entitled *When Anytime Was Train Time*, but hadn't seen it yet. Denis also mentioned another book, *The Northern Connection*, by Robert Surtees, about the Ontario Northland Railway, that was released earlier this fall.

The People's Railway is a history of the Canadian National Railways prepared in a documentary style, with a 16-page section of photographs. While Mr. MacKay spends a few pages reviewing major railway happenings from the turn of the century to the creation of Canadian National, the book is primarily on the period since the CNR was corporately established.

Mr. Woods's book, *Cinders and Saltwater* is on Atlantic Canada railways. This book, with a list price of \$24.95 plus all those joyous Canadian taxes was published by Nimbus Publishing Limited, P.O. Box 9301, Station A, Halifax, Nova Scotia B3K 5N5, in case it is not available in your area. This book is in general chronological order including chapters on the Intercolonial, Prince Edward Island, and Newfoundland railways. I haven't read this book yet, but it is no doubt a worthwhile addition to any enthusiast's library, since there is a scarcity of major works on the railways of our eastern provinces. *Cinders and Saltwater* has a good selection of photographs spread throughout its pages although most may give you that "déjà vu" feeling.

Besides Mr. Woods's book being on eastern railways, Mr. MacKay has definitely chosen an eastern title for his book on the Canadian National System. Many may not remember, but the slogans "The People's Railway" and "The Fast Line" were the wording on the ring around the bull moose's head on the crest of the Intercolonial Railway of Canada.

As has been stated before, if you are aware of a book with a railway theme or even a chapter on railways in your area, send us the details and we will pass them on to our readers.

I have started doing some wandering around the railway lines here in Lower Canada. Two of my first sojourns off the island (of Montréal) were southward around La Prairie and down along the Richelieu River.

This area is quite different now from the way it was on July 21, 1836, when a steam locomotive with two cars left the La Prairie wharf on the St. Lawrence River for a 16½ mile trip to Saint-Jean-sur-Richelieu to mark the official introduction of steam railways in Canada. This event was the opening of The Company of Proprietors of the Champlain and Saint Lawrence Railroad (commonly referred to as the Champlain and St. Lawrence Railroad).

A 21.16-mile extension to the original 16½ mile line was constructed from Saint-Jean along the west bank of the Richelieu River to Rouses Point, New York, and was opened on August 26, 1851. A few months later, on January 14, 1852, another 9.16-mile extension from La Prairie Junction to Saint-Lambert was opened. Operations over the 5¼ miles of original line from the La Prairie Wharf to La Prairie Junction was discontinued with the opening of the new line to Saint-Lambert. This extension to Saint-Lambert greatly reduced the distance across the St.

Lawrence River to Montréal from the end of the rail line.

The urbanisation of Saint-Lambert has resulted in considerable relocation and consolidation of trackage in this community at the south end of the Victoria Bridge, otherwise the remainder of the alignment of the C&StL line is intact and operated today as CN's Rouses Point Subdivision.

La Prairie got another line in the downtown area when the Montréal and Champlain Junction Railway Company was opened on January 1, 1881. This M&CJ line is now CN's Massena Subdivision. It was constructed from a junction with the Champlain and St. Lawrence Railroad in Brossard, a couple of miles south of Saint-Lambert. The Montréal and Champlain Junction Railway went through La Prairie to Saint-Constant, Valleyfield, Huntington, and finally connected to Massena, New York.

Back to my trip: Urban sprawl is filling in the open spaces between Brossard and La Prairie. However, the single-storey flat-roofed CN station at La Prairie, Mile 81.6 on the Massena Subdivision, is still used as a yard office, etc. This building is, like many small CN stations, clad in grey insul-brick siding with fading orange and blue trim. The small yard at La Prairie has, on my trips, had two or three 7000-series GP9 switchers tied-up waiting for use on assignments to serve local railway customers.

From La Prairie I travelled towards Saint-Jean along Highway 104. This highway crosses the Rouses Point Subdivision in the area of the old La Prairie Junction. However, this area will need closer examination to identify the location of the junction point of 140 years ago. My timing was fairly good in that I was able to get photos of the southbound Amtrak train, on its way to Rouses Point, Albany, and New York City. I completed this outing by travelling a few of the back roads in the area looking for any good locations for railway photography.

The next weekend I continued my trip on down to Saint-Jean-sur-Richelieu, the original southern terminal of the C&StL.

The CN Saint-Jean station is located on the west side of the Richelieu in Saint-Jean, at the former junction of the Stanstead, Shefford and Chambly Railway. The SS&C joined the Champlain and St. Lawrence and extended east across the Richelieu River to Farnham.

The CN station, located on Jacques-Cartier near Frontenac, was constructed in 1890. This single-storey brick structure has been restored and converted into a tourist bureau. A number of the exterior doors have been closed and some purists would probably object to the conversion of the north side operator's bay into an entrance complete with a door. However, and regardless, it is good that this structure has been recycled and will continue be a useful part of Saint-Jean.

This station has two other interesting aspects. The Rouses Point Subdivision makes a substantial curve in front of it, thus making a good location for photographing a southbound during most of the morning. I took advantage of this to again record a southbound Amtrak on film.

The second interesting aspect is a monument to commemorate the opening of the original Champlain and St. Lawrence Railway. This steel monument, some five or six metres high, is in the form of a large letter "J" with a flat rather than curved bottom. The bottom is shaped like a stylised section of rail anchored to a concrete base representing a railway tie. This rail shape flows into the shape of a track spike for the top portion of

the monument. Definitely an interesting and representative way to mark the birth of Canadian railways.

Saint-Jean has a second station still standing. This station was constructed by the Atlantic and North West Railway in 1887. This line is now part of CP Rail, identified as their Adirondack Subdivision. It is the portion of this line east of Sherbrooke that CP has recently given notice of its intention to abandon.

This CP station, located at Foch and de Salaberry, is now boarded-up except for a portion being used by CP's signal staff. At some point, there has been an addition constructed on the east end for baggage and express. While the bricks on this addition are of a harder type and the limestone dado a little different, overall it is a well-matched addition.

On the east side of the Richelieu River is the community of Iberville. The Central Vermont's now-abandoned Roxbury Subdivision, that extended from St. Albans, Vermont, northward on the east side of the Richelieu River to Iberville, joined the SS&C there and crossed the Richelieu on the SS&C into Saint-Jean.

From Saint-Jean I went along the east side of the Richelieu River north to Chambly. I drove east along Route 112 to Granby and back, an interesting drive since this road parallels CN's Granby Subdivision. I am going to leave major comments about that line for another time, after I learn more about the convoluted history of some of the railways of this part of Québec.

The Granby Subdivision was built by the Montréal, Chambly and Sorel Railway. Since this line predates both Sir William Mackenzie and Sir Donald Mann, I can only conclude that it must have been the example they used when learning how to build railways on the cheap. It would appear that this line was built by laying ties on the natural ground, placing the rails on them and then adding a little ballast (probably only the cinders dropped from the passing locomotives) and finally digging the ditches by running a Jordan spreader down the track. I have got to get out with a camera with a long lens to record some of the ups and downs of the line.

While portions of the MC&S were abandoned very early, this portion of the line was used by the Montréal and Southern Counties during its existence.

Back at Chambly, it was northward to Otterburn Park and the St. Lawrence and Atlantic Railway. Today, we call it the CN Saint-Hyacinthe Subdivision. The bridge over the Richelieu River at Otterburn Park and Beloeil is one often used by CN for publicity shots, since it is an interesting open-deck truss. This section was a portion of the original line from Montréal to Portland, Maine.

Coming back along the StL&A, I stopped at Saint-Bruno to get a look at their station which I have mentioned in this column on several occasions as being relocated and restored. This Grand Trunk station, similar to the one at Grimsby, Ontario, with a turret over one corner of the waiting room, has been relocated about a quarter-mile west of its original site. It is located on a landscaped hillside with a full basement, thus providing ground level entrance on one side to the basement and on the other side, entrance to the former main level of the station. It has had a pinkish brick veneer placed on the exterior up to the eaves. The gables and turret are done in grey with the trim white. Another nice job.

Leaving my trackside wanderings, I spent an interesting few hours at the Montréal Model Train Exposition a couple of Saturdays ago. Sponsored by the Jeunesse de Soleil (Sun Youth) at their centre on Saint-Urbain Street, it was both familiar and different from other shows I have attended. The show was held

in the Sun Youth's headquarters, an old converted school. This year the show was expanded to have displays, etc., on three floors. The gymnasium, several converted classrooms, and the corridors of the main floor were used. On the top two floors, the corridors and a couple of former classrooms on the second floor were used. The main thrust of the show was definitely models and model displays. While I am not a modeller, there definitely appeared to be plenty of good bargains in the various scales. I found the model layouts interesting, since many were in various stages of construction and seemed to reflect activity. Unlike many shows, there was very limited sale of non-model material. There were no slides and not really any sales of T-shirts or books, and only a couple of people with videos for sale. The one antique dealer seemed to be doing quite well.

As at many shows, the live-steam operating locomotives and the Operation Lifesaver video displays were popular. The kids also seemed to like the idea that for two bits they could ring a real steam locomotive bell at one display. Display booths sponsored by a couple of the Montréal tramway historical groups covered that aspect of the hobby, and the Canadian Railway Museum had a booth on one of the upper floors.

In all, an interesting show and now, with the days being numbered for the Deux-Montagnes mobile museum, maybe it's worth thinking about putting the two together for a visit to Montréal on November 6 and 7, 1993.

In that western province of Ontario, John Thompson reports that the restaurant in the relocated Orangeville station is now closed. And Denis Taylor advises that VIA has finished placing a new red slate tile roof on the Cobourg station.

On a recent trip to Peterborough, I made a trip into the refurbished former CPR station. The interior has been done into basically one large open area. One of the most interesting features is that the ceiling has been redone with a new ceiling about six inches lower than the original, except around the edges and the two former hung lights. These areas have been kept to show the original cornice moulding and bas reliefs around the former light fixtures. On this same trip, I noted that the former CN station at Marmora, while closed for the winter, is still located as an information centre in the park on the north side of Highway 7 on the east side of the Marmora River.

Dave Stalford has sent a news item from *The Era Banner* of Aurora, Newmarket, Georgina, East Gwillimbury, Bradford, and West Gwillimbury. The paper saluted the King Railway Station Committee on being awarded the CRHA preservation award for 1991 for their efforts in preserving and renovating the 140-year old King Station.

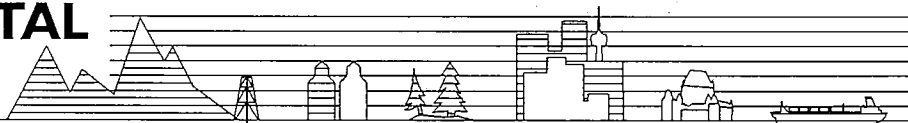
The classical red-brick former CPR station at 800 Columbia Street in New Westminster, B.C. is being restored. This one-and-a-half-storey building, located half a block from the Fraser River, was built about 1900 as the western terminal of the CPR line to the Fraser. New shingles were being placed on the roof during the damp days of the middle of November. While trains of Canadian Pacific, Canadian National, and the Southern Railway of British Columbia still trundle past the old station to switch the adjacent yard tracks, none stop there these days, as did in years past the frequent connecting trains to the CPR main line junction at Port Coquitlam.

THE FERROPHILIAC COLUMN

Please send your thoughts, reminiscences, and historical notes to Just A. Ferronut, c/o Art Clowes, 1625 ouest, boul. de Maisonneuve, Suite 1600, Montréal (Québec) H3H 2N4, or at CompuServe electronic mail address 71172,3573.

TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS
FROM COAST TO COAST



THE RAPIDO



EASTERN CANADA

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CANADIAN PACIFIC

CP PLANS TO ABANDON CAR

Four years after having set up the Canadian Atlantic Railway to "focus closely on the transportation needs of Atlantic Canada," CP Rail has filed notice of intent to abandon all of its lines east of Sherbrooke, Québec. CP says that it has lost \$52-million in three years in operating the CAR.

The notices of intent to abandon cover the following lines:

- Part of the Sherbrooke Subdivision, from Sherbrooke to Mégantic, 68.5 miles;
- Part of the Moosehead Subdivision, from Mégantic to Boundary, Québec, at the U.S. border, 15.2 miles;
- Part of the Mattawamkeag Subdivision, from Vanceboro, Maine, at the boundary, to McAdam, New Brunswick, 5.9 miles;
- All of the McAdam Subdivision, from McAdam to Saint John, 84.4 miles;
- The remaining part of the Edmundston Subdivision, between Grand Falls and Cyr Junction, the connection with the CN;
- All of the St. Stephen Subdivision, from McAdam to St. Stephen
- The remaining part of the Kentville Subdivision of the DAR, from Coldbrook to Kentville, Nova Scotia, 4.4 miles;
- Part of the Halifax Subdivision of the DAR, from New Minas to Kentville, 3 miles.

The sections of the Moosehead Subdivision (101.9 miles) and Mattawamkeag Subdivision (99.2 miles) within the State of Maine are covered by a separate application for abandonment with the U.S. authorities.

The remainder of the DAR, from New Minas to Windsor Junction, with the spur to the gypsum mines near Windsor, is being offered for sale as a short line railway.

The Federal Court of Appeal has turned down the request by McCain Foods to prevent CP Rail from abandoning the Shogomoc Subdivision. McCain had appealed the NTA decision to allow the abandonment because it would have removed all railway service from their large plant in Florenceville.

NEW PAINT SCHEME EXPECTED SOON

CP is expected to announce a new paint scheme late this year or early in 1993. No details are known, but speculation is rife.

CP had at one time been looking at a variation on the old maroon-and-grey colours, but nothing has been heard along those lines recently. Some sources report that CP has bought large volumes of the "candy-apple red" used in the red Soo Line paint scheme.

CP has developed a new crest for its "Total Quality" programme, which is similar in shape to the old herald with the beaver. (Actually, it looks very similar to the crest of Queen's University.)



NEW BOSTON SERVICE

Guilford, CP Rail, and the State of Massachusetts have unveiled a proposal to convert the soon to be closed Fort Devens military base near Ayer, Massachusetts, into an intermodal facility. CP and Springfield Terminal would market a double-stack service between the Midwest and Massport's Moran Terminal in Charlestown, Massachusetts. The new 36-acre rail facility at Ayer would unstack the top container for shipment east of Ayer, or double-stack westbound trains when passing through Ayer. This conversion between double- and single-stack is required due to height restrictions east of Ayer. The facility at Ayer is expected to open this fall. In addition to this intermodal service, CP and Guilford are offering a two-day service for all freight traffic between Boston and Chicago.

QUÉBEC DIVISION SUPPLEMENT

CP issued a supplement to Timetable 27, Québec Division, taking effect at 00:01, October 25, 1992. The supplement replaces the pages containing the Brockville Subdivision in the timetable. Changes in the supplement, other than changes to VIA trains on the Brockville Subdivision, include:

- The CP Rail Intermodal Freight Systems logo has been replaced with simply the words CP Rail System (Réseau CP Rail). There is no logo on or in the timetable.
- The train numbers in the timetable are now designated as Passenger Extra LRC with

the train numbers listed as VIA numbers, for example Train 40 is listed as VIA 40. In addition, the train numbers are placed at the bottom of the table on the left and at the top of the table on the right. This is opposite to how it is usually done.

- All footnotes with respect to the operation and traffic control at Smiths Falls have been replaced with four pages of Smiths Falls Terminal footnotes. The Smiths Falls Terminal extends to Mile 2.0, Belleville Subdivision, Mile 0.1, Brockville Subdivision, Mile 0.5, Chalk River Subdivision, and Mile 122.1, Winchester Subdivision.

- There is a map of the entire CP Rail System on the inside rear cover.

UPDATE ON THE "HOSPITAL TRAIN"

CP's "hospital train" of broken and retired equipment, which left Montréal on September 19, was described in the September *Rail and Transit*.

More on the consist: • The first three flat cars were not for scrapping; they were carrying two boxcars and their trucks to Weston shops for repair. • GP9 8245 was coupled to the rear because its front-end drawbar was damaged in a collision on September 13. • Only four cars and the old locomotives on the train ran without working brakes.

More on the operation: • Power for the train was SD40-2s 5669 and 5619. • Progress on the first day was very slow, with the bearings on 2-8-2 5468 overheating. With frequent lubrication and strategic jacking, the train was able to make consistent but slow progress for the next few days. • The trouble with 5468 eventually became insurmountable, and it was set out at White River on September 25, where it is still sitting. • The train continued to Winnipeg. H16-44 8554, FA2 4090, and FB2 4469 stayed there until November, when they resumed their trip west.

More on CPR 2-8-2 5468: • Though it was billed for Coquitlam, 5468 is destined for the museum at Revelstoke. • CP decided to try replacing the troublesome axle with one of the idler wheel sets from the A1A trucks on retired M640 4744. The wheel set was shipped on CP car 301419 from Montréal on October 19, the axle from 5468 was added at White River, and the two were shipped to Weston Shops in Winnipeg to be made into a workable replacement.

ROADRAILER DERAILMENT

A number of RoadRailer trailers on Train 529, powered by GP38-2 3107, derailed on September 2 at Mile 43.71, Galt Subdivision, just east of the Victoria Street crossing, west of Guelph Junction. The derailment occurred

at 19:30 but the auxiliary from Toronto Yard did not arrive until 22:15. Trains, including 502 at Galt and 904 at Puslinch, were held until the derailed trailers were cleared. The train continued once the derailed trailers were uncoupled and the SBU was applied to the tail end of the train. The cause of the derailment was the failure of the suspension of one trailer, causing the trailer to drop down onto the rails.

SHORTS

The Dunnville Heritage Association has acquired from the International Mineral and Chemical Company the former TH&B Port Maitland station. The group hopes to restore the station. • CP is evaluating CSX's handling of trains between Detroit and Chicago. If CP determines that CSX is inefficient in its handling of trains, CP may negotiate with Conrail to handle the trains between Detroit and Chicago.

CANADIAN NATIONAL

MIDLAND ABANDONMENT DENIAL

The NTA has denied CN permission to abandon the Midland Subdivision, between Uthoff and Midland. The NTA denied approval due to the fact that, even though the line is not currently economical, there is a chance that it will become profitable in the foreseeable future and it is also required to remain in the public interest. The NTA has agreed to reconsider the abandonment application in 18 months, but during that time, CN must file quarterly statements outlining CN's marketing activities for the line. The NTA has heard that sales representatives made too few visits to customers on the line. It was also determined by the NTA that service could be reduced to tri-weekly from Monday-Friday, reducing the cost of operation of the line.

SOREL DECISION

In reconsideration of a 1989 CN application to abandon the Sorel Subdivision, the NTA denied CN permission to abandon the line between Miles 45.5 and 48.2, but CN can abandon the portions between Miles 77.0 and 83.82 and between Miles 83.99 and 84.20 (now parts of the Nicolet Spur).

The Sorel Subdivision currently runs from Bruno Junction (Mile 0.0), at Mile 64.2 of the Saint-Hyacinthe Subdivision, to the end of track, Mile 48.2, two miles east of Sorel. The remainder of the Sorel Subdivision had been renamed the Nicolet Spur, running from Mile 14.4 of the Bécancour Subdivision, after abandonment of the portion between Miles 48.2 and 77.0.

The NTA will reconsider the application for abandonment of the portion between Miles 45.5 and 48.2 in three years. Abandonment was denied due to the probability of the line becoming profitable in the near future, due to the expansion of the Port of Montréal

to Contrecoeur (Mile 31.3), which shippers have stated will lead to an increase in shipments to and from Sorel.

OTHER RAILWAYS

MONTRÉAL COMMUTER TRAINS

An announcement is expected before the end of the year from the Québec ministry of transportation (MTQ), about new commuter railway lines in Montréal. The expanded network could be along the lines of the "Bonjour Montréal" proposal from CP Rail, the "MonTrain" scheme from CN and AMF, or the plans outlined by the Conseil métropolitain de transport en commun (CMTC), the regional transit council.

The thrust behind the expansion will be an increase in transportation capacity on and off the island of Montréal. The road bridges are full now, and it would be much cheaper to handle future growth on trains than by building new bridges.

The MTQ has tentatively agreed to purchase 80 single-level cars from GO Transit. Cars 1081 and 1088, along with APCU 910, have been in the Montréal area for some time, being put on display at various points. An earlier plan to sell some of the single-level GO coaches to Peru fell through because of the dismal state of the Peruvian economy.

VIA OPENS COBOURG STATION

VIA held an open house at the restored Cobourg station on November 18. It was an overcast morning with a light east wind, flurries of snow, and a temperature at the freezing point. The eastern end of the station, the old waiting room, was opened just before 09:00 to display historical photos of Cobourg, items and information on the old Cobourg and Peterborough Railway, lamps and markers from the CNR, and an HO model layout. The new waiting room was the centre for the opening ceremony. The town crier made the announcement, and town and VIA officials cut a blue VIA ribbon strung across the doorway to the platform. All of the trains during the event were on time, and the town crier met the arriving and departing Train 42 at 12:10.

—Denis Taylor

EXTRA VIA TRAINS AT CHRISTMAS

VIA is planning additional trains between Montréal, Moncton, and Halifax over the holidays, and the length of the *Chaleur* would be increased. Equipment for the extras would be the cars not required in the winter on the *Canadian*.

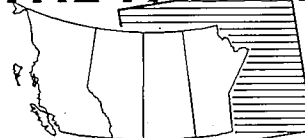
—BRS Branchline

ACR ACCIDENT

An Algoma Central Railway passenger train struck and killed a man just north of Sault Ste. Marie on September 19. The man was sitting on the tracks near a sharp curve and was killed instantly when the train struck him.

—Toronto Star

THE PANORAMA



WESTERN CANADA

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CANADIAN NATIONAL

OKANAGAN DIVISION

CN has separated its Okanagan and Lumby subdivisions from the rest of the Mountain Region into a new Okanagan Division, with headquarters at Vernon. The Okanagan Subdivision extends 3.5 miles from Kamloops to Can. Pac. Jct., where it runs with trackage rights on CP for 10.9 miles to Campbell Creek. CN tracks resume there (Mile 14.4), and lead to Armstrong (Mile 70.8). The 14.7 miles between Armstrong and Vernon are also by trackage rights on CP. CN tracks then extend from Vernon (Mile 85.5) to Kelowna (Mile 118.9). The Lumby Subdivision links Lumby Jct. (Mile 87.6 on the Okanagan Subdivision) with Lumby (Mile 14.4).

STE. ROSE SUB. ABANDONMENT

Another piece of the western rail empire built by the Canadian Northern Railway has been abandoned. The beginning of the twentieth century saw Messrs. Mackenzie and Mann busily extending their Canadian Northern Railway system across the northern prairies between Winnipeg and Edmonton. The core of this system between these cities was the main line from Winnipeg, via Portage la Prairie, Gladstone, Dauphin, Grandview, Warman, North Battleford, and Lloydminster, to Edmonton.

In addition, it appeared that these gentlemen planned to build a line to every grain elevator in the west. One of these lines was a branch in Manitoba from the main line at Ochre River, 13.6 miles southeast of Dauphin, at what is now Mile 108.1 on CN's Gladstone Subdivision. This line was constructed east for 15 miles from Ochre River south of Dauphin Lake to Ste. Rose, and opened on October 7, 1910. The farmers of the area were no doubt very happy to get this new line in time to ship out their newly-threshed grain.

Fifteen years later, on January 23, 1925, an extension to this branch was opened north on the east side of Dauphin Lake to Rorke-ton, 22.12 miles from Ste. Rose.

For the next 50 years the line was operated as the Ste. Rose Subdivision and was used to move farm supplies in and grain out to market. By 1980, business on the northern

portion of this line was not covering costs, so in 1982 the Canadian Transport Commission authorised the abandonment of 25.42 miles of the line from Rorketon back to Mile 11.70.

Now, the NTA has issued authority to abandon the remaining 11.70 miles of this line. While 0.19 miles could be abandoned on the date of the order, the remaining 11.51 miles was abandoned 30 days later on November 28, 1992.

TABULAR GBOs

In its fall timetables, CN has added special instructions on the new tabular general bulletin orders (TGBO). The TGBO system is being put in place in some areas to replace the present daily operating bulletins (DOB). The simple difference between DOBs and TGBOs is that a DOB gives information on speed restrictions and track conditions for a large area, while the TGBO will give the same information, but only for the specific lines on which a train will operate.

The TGBO is a simpler but more sophisticated version of the DOB. The DOB is prepared at the rail traffic control centres in each region, and then loaded into a computerised fax system. When a crew reports for duty at a remote location, they print a copy stored in a fax machine in the office. The TGBOs will be printed also on a fax machine, but the computer will compare the scheduled route for the train with the data base of operating instructions and print out only those that will apply to the route of the train. This has the potential for increasing safety, because there will be less irrelevant information in the hands of the train crew to distract them from the information they need to know.

CN was planning to start the TGBO system on the Mountain Region on December 14. DOBs will still be issued in the Edmonton Terminals area, where there is more local and through traffic using various routes.

CANADIAN PACIFIC

COAL MINE SAGA CONTINUES

Last month, I noted that CP Rail was helping with financing of the Greenhills coal mine. On November 13, a B.C. Supreme Court judge asked for details of offers for the purchase of two coal mines owned by Westar Mining Ltd. There are four offers currently. Teck Corp. of Vancouver has offered to purchase the Balmer mine, and Luscar of Edmonton (British-owned) has offered to buy both the Balmer and Greenhills mines. The Bank of Montreal has purchased CP Rail's interest in a \$25-million debt owed by Westar; the bank is owed more than \$300-million by the mining company. The bankruptcy trustee favours the Luscar bid for both mines. Other offers came from Local 7292 of the United Mine Workers of America and a group

headed by A. J. Ali, a former chief financial officer at Quintette. A week later, the Bank of Montreal — as a secured creditor at Balmer — blocked the sale of the mining assets to Luscar, favouring a sale of Balmer only to Teck. Meanwhile, both mines remain closed.

While the two Westar mines and the Fording mine remain closed, very few CP coal trains are operating. One report says that only two or three of CP's 19 train sets are in service at any one time.

—Victoria Times-Colonist

INTERNATIONAL TRAINS

An article by John Leopard (*Pacific Rail News*, November 1992) on the CP's (Soo's) Paynesville Subdivision between Glenwood, Minnesota, and the Twin Cities, includes a good summary of the trains currently using this track, including the CP run-through trains. The 560-series trains operate through Noyes, and the 570-series via Portal. Potash trains via Noyes are in the 630–639 series; those via Portal use 650–657. A new unit sulphur train, numbered 616 for loads and 615 for empties, operates from Occidental Chemical near Medicine Hat to Chicago, for interchange to Florida. Train 770 is an infrequent glycol train from western Canada to Chicago. From Crowsnest, B.C., there are coal trains 862 and 870 (for Inland Steel, Chicago), 864 (Acme Steel, Chicago), and 874 (U.S. Steel, Gary, Indiana). Inland Steel is the largest customer, with two or three trains a month.

NEW INTERMODAL SERVICE

CP Rail has introduced a non-stop train service for domestic and international containers, as well as highway trailers, from Vancouver to Winnipeg. The train operates Monday through Saturday, leaving Vancouver at 05:30 and arriving at Winnipeg 48 hours later. This service is designed to compete with trucks. It reduces the trip time by about 24 hours.

—Telegraph Lines

E&N NORTHERN OPERATIONS

The weekly Esquimalt and Nanaimo freight to Courtenay, operating on Tuesdays, usually brings one or two propane cars to the propane dealer and carries out about five cars from the pole company north of town. One of the cars which arrived on October 20 for a load of poles was TH&B gondola 2639.

On October 27, the CP freight (pulled by GP38ACs 3006-3008-3011) came to town with a 20-car train, including 10 empty Soo hopper cars. The cars were loaded with coal on November 2 by a large front-end loader. Brinco Coal Mining Corp. had trucked coal from its Quinsam mine outside Campbell River to a spur on the CP line. The coal was destined for a U.S. customer who required shipment by rail; coal is normally barged out. Brinco planned to ship coal to Courtenay once a week for the next 12 months. Courtenay residents objected to the loading oper-

ations. The ten loaded hoppers taken out on November 3 (by GP38ACs 3000-3012-3008) have been the only coal shipped by train so far. Empty hoppers brought in on November 3 were removed on November 24. Brinco may find another loading site and reschedule times for loading to please residents.

—Richard Vincent

MORE ON LETHBRIDGE

A item in the August 1992 *Newsletter* told of the increased amount of traffic that had been passing through Lethbridge in the summer. The reason that trains were being diverted off the main line was the work on expanding the clearance of the spiral tunnels to accommodate double-stack trains. If it were not for the fact that coal traffic from the Elk Valley is down while three mines are closed, the Cranbrook and Windermere subdivisions would not have been able to handle the additional trains. Therefore, when the tunnel work is complete and if the mines return to their previous levels of production, traffic through Lethbridge should return to its usual level.

VIA RAIL CANADA

SILVER AND BLUE TO THE WEST

After having finished work in Toronto, I returned on the *Canadian* that left Toronto on November 10. It was a comfortable and uneventful trip. The full dining car had just been added back to the train set I was on, as the chefs found it impossible to properly prepare the full menu in the small kitchen of a Skyline car. There were four entrées offered at dinner (including two lighter meals). The train was either on time or early most of the way. A freight with a hot box delayed us over an hour east of Saskatoon, but we caught up to the schedule by Jasper and arrived in Vancouver more than 15 minutes early.

The power for the train was F40PHs 6401 and 6451, to Jasper, where 6401 was replaced by 6452. F40 6452 had arrived from Prince Rupert on Train 6 the previous day, and 6401 would leave on Train 5 three days later. By exchanging one unit on the west-bound train at Jasper, all power for the *Skeena* cycles to Vancouver and Toronto for regular maintenance.

Behind the engines, the consist was baggage car 8610, coaches 8126 and 8124, Skyline 8502, diner *Champlain*, sleepers *Butler Manor*, *Carleton Manor*, and *Draper Manor*, with *Prince Albert Park* bringing up the rear. At Jasper, the train was split between the Skyline and the diner, and coach 8109, Skyline 8512, and sleeper *Franklin Manor*, all from Train 6 of the previous day, were added. So, west of Jasper, the train consisted of one baggage car, two coaches, a Skyline, another coach, another Skyline, one sleeper, a diner, three more sleepers, and the *Park* car.

The cars for the *Skeena* are now turned on the wye at Jasper. Until the major timetable change of this April, there was not enough time to turn the cars, so the seats in the Skyline faced backwards from Jasper to Prince Rupert, where the train was turned so that the seats faced backwards also on the eastbound trip. This was done so that the cars would be facing the correct way on the Jasper-Vancouver leg of the trip on the *Canadian*, where the number of passengers is higher. Now, there is no direct connection between the *Skeena* and the *Canadian* at Jasper, and there is time to wye the cars.

It was an interesting way to see the country in the fall, with blowing light snow west of Hornepayne, over eight inches of snow in Winnipeg, and fairly clear and cool weather until it got warm near Kamloops.

—Gray Scrimgeour

COLLISION AVERTED

On November 12, a loaded boxcar inexplicably ended up on the same track as the E&N Dayliner. The car, from the Top Shelf Feed plant in Duncan, was noticed by a passing CP worker, who phoned the dispatcher. A message was radioed to the Dayliner in time to stop it. The train, which pushed the car back onto the spur, was delayed about 20 minutes.

—Victoria Times-Colonist

NEW EDMONTON STATION?

Preliminary discussions have been held about relocating the VIA station out of downtown Edmonton to a location along either of the Wainwright or Edson subdivisions. This would avoid the need for the long manoeuvre to back into or out of the present terminal, now that it is stub-ended. Construction is nearing completion on the new Grant MacEwen Community College, built on the previous alignment west of the station.

OTHER RAILWAY NEWS

SASKATCHEWAN QUARTER

The 11th quarter in the series of 12 marking the 125th anniversary of Confederation is the Saskatchewan quarter, unveiled in Regina on November 6. The coin shows Government of Canada cylindrical hopper cars passing three grain elevators, behind stems of wheat.



The designer, Brian Cobb, used prairie symbols to show that grain is Saskatchewan's main livelihood.

—Telegraph Lines

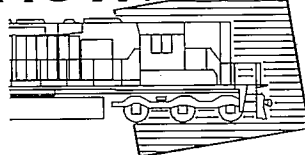
MORE BCR MLWs TO MEXICO

The November issue of *Pacific Rail News* has a photograph of a Santa Fe freight passing through Kansas City, Kansas, on September 2 with five former British Columbia Railway M630s, traded-in to GE, being towed on their way to Mexico. The BCR units were 710, 719, 716, 723, and 707.

ANOTHER ROAD/RAILER

Lawrence Stuckey, writing in *Telegraph Lines*, says that Cando Contracting of Brandon devised a unit much like the Brandt Road/Railer (April 1992 *Newsletter*) when they were tearing up the CPR branches north of Brandon. Lawrence had heard that the unit had been tested successfully on the CP Lyleton Subdivision between Deloraine and Waskada in southwestern Manitoba, and that it may be used for an independent operation of that line.

MOTIVE POWER



John Carter

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CP RAIL SYSTEM

EX-KCS SDs NOW CP UNITS

The former Kansas City Southern SD40-2s, 670-676, should, by the time you receive this, be CP property. Their maintenance base was transferred to Binghamton, New York, from Toronto Yard on October 23. These units have had new seats, radios, and telemetry equipment installed so that they can lead in the U.S. No. 671 was sent to CN's AMF for engine work late in November, and it was still there as of December 5.

A RED BARN IN THE EAST

SD40-2F 9019 was in Saint-Luc for traction motor testing in November. A small decal under the number on the cab side reads "Proud to be part of CP Rail System." While in the east, it was to run an Operation Lifesaver train to Sherbrooke, and it took an acid trip to Niagara Falls. It has since returned to Heavy Haul operation.

SWITCHERS ON THE MOVE

SW900 6710, which is to become a slug, was moved to Ogden via Sault Ste. Marie. After the engine block was removed by ACR for Algoma Steel, the remainder of the unit was taken back to Sudbury before continuing its journey west. • Ex-TH&B NW2 51 went from Aberdeen (Hamilton) to Toronto Yard for repairs before it was to go to Port Stanley.

CP MOTIVE POWER NOTES

As of the beginning of December, all of the 4500- and 4700-series "Big Alcos" were out of service. Only time will tell whether grain and coal shipments this winter will allow the MLWs ever to return to service. • SD40s 5520 and 5547 were on Norfolk Southern for a few days in October to pay off horsepower hours owed by the D&H. • GP38s 3018, 3013, 3015, and 3017 went to Heavy Haul-U.S. (Soo Line) on August 31, September 19, September 24, and October 7, respectively. Of geeps 1511-1513, previously sold to HH-US, 1511 is a GP7; 1512 and 1513 are GP9s.

ADDITIONAL INFO ON 5000s

Thanks to Bruce Chapman for sending along more information on units traded-in on the GP30s and GP35s (August 1992 *Newsletter*):

- GP30 5000 (originally 8200), built with parts from F7B 1902, wrecked near St. Eugene, Ontario, on January 7, 1962.
- GP30 5001 (originally 8201), from F7B 1910, same wreck.
- GP35 5024, from FP7 1401, which hit a washout near Terrace Bay, Ontario, on April 17, 1965.
- GP35 5025, from F7B 1906, retired after the same washout.

CN NORTH AMERICA

MORE UNITS IN CNNA SCHEME

A number of units have begun to appear with a variation on the CN North America paint scheme which debuted on SD40 6000. Units painted CNNA so far include:

- SW1200RSs 1338 and 1392
- GMD1 1166
- Newly-rebuilt GP9s 7073 and 7074

These units all have the red nose, cab, and triangle on the hood, a single white stripe, black hood, and white CN logo. They *do not* have the grey map behind the logo.

—Art Clowes, Ben Mills, BRS Branchline

NEW "TAPER TOASTERS" ARRIVING

Most of the new series (2430-2454) of General Electric Dash 8-40CMs have now arrived from Erie, Pennsylvania. The first two, 2430 and 2431, arrived on November 13, and entered service at Edmonton on November 22. Deliveries had reached 2440 by December 6, and on December 20, 2451 and 2450 were the sole power on Train 219 leaving Toronto. All of the new series will be assigned to western service, based at Calder Yard (Edmonton).

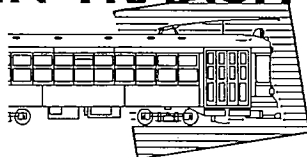
—Earl Roberts, Ben Mills

RECENT WORK AT AMF

Two former CSX Transportation GP40s were rebuilt at AMF for use in a new commuter-train operation in North Carolina. Ex-CSXT 6583 is now No. 1768 and 6803 is now No. 1792. The units were modified with electric generators for heating and lighting, and are now geared for 108 m.p.h.

—BRS Branchline

IN TRANSIT



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NEW EQUIPMENT

TORONTO SUBWAY CAR ORDER

The TTC has approved a purchase of 216 T-1 class subway cars from Bombardier, for about \$1.9-million per car. The purchase still has to receive further approvals from the Metro and provincial governments.

The cars will vary from the this year's earlier proposal for a new generation subway car, largely through the influence of UTDC's new owner, Bombardier. The new cars will have sophisticated chopper control systems (after many problems with the chopper cars it already has, the TTC had wanted to go back to the older camshaft control for the T-1 order), and more significantly, AC motors. Many new urban transit rail cars are being designed with AC motors, which are smaller, use less energy, and are easier to repair.

A further change from previous UTDC and TTC practice is a pre-production test programme, designed to work out the kind of problems that have plagued the TTC's most recent order of subway cars. To test the AC-motor concept, and to see if the new electrical systems will interfere with the existing radio and signal systems, two prototype cars will be delivered in May 1995. The interiors of the cars will be unfinished, and the cars will consist only of the propulsion, braking, and communication equipment necessary to operate the cars and allow testing in their new environment.

Later, in August 1995, a six-car pre-production train will be delivered, and will begin in-service testing. The tests are described as "strenuous," and will last for six months, to allow full evaluation of the cars and equipment. Following the test, production cars will be delivered, at a rate of 70 cars a year, beginning early in 1996. Deliveries would end in 1999. The contract includes an option with Bombardier for up to 286 more cars, for possible use on the first "Let's Move" rapid transit extensions, and for the replacement of the H-2 class subway cars, which reach their 30-year life expectancy starting in the year 2000.

LOW-FLOOR BUSES FOR EDMONTON

Edmonton Transit will purchase 59 new low-floor buses from an unspecified manufacturer, presumably New Flyer Industries of Winni-

peg. Forty-three of the buses will be delivered in the spring of 1993, and the remainder in 1994. Like other Alberta transit agencies which purchased large numbers of buses in the boom years of the late 1970s and early 1980s, Edmonton has not bought a new bus for more than a decade. The purchase of low-floor buses is one move towards improving accessibility and convenience for passengers who find conventional buses difficult to board.

—CUTA Forum

MORE TUF BUSES FOR VICTORIA

Beginning this month, the Victoria Regional Transit Authority is scheduled to receive the first of its 16 additional low-floor buses, also from New Flyer. Victoria was the first transit operator in Canada to introduce the low-floor buses into service, earlier this year. Deliveries should be complete by January 1993.

—CUTA Forum

MONTREAL

ELECTRONIC DISPLAYS IN MÉTRO CARS

Télécity Inc., a Montréal company, has won a contract to outfit all 756 Métro cars with new visual-display boards. The three-colour electronic displays, about the size of a bus destination sign, will provide visual and digitised audio announcements of upcoming stations, connecting routes at each station, and service delay and emergency information. The signs will also be money-makers, both for the STCUM and for Télécity, as they will carry news, weather, advertisements, and public-service announcements. With the STCUM as cash-strapped as ever, the revenue from the advertisements will be welcome.

Télécity has signed an exclusive contract for the supply and operation of the displays, two in each car, next to one door on each side. The cost, to be borne entirely by Télécity, is an estimated \$15-million. Ownership will revert to STCUM after twelve years, with the private company retaining rights to 50 percent of the advertising revenue thereafter.

The company was founded in 1986 expressly with the intent of making money from electronic message boards. The STCUM system was developed with the aid of government grants and loans, and was tested in three cars on Line 2 for six months. Public reaction was overwhelmingly positive.

The system works by transmitting the messages from a central control system to an on-board receiver, via the radio cables that already exist in the subway tunnels. The boards are capable of fairly detailed graphics, and messages can be easily and frequently changed and updated. Not surprisingly, Télécity sees the STCUM contract as only a first step, and has approached the Toronto, Washington, and London, England, transit agencies with similar proposals.

—Montréal Gazette, via R.D. Brown

CALGARY

AC CAR REPAINTED

AC test car 3002 has been repainted from all-white to conventional CTS colours and has retained its number. It can still be distinguished from a distance by its long roof cowlings. One assumes 3001 will be similarly treated.

—Bob Sandusky

OTTAWA

TRANSITWAY CONSTRUCTION

Construction has begun on the east-end Place d'Orléans Station, near the shopping mall of the same name. At the same time, construction is underway on a 5.8 km bus lane along Highway 17, between Champlain Road and the east end of Montréal Road. In the south side of Ottawa, work continues on the south-east Transitway extension from Riverside Station to Hunt Club Road. The segment is scheduled to open in late 1994.

While new construction is ongoing, work is being done on one of the original stretches of the Transitway to fix deteriorating natural rock walls between the Ottawa River Parkway and Pinhey Street. At this point, the Transitway runs in a below-grade cut in the rock. The project, which was planned at the time the Transitway was first built, is a two-year programme to remove loose rock and stabilise the surface of the exposed rock. The walls were left uncovered on purpose from the beginning, in order to avoid the expense of constructing retaining walls.

—CUTA Forum

BACK COVER — TOP

CN SD60 5526, SD40-2 5242, SD40 5111, and SD40-2 5323 lead a train west out of Calgary on the CP Laggan Subdivision, at 11th Street S.W. CN and VIA trains were diverted away from the CN Edson Subdivision one weekend while a bridge maintenance project was carried out near Edson.

—Photo by Bob Sandusky, September 10, 1992

BACK COVER — BOTTOM

This rare view shows the railway terminal at Port Perry, Ontario, looking northwest from the roof at the back of the two-stall engine house. The photo was taken some time between 1871, when the line opened, and 1877, when the extension to Lindsay replaced the steamboat *Victoria* (seen in other photos in the series). Two of the railway's three locomotives can be seen, along with a short passenger train and several freight cars. A history of the Whitby, Port Perry and Lindsay and its predecessor companies appeared in the September *Rail and Transit*, and another article with more information is in this month's issue.

—Rick Jelfs collection

