

Rail & Transit



APRIL 1993



Newsletter of the Upper Canada Railway Society

THIS MONTH

IN RAIL AND TRANSIT

3

CP RAIL SYSTEM'S NEW PAINT SCHEME
Details of the "candy-apple red" scheme, with the "dual-flag" emblem

4

TO THE MAURICIE AND THE ABITIBI
Bruce Cole rides VIA Trains 141 and 143 through northern Québec

6

A WEEKEND IN PENNSYLVANIA
A report on the UCRS excursion last May, by Rick Eastman

7

WILLIAM J. HUCKETT
A profile of "The Showman Mechanic," by Dana Ashdown

8

RESEARCH AND REVIEWS
RAILWAY ARCHAEOLOGY
... Some Montréal railway lines
BOOKS RPOs in Canada
INFORMATION NETWORK
... The CNR at Ogden Point, Victoria

12

TRANSCONTINENTAL
THE RAPIDO VIA timetable changes
THE PANORAMA BCR and VIA news
MOTIVE POWER New orders at DD
IN TRANSIT TTC streetcar trackwork
THE TRAIN SPOTTERS Union Station

ON THE CALENDAR

Friday, May 21 - UCRS Toronto meeting, 7:30 p.m., at the Toronto Board of Education auditorium, 6th floor, 155 College Street at McCaul. Ted Wickson will give a presentation on the railways of Guatemala.

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

UCRS Excursions in 1993 - Preliminary planning has begun for three UCRS trips, based in Toronto. • *May 22 and 23* - a two-day trip to Windsor, by VIA. • *June (date to be determined)* - a day-trip to ride the *R.M.S. Segwun* from Gravenhurst and the South Simcoe Railway. • *July (date to be determined)* - a two-day trip to Sudbury. Please call Rick Eastman to confirm your interest in any of these trips. More details will be in next month's *Rail and Transit*.

COVER PHOTO

The Newfoundland Railway *Foreign Express* (renamed the CNR *Caribou* after Confederation) heads west in the hills just outside St. John's.
-Photo by Ken Smith, 1943



NUMBER 521 - APRIL 1993

Newsletter

MESSAGE FROM THE PRESIDENT

Your Society has existed through the years as a result of the efforts of many dedicated volunteers. These people have served from the board of directors to newsletter distribution to safety on excursions. Their efforts over the years have resulted in the Society growing into the Society we have today.

Unfortunately, things have changed in recent years. The number of people willing to donate time on an occasional basis has fallen to a point where almost all Society work is now done by the board of directors.

But future plans for the Society to help us grow and to expand our membership base will require the effort and input of a group of members willing to work in several areas, such as excursions, marketing, and meeting planning.

One of the most critical problems we face is falling membership. This makes marketing the club our top priority. We need people to promote a marketing strategy for the Society. Everything from advertising to attending the various shows throughout the year. In the excursion area, we need members to suggest trips, organise them, and see to their successful operation.

In regards to *Rail and Transit*, we require people who will identify stores willing to display our publication for sale and to be responsible for distribution to these outlets.

In the meeting end of things, we need assistance in locating speakers for the monthly meetings.

All of these areas I have mentioned are critical to the future growth of the Society. To those who have offered their assistance in the past, and those who currently assist us, I say *thank you*.

I ask you to reflect on the future of your Society and how you can contribute to ensure that our future is one of continued growth and success.

If you can contribute in any small way in the areas I have touched on, please do not hesitate to contact me.

Thank you for your continued support.

-Rick Eastman

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

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

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Completed May 2, 1993

FROM "ACTION RED" TO "CANDY-APPLE RED" CP RAIL SYSTEM'S NEW PAINT SCHEME



—CP Rail System photo

CP has rapidly been completing SD40-2s in its new candy-apple red, CP Rail System, "dual-flag" paint scheme. At the time this was being written, there were up to 12 units repainted. They were:

- SD40-2 5415, formerly Kansas City Southern 670. This is the first of the KCS units to be overhauled. Its headlight was moved to the nose, and the bell was moved to replace the headlight between the number boards.
- SD40-2s 5475 (ex-3247), 5476 (ex-3250), 5477 (ex-3244), 5478 (ex-3246), and 5479 (ex-3248), former Norfolk Southern units with high short hoods, now with the control stands removed and the cab windows blanked-out. (The first unit to be completed was renumbered 5475, and not 5478 as reported in last month's *Rail and Transit* — the units are being renumbered in the order they are overhauled, not in their original order.) No. 5475 has does not yet have the flag applied.
- SD40 5514. (There are conflicting reports as to whether this is a CP Rail System unit, or whether it was the last locomotive to be released in action red.)
- SD40-2s 5878 and 6034. No. 6034 was the first unit in the new colours to be seen in Ontario, leading a grain train from the Soo through London, Guelph Jct., and Hamilton on April 3.
- Soo SD40-2 6607. This is the only unit so far to have been repainted in the Soo Line Shoreham shops in Minneapolis.
- Slug 6713, built from an SW900, on its way to Toronto.
- SD40-2F "Red Barn" 9000, ready to be on show at the Roberts Bank family days on May 16.

Except for 6607, all of the units have been painted at Ogden Shops in Calgary. Expected out soon are 5480 (ex-3251), 5481 (ex-3249), and 5482 (ex-3252).

PAINT DETAILS

Modellers and CP Rail shop employees will appreciate the simplicity of the new paint scheme. The locomotives are painted entirely red above the walkways and entirely black below. All of the lettering and striping is applied after painting, using the new "Diamond Grade" reflective sheeting produced by 3M. This new product is much more reflective than the "Engineering Grade" material it replaces. The new lettering and striping is said to reflect over 90 percent of the light that reaches it. In fact, railfans who have attempted flash photography at night have found that

the lettering reflects back so much light that the rest of the unit can hardly be seen in the photographs.

The units are lettered with both their model and classification under the road number. No. 6034, for example, is labelled as "SD40-2" and "DEF-30v."

Six-axle GM units will have the arrangement shown in the photograph above. At this time, these are the only units being repainted. There are three variations on the scheme on these units, for leaders, B-units, and B-cabs. (The units which can never lead a train do not have the large letters CP on the nose.) The units to be repainted are the SD39, SD40, SD40A, SD40B, SD40-2, SD40-2F, SD60, and SD60M models.

Four-axle GM units will be the next type for which a paint diagram will be completed. The units to be repainted are the GP15C, GP30, GP30C, GP35, GP38, GP38-2, GP39-2, and GP40 models.

Only certain MLW units will be repainted. In the category of six-axle power, the only one is RSD17 8921. The other models to be painted are the rebuilt RS18s and the C424s.

Yard engines and other shorter units will not receive the dual-flag part of the paint scheme, but the lettering will be the same. The units are the SW8, SW9, SW900, SW1200RS, SW1500, MP15AC, GP7, GP9, and F7B models. On some of these, the Canadian yard switchers, another variation of the paint scheme will be applied. The 1500- and 1600-series GP7s and GP9s will be painted in the candy-apple red, but will be lettered CP Rail using leftover stock of the "Engineering Grade" reflective letters. The only "Diamond Grade" to be applied will be the four-inch frame stripe.

The remaining MLW and Alco units, the C630M, M630, M636, RS11, RS23, and RS36 models, are not being repainted, as they are approaching their retirement.

In the early days, until a stock of the "Diamond Grade" lettering is built-up, if an engine is ready to be painted but there is no lettering on hand, then an interim version will be applied. The unit will be painted candy-apple red, and black below the walkways. The "Diamond Grade" frame stripe and unit number will be applied, and a small CP Rail will be painted in white on an access door on the cab side. When the CP Rail System lettering, the dual-flag, and the end lettering is ready, then they will be applied and the small lettering will be painted-over. ■

A TRIANGLE TRIP THROUGH NORTHERN QUÉBEC BY TRAIN TO THE MAURICIE AND ABITIBI

BY BRUCE COLE

Photos by the author

Friday, January 29, 1993. It's that time of year – time to go on a VIA Rail trip. I head into Union Station in Toronto at 08:40 for my 10:00 departure on Train 62, the *La Salle*, to Montréal. I go to the VIA 1 Panorama Lounge to check in.

I board the train at 09:30 on Track 7. The train consists of F40PH-2 6409 and three cars, and the VIA 1 car is located at the tail end. We depart on time at 10:00. Train 41, the westbound *Capital*, is arriving with three cars as we are pulling out of Union Station. It is overcast as we head past Cherry Street and past the diverging point of the Bala Subdivision, picking up speed as we head up the hill to Guildwood.

The tickets are collected, and announcements are made regarding meal times, 11:00 and 12:00 noon, and about the choices available. Today there are three choices, beef or ham, which are hot, plus chicken and shrimp, which is cold. I chose the chicken and shrimp, but it must have been popular, because there was none left by the time they got to me. I chose the beef instead, to be served at noon.

Three VIA 1 passengers board at Guildwood. At Pickering, we move to the north track, and we are now travelling so fast beside Highway 401 that the cars appear to be standing still. There is very little snow on the ground at this point, through Ajax and Whitby. I first hear the train's whistle used at Whitby, where I also note that the extension of the GO Transit commuter-train line to Oshawa is well underway.

We overtake an eastbound freight train at Bowmanville, and after having crossed the bridge at Port Hope, we move back onto the south track. The westbound *York* from Montréal, Train 61, passes us. At Cobourg, the CP Rail Belleville Subdivision moves to the south of us. We meet a westbound freight east of Grafton. Along this stretch of track the telegraph poles have their wires still attached; nearer Toronto, the wire has been removed from the telegraph poles.

At 11:00, hot towels are handed out and bar service begins. Lunch is served as we leave our first passenger stop at Kingston, on time at 11:57. First, the attendant brings salad, a roll, and an assortment of cheeses. After that comes the main course, and the beef is very hot.

Our arrival in Cornwall is on time at 13:19. The westbound

Meridian passes us at the Cornwall station. The trip continues to be uneventful to Dorval, where I leave the train. I meet friends at the station, and spend a few hours until the next part of this trip.

It is 19:30 when I arrive at Central Station, which is not too busy tonight. The *Ocean* has just left. I am boarding one of VIA's no-name trains, Train 141 from Montréal to Senneterre. I board on Track 14 at 20:10. Today's train has FP9s 6310 and 6311, both freshly painted, baggage car 9617, coaches 5473 and 3033, and sleeper *Edmundston*. I have a bedroom in the sleeper, and am the only sleeping-car passenger.

We leave at 20:30. I walk through the coaches and see that there are only 20 passengers. From Central Station, we travel west on the Montréal Subdivision, then north on the Saint-Laurent Subdivision, between the CN Taschereau Yard and the CP Saint-Luc Yard. Then, we are travelling east. When we cross the Mont-Royal Subdivision at Jonction de l'Est, we have made almost a complete circle.

Our first stop is at Pointe-aux-Trembles, at the east end of the island. After there, Train 141 is on the Joliette Subdivision, passing through places such as Salomé, Crabtree, Saint-Barthélemy, and Saint-Justin. I follow the route on a Québec road map.

It is very quiet on the train. All the staff are in full uniform and are very friendly. The car attendant tells me that at this time of year it is usually very quiet, but in the summer there are many people travelling into the north to go camping and fishing. I can tell this is a community train; it stops anywhere and for anything.

I am in the lounge and it is very quiet. Train 141 is over one hour out of Montréal and still in a built-up area. Even though the rail here is all welded, in the old cars you sure bounce around. Back in the sleeper, the attendant has sold some space to coach passengers. We stop at Shawinigan. There is more snow outside, but it is still foggy and mild with freezing rain. The station is the solid brick kind, and is very clean. There is a very large yard here for pulp and paper products.

Triage Garneau is a full yard with maintenance facilities. I count 18 locomotives, three ploughs, two spreaders, and a dozen cabooses. Train 141 goes onto the Lac Saint-Jean Subdivision for about 25 minutes until Hervey, then on to the La Tuque Subdivision. The station at Hervey is wood and well-maintained. Hervey is where the track splits – one line goes to Chicoutimi and the other to Senneterre – and where I turn in for the night.

When I wake up, it is 06:45 and we are stopped. There is snow outside, but it does not look too cold. Train 141 is in Parent, on the Saint-Maurice Subdivision, in a setting of rolling hills with lots of cedar trees. The track is very good.

I go to the snack bar for breakfast, but there is not much to choose from. I just have toast and juice. The service is very good, but everyone is already smoking at 07:15.

After breakfast I walk through the train; there are 15 people in the coaches and the car attendant tells me that there were only two other sleeper passengers. He also tells me that last weekend it was 35 degrees below zero in this area; it is now four degrees above zero and raining lightly. My car attendant was a CN employee and has been working for 41 years. For



18 years, he worked from Montréal to Winnipeg.

Train 141 is running about 30 minutes late at this point. It is difficult to take any pictures as the track and all the surrounding land are flat. Most of the passengers on the train are getting off in Senneterre, and a few are getting off along the way to trap beaver and otter. Most of the stations along this portion of the line are isolated, with no roads. I notice at Clova that mail bags are being taken off the train.

The speed limit on this portion of the line is 40 m.p.h. At Monet, Train 141 is put into a siding. As we wait for an eastbound freight, it is overcast and the rain has changed to snow. The freight shows up with five engines and 84 cars, many of them tank cars. I get some good pictures.

Arrival in Senneterre is on time at 10:30. There are only eight passengers by this time. The temperature is mild, so I leave the train to walk around and I get some great pictures. Senneterre is a full maintenance facility. I count 15 engines, plus there is a huge marshalling yard.

At Senneterre, the train becomes Train 143 to Cochrane on the Taschereau Subdivision. The sleeping-car attendant and the snack bar attendant leave the train here, to stay overnight and get back on tomorrow for the trip back to Montréal. The coach with the snack bar and the sleeper are closed off. Therefore, I get a couple of sandwiches before I reboard, as there is no food service. The coach was not cleaned, so we have all the garbage from Montréal. A caboose is added on to the rear; the conductor says it is needed in Cochrane for snowplough work.

Six passengers are on the train now with four crew, as we pull out on time at 11:05. There are many speed restrictions, so to travel the 184 miles it will take about 6½ hours. This area is much more built-up, with several small towns and many farms. There are lots of whistles as we cross highways and local roads.

At Barraute, the Chapais Subdivision joins this one. This track goes north for 200 miles to Chibougamau, but the part of the line beyond Franquet has been out-of-service for several years. There is also a large wood mill at Barraute.

At Amos, we pick up a some passengers – a couple of adults with young children, travelling between a few stations, just taking the kids for a ride. We pass another mill, where there are lots of boxcars and lumber cars.

Arrival at Taschereau is on-time at 13:01. On Tuesdays and Thursdays, this train stops here, is wyed, and returns to Senneterre and Montréal. Until a couple of years ago, all three trains each week would travel to Cochrane, but the track is not very good west of Taschereau and when the speeds were reduced, the train could no longer return the same day, so now it is only done westbound on Saturday and eastbound on Sunday.

After Taschereau, only four passengers remain. West of La Sarre, I am the only passenger, and I feel as if I have chartered a train which you and I, the taxpayers, are paying for. The only service from La Sarre to Cochrane is this train today and tomorrow; there are no freight trains. The only other movement is during the winter, when a broom plough is used to keep the tracks clean. One had been over the line recently.

There is a 30 m.p.h. speed limit all the way to Cochrane, but even at 30, it is a very rough ride. At Cochrane, the train is wyed and then backed into the north track of the station. It has been a very enjoyable 21 hours on the no-name train. The staff have been excellent. The Cochrane station has been rebuilt, and now contains a hotel, a restaurant, the train station, and the bus depot. I stay here for the night. Because of the rough track we



have travelled over, I still feel as if I am on the train for several hours after our arrival.

On Sunday morning, it is snowing while I have breakfast. I'm outside at 08:30 to get some pictures of the *Northlander* as it backs out of the yard to the station. Ontario Northland uses the south side of the station and VIA uses the north side. The *Northlander* today has GP38-2 1803, electric generator car 203, three rebuilt GO Transit coaches, and a snack car. Twenty passengers board at Cochrane, and we pull out promptly at 8:50.

The interiors of the rebuilt cars have been done very nicely in greys and pastels, but I find with these former GO coaches that the ride is very hard. I see Train 144 for Senneterre being backed in to the station. ONR has stored a number of old VIA cars and GO coaches in their yard.

We are travelling at 65 m.p.h. on the Devonshire Subdivision through lots of snow to our first stop at Porquis. I am able to ride in the cab of 1803 on the Ramore Subdivision with the snow falling. I get lots of pictures. At Swastika, earlier that morning, an ONR train went on the Kirkland Lake Subdivision to Noranda. After Englehart, we are now on the Temagami Subdivision. The operating and running crews are excellent.

At Temagami, I go back to the coach. On walking through the train, I see that there are 35 people travelling. I go to the snack car – it is cafeteria-style with an attendant to warm up any food. The selection is excellent and the layout in the car is very good. The food I have is fresh and the attendant is cheerful. There is a petition on-board in the snack car lobbying to bring back the overnight train and to keep this train.

The next stop is North Bay, and there is a steady snowfall outside. The closer we get to North Bay, the heavier it is snowing. Our arrival is on time at 13:50. The CN crew takes over now for our run to Toronto. The *Northlander* departs promptly at 14:00. Announcements are made and tickets are collected. There are 43 people on board.

Off the ONR tracks and onto the CN Newmarket Subdivision. We pass over the CP line and there is a two-engine freight train. At South River, it is still snowing out, and two passengers get on. We meet the northbound *Northlander* at Burks Falls. At Huntsville, the local switcher, GP9 4125, is in the siding.

At Washago, there is a four-engine freight on the Newmarket Subdivision, ready to travel to North Bay. As we head south on the Bala Subdivision, at 17:50, we are put into a siding for a northbound freight, with a 30 minute delay. We arrive in Toronto 30 minutes late at 19:05.

It was a very enjoyable 2297 km. The VIA and ONR staff were all good, and it was especially fun to travel in northern Québec. ■

UCRS EXCURSION – VICTORIA DAY WEEKEND, 1992

A WEEKEND IN PENNSYLVANIA

BY RICK EASTMAN

Photos at Horseshoe Curve by the author

Saturday, May 16, 1992, found me responding to a six o'clock alarm faster than I would on a weekday. The reason? A UCRS excursion to Altoona, Pennsylvania, and Horseshoe Curve.

Seven o'clock found me at Union Station in Toronto loading the faithful on board our van and setting out under a clear blue sky – something that would change as we headed south. At Buffalo, the border formalities were taken care of and we continued south. As we neared the Pennsylvania state line, we observed that the sun had disappeared and rain had started to fall. As we drove further into the Allegheny Mountains, the rain and fog had reduced visibility to almost zero, but had not dampened our spirits.



We arrived at the curve about mid-afternoon. What greeted us there was a scene of change. The road from Altoona had been relocated through the old parking lot and a new parking lot was now located on the alignment of the road. Next to the parking lot was the recently-opened gift shop and interpretive centre. At the rear of the interpretive centre is the lower terminal of the newly-constructed funicular railway to the track-level park. The cars of the funicular are painted in Pennsylvania Railway maroon with gold pinstripes and keystone emblems.

The centre tells the story of the curve in photographs, artifacts, and movies. A charge of \$1.00 gave us a round-trip fare on the funicular. The upper terminal leads to the viewing area at track level. We rode up and settled into the picnic tables and park benches and viewed the constant parade of Conrail freights. I noted that the GP9 locomotive displayed at the upper level had been moved several yards east, to make room for the upper terminal of the funicular. One other feature not installed at the time of our visit was lighting, the wiring and mounting blocks for which were positioned along the fence by the tracks.

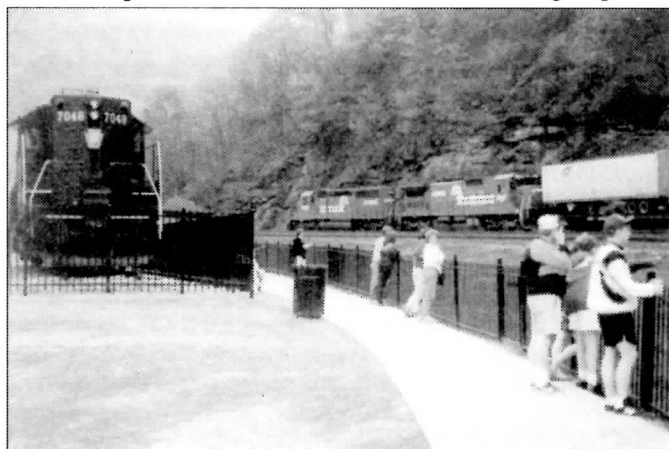
As evening approached, we departed for our hotel in Johnstown. As we drove through the dusk, I concluded that they had done a good job in upgrading the facilities. The interpretive centre and gift shop are first-rate and the funicular opens up the show for everyone. The only two nits I can pick are that the parking lot is too small and that the hours of operation – 9:30 a.m. to 7:00 p.m. – are not suited to all-day train-watching. Having said that, I should also say that these two areas are being

reviewed by the people who operate the facility. As I stated, our hotel was in Johnstown – of flood fame and also known for a fleet of PCCs, unfortunately long gone. We settled into our rooms, then met for dinner and a few ales in the hotel lounge.

Sunday started early with a stop at South Fork. A road bridge over the Conrail main line and a river, which we had in the past used for photography had been demolished, effectively splitting South Fork in two. But we did not let us stop us. We set up by the junction with a coal branch and photographed several Conrail freights and the eastbound Amtrak *Broadway Limited*. About mid-morning, we headed for Altoona, stopping at several locations to photograph freights.

We eventually wound up at a footbridge downtown, just west of the Amtrak station and overlooking both Conrail and the Railroaders' Memorial Museum. The parade of Conrail freights continued, and just to spice things up, this location is just west of Alto tower, where the helper units are added to and taken off freights. Mid-afternoon came along and this brought the westbound and eastbound Amtrak *Pennsylvanians*. The eastbound train had the first-class car running to New York.

After Amtrak, we drove to the museum and spent about an hour there. The museum is well worth the time, with indoor exhibits and a collection of locomotives and cars outside. Next stop was an area by the tracks frequented by the local railfan community. Conversation with one of the area fans resulted in us being taken to an area called the brickyard, an open location with a cliff on the north side just made for photography. And Conrail cooperated with several trains and a returning helper set.



We headed west and stopped at Gallitzin, the location of the tunnels at the top of the hill. We were rewarded with a westbound and two eastbound TV intermodal trains at the twin tunnels and a mammoth coal train at the single tunnel. As dusk was now settling in, we departed for Johnstown and stopped at the incline. We rode to the top for a panoramic view. Plaques around the lookout explain the flood and the results.

Through binoculars provided at the viewing area, we were able to see what appeared to be a small locomotive facility and decided to investigate. The facility was located in the Bethlehem Steel complex. As a result, we could not get close to it. Unfortunate, as the mill also had a railroad, ranging from narrow-gauge to standard, winding through the plant. As night finally set in, we returned to the hotel.

Continued on Page 7 ►

THE SHOWMAN MECHANIC WILLIAM J. HUCKETT

BY DANA ASHDOWN

One of the more colourful figures in Toronto's early railway history was William J. Hockett, the Ontario, Simcoe and Huron Union Railroad's first master mechanic. Born in England in 1821, Hockett arrived in the city in October 1852, having been entrusted by the Portland Company (a Maine locomotive builder) with the Ontario, Simcoe and Huron's first locomotive, the *Lady Elgin*, and stayed on in the service of the railway as master mechanic, joined by his brother Josiah who signed on as an engineer in charge of the fleet-footed *Josephine*.

William J. Hockett was more than just a mechanic, however, for he was gaining a reputation as something of a hands-on troubleshooter and doubtless lent the benefit of his experience to his new employer. In 1851, for instance, he was involved with the Buffalo and New York City Railroad (formerly the Attica and Hornellsville) — a constituent of the six-foot gauge New York and Erie Railroad — then in the process of building a branch line to Buffalo, New York. Anticipating the opening of the initial leg, Hockett had been charged with the company's only engine, the former New York and Erie No. 4 *Orange* which, according to the *Hornellsville Tribune* of December 3, 1851, "has been put in fine running condition by her engineer, W. J. Hockett;" on January 22 of the following year the *Orange* hauled the first passenger train on the line. But the saga doesn't end with that. In June of 1852 the Buffalo and New York City's bridge over the Genesee River had yet to be finished, and with track already laid on the opposite side, a locomotive was needed there to continue the work forward to Buffalo. The 15½-ton *Orange* was consequently dismantled, transferred across the river, and reassembled within a matter of three days. A few months later, William J. Hockett was driving the first train ever to penetrate into the city of Buffalo.

Hockett's record of firsts was maintained in Toronto, being the first to pilot the *Lady Elgin* in October 1852, itself the first steam locomotive in Upper Canada, with his brother Josiah firing. When James Good's newly-finished *Toronto*, the first railway locomotive ever built in Canada, hauled the first revenue passenger train out of the city on May 16, 1853, Hockett again manned the throttle.

That William J. Hockett was something of a tinkerer can be gauged by his 1854 patent for an "Improved signal light for railways." At heart, though, he was a showman. In January 1849, builder John Ritchey opened the Royal Lyceum Theatre on King Street, being the first brick playhouse in Toronto; but by 1852 it had become tarnished and destitute. Hockett acquired it, rejuvenated the hall, and placed it in the very capable hands of American actor John Nickinson, whom he had met in Buffalo. The footlights shone bright again on opening night, March 28, 1853, when the Royal Lyceum Theatre raised the curtain on *The Rough Diamond*.

By the end of 1855, the Ontario, Simcoe and Huron was in a financial muddle and many of the old guard found themselves being replaced by more experienced talent recruited elsewhere. Hockett was amongst those replaced, yet it was not long before he had opened business on his own account with the "International General Blacksmithing and Horse-Shoeing Establishment" on Queen Street West at College (now University) Avenue. There is no hint from the name that Hockett's

establishment carried out any railway work, although there is proof that he did so for at least one company: the Port Dalhousie and Thorold Railway, better known as the Welland Railway, which ran between Lake Ontario and Lake Erie by way of St. Catharines. In May 1857 a contract was entered into between the two by which Hockett (identified in the documents as a machinist) agreed to supply "all the Points and Switches required in the construction of the First Track, of the Extension of the Railway . . . to Port Colborne, and such others as may be required on the portion of their line already built, and at the Port Dalhousie and Port Colborne Termini," amounting to at least thirty sets but not to exceed forty. According to the terms set down by chief engineer Francis Shanly, Hockett was expected to erect a blacksmith's shop at St. Catharines for the purpose and to carry out any repairs needed to the existing points and switches on the line. For a completed set of new points and switches Hockett was to be paid \$65.00, and further compensation was allowed for repairs and related items done for the railway; the whole of the thirty sets of points and switches to be delivered by October 1, 1857.

The railway almost certainly supplied the rails, but William J. Hockett's operation was not a foundry, and so the source of the cast-iron rail chairs specified for the switches is something of a mystery, although one Toronto firm, Messrs. William Hamilton and Son, St. Lawrence Foundry, did make them, and it is likely that Hockett obtained them there.

The Port Dalhousie and Thorold Railway contract may have represented the last major job done by Hockett prior to divesting himself of the International Blacksmithing and Horse-Shoeing Establishment. Perhaps he was feeling too confined, for in 1858 both he and his brother were engaged on the Grand Trunk's Port Huron—Detroit, Michigan, branch, upon which William drove the inaugural train into Detroit. In 1865, William took the first train into Kansas City, the place to which he eventually retired, passing away in 1904 — a showman to the end.

A WEEKEND IN PENNSYLVANIA

► Continued from Page 6

The next morning, we checked out of the hotel and headed for Cresson. Just east of Cresson, we stopped at an overpass where the Conrail main splits for the Gallitzin tunnels. This spot yielded several freights, including an eastbound coal train with at least 130 cars with four road engines on the head-end and four pushers on the rear. The next train was as opposite as can be: an SD45-2 helper unit, six boxcars (mostly BC Rail, oddly), and another SD45-2. As time for the curve to open approached, we headed east. We paused at the curve for several trains, then headed downtown to the hobby shop, and emptied our wallets.

We then had lunch and headed for home. The drive home was spiced up by an Allegheny Railway switcher at Wanen, Pennsylvania, switching a paper mill. Arrival in Buffalo was early, so we headed for the Amtrak station in Depew. After several more Conrail freights and the Amtrak *Maple Leaf* for Toronto, we headed for the local Ponderosa and dinner. We then recrossed the border and made for Toronto.

At Union Station we said our goodbyes and parted, with all who attended having enjoyed a good weekend away and looking forward to the next excursion. ■



RESEARCH AND REVIEWS

Just A. Ferronut's Railway Archaeology

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Some Montréal railway lines

J. M. Harry Dodsworth sent me a note about a street sign reading "rue de la Station" he had spotted while driving west on rue Notre Dame, west of Atwater, and he wondered what station it referred to. I had my suspicions, but took a drive down to check it, and remembering the number of people who have reminded me that the railway lines around Montréal are more confusing than our language, I considered that this would be a good time to see if I could start to change that.

While the CP Rail family of railways have had their track changes and relocations, compared to those within the CN Rail group, they are minor. The section "How far is it from Montréal to Toronto?" on Page 9 of the July 1992 *Newsletter* alluded to some of the changes made on that route. So, with Harry's question, let's look at some of the changes that have gone on within a few miles southwest of Montréal's Central Station.

The first line on the Island of Montréal was the Montreal and Lachine Rail-Road Company. This company, incorporated in 1846, opened its nine-mile line from just east of what is now rue Peel (GTR Bonaventure Station) to the Lachine Wharf on the St. Lawrence River, above the Lachine rapids, on November 22, 1847. The M&L line extended west along the south side of rue Saint-Jacques and then followed the north side of the Lachine Canal. Most accept that the name Bonaventure for this Montréal station comes from the earlier name of rue Saint-Jacques: it had been called St. Bonaventure Street in the area of the station.

The M&L's east terminal station was on the west edge of Montréal's business centre of the time, which was along the harbour almost a mile to the east.

Shortly after the opening of the M&L, the development of the railway system that was to become the Grand Trunk Railway Company of Canada was gaining momentum. Back in 1846, the Montreal and Lachine Rail-Road Company wasn't the only company getting a charter; the Montreal and Kingston Railroad Company also obtained one. As its name states, it was to build a railway from Montréal to Kingston.

In 1851, two other companies were chartered. One was the Kingston and Toronto Railway Company and the other was the

Montreal and Kingston Railway Company. The M&K's charter also permitted it to purchase the Montreal and Lachine.

With the construction pot really starting to simmer, the Grand Trunk Railway Company of Canada came on in force in 1852 with three charters that not only permitted it to build a rail line from Toronto to Montréal, but also to unite the two smaller companies mentioned in the above paragraph and reimburse their shareholders for expenses. The third charter was for the construction of a bridge across the St. Lawrence River at Montréal.

Traffic through the M&L Bonaventure station increased in 1852 with the opening of the line from Caughnawaga to Mooers, New York. This new south shore line was connected to the M&L by ferry service between Caughnawaga and the Lachine Wharf. The service was an alternative for New York traffic that had been directed over the Champlain and St. Lawrence through Laprairie until 1851, when it was diverted through St. Lambert.

So, at this point, our map would have one line, the M&L, from Bonaventure heading for Lachine. The second line would be added with the official opening of the Grand Trunk line from Montreal to Brockville on November 19, 1855. Now, while the GTR had gained control of the M&L in 1853, the GTR did not use the M&L Bonaventure station as its first Montréal terminal. The GTR instead used a station called Point St. Charles, near rue Wellington. The first Point St. Charles station was a combined station and freight shed and was not greatly appreciated by Montréal's business travellers.

The M&L station wasn't used since the M&L had been constructed to a 4'-9" gauge, whereas the GTR was built using the 5'-6" gauge. This fact also raises another question, one I don't have an answer for; maybe some readers can steer us to the answer. A look at our map shows the Point St. Charles station location, and then the line passing the Hibernia Road station — but because of the gauge problem, the question — did the GTR follow the present route via St. Henri Junction, or did it follow its St. Paul Branch past the St. Paul station (not shown) then across the Lachine Canal and the M&L and on to Montreal West and Blue Bonnets? These two stations are not shown on the map, but are listed as 4.95 and 5.39 miles respectively from GTR Bonaventure in the 1907 GTR Inventory. A check of a 1856 list of stations doesn't help, since it lists Montréal and then Blue Bonnets at Mile 5. Anyway, by the end of 1855 our map has its second railway extending from Point St. Charles to the top left corner of our map.

December 17, 1859, was an important date in the railway history of Montréal, with the opening of the Victoria Tubular Bridge across the St. Lawrence River. This bridge completed the connection between the GTR lines at Point St. Charles and its lines on the south shore and permitted passengers to travel directly in the comfort of a train from the year-round seaport of Portland, Maine, to Montréal, Toronto, and beyond. The Prince of Wales formally opened this structure on August 25, 1860. So, with this opening, our map gets a little more track, the line from the Point St. Charles station along what is known today and shown as the Freight Connection and along Bridge Street to the Victoria Bridge.

As I mentioned, Montréal wasn't pleased with the GTR's Point St. Charles station in a freight shed, especially after it became the hub of the GTR network. Starting in 1860, and for

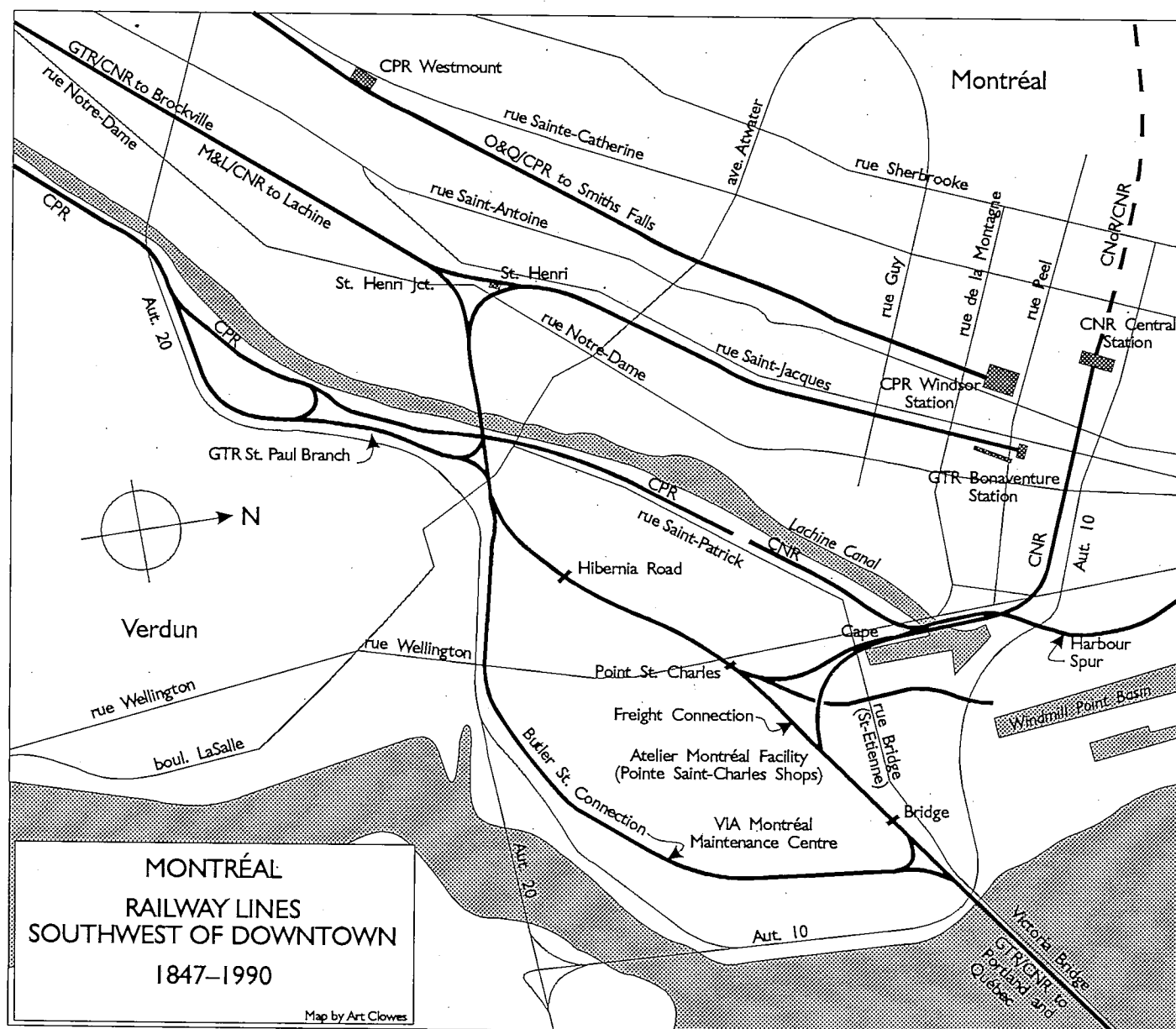
the next couple of years, efforts were made to have a new GTR terminal constructed near the waterfront, downtown, off the right-hand side of our map. The Montreal Railway Terminus Company was incorporated in 1861 for this purpose, but the physical and financial obstacles were too great, so the decision was not to tear down half of the city, but to upgrade the existing M&L Bonaventure station.

The Grand Trunk added a third rail into Bonaventure Station with dual-gauge rail service in the station starting on January 26, 1862. Other work to upgrade and expand the M&L Bonaventure terminal began in the spring of 1864. The third-rail configuration was also extended across the Victoria Bridge to permit Vermont Central trains to travel into Montréal. This three-track configuration lasted until the early 1870s, when the GTR converted to standard gauge. This track construction and upgrade established the wye configuration trackage at St. Henri. My 1907 GTR Inventory lists a station at St. Henri (1.50 miles from Bonaventure) as being a single-storey brick station 27 by 98 feet with a slate roof, and plans show it on the south side of the former M&L line. So, rue de la Station is the short street that would have provided entrance from rue Notre-Dame to this

station. All trains to and from Bonaventure Station, whether heading across the Victoria Bridge or to the west, would pass the St. Henri Station. This location was originally called Tanneries Village, and no doubt some form of station had existed at this location since the opening of the M&L.

Railway traffic in Montréal continued to increase. GTR industrial trackage was extended eastward into the harbour area. The Harbour Spur, constructed eastward from the Point St. Charles station area, had an extra two miles of track added to it in 1871. A 1952 track diagram shows that the spur to Windmill Point Basin (Bassin de la Pointe du Moulin à Vent) was 1.04 miles long.

The next line to appear on our map was competition – what we now know as the CPR's line from Windsor station to the West Island and on to Smiths Falls. The Canadian Pacific leased the Ontario and Quebec Railway in 1884. The O&Q had been chartered originally in 1871 to construct lines in Ontario that would connect with railways in Québec. The line was finally extended into Montréal and the CPR opened its line from Windsor Station to Smiths Falls on August 15, 1887. The station that was opened at the eastern end of this line in 1887 was not



the Windsor Station we know today, but rather a frame structure that was used for about two years. The structure we see today, designed by Bruce Price, was opened for rail service on February 4, 1889.

This line and these stations were not the first for the CPR in Montréal. The CPR's first line and stations were a mile or so to the east. While not part of this story, CPR's first train to Vancouver left from Montréal some three months before the Smiths Falls line was opened. However, it left from a small red brick station built in 1883 at Dalhousie Square, a mile or so east of Windsor station. It was also from this east-end station that CP's first *Pacific Express* left for Port Moody at 8:00 p.m. on June 27, 1886. In the realm of Montréal stories, it is also interesting to note that since the CPR didn't have their line completed through Northern Ontario, Mr. Van Horne, with an official party, left the GTR's Bonaventure Station for Chicago and the west in August 1883 for the opening of the CPR line into Calgary.

The new Windsor Station made the GTR reconsider the status of its Bonaventure station — the result was the expenditure of \$300 000 for the demolition of the old wooden station in 1887 and the construction of a magnificent new three-storey, three-towered brick structure, which was opened in 1888. The plain two-storey structure we remember from the late 1930s was the result of the reconstruction of this depot after a fire in 1916. A second fire in August 1948 that destroyed the adjacent freight sheds also damaged the station to the point that the remaining commuter service was transferred to Central Station and the old depot demolished.

Another section of track that is important today, but for which I haven't been able to track down its origin, is the Butler Street Connection, used for freight trains to by-pass the congestion between the Pointe Saint-Charles shop, the VIA Montréal Maintenance Centre, and Central Station. While it is in conflict with dates shown in a CNR bridge list, a 1929 map shows a proposed connection and new yard trackage to the west of the Point St. Charles shop about where the Butler Street Connection is.

While the Canadian Northern Railway had reached its new town of Mount Royal, Québec, by 1916, it wasn't until October 4, 1918, that electric trains were running through the Mount Royal Tunnel to Tunnel Station. Work on the tunnel was started in 1912 and some trains operated through it as early as 1916.

The formation of the Canadian National Railways in 1919 created the situation that it had two stations in Montréal — Bonaventure and Tunnel. While numerous plans were developed, it was about fifteen years before a final decision was made. Proposals in the late 1920s included a tunnel connection between CPR's Windsor station and the CNR Mount Royal tunnel to access a new "central station" that would replace Tunnel Station. CN trains to and from the west would reach the new station by a new belt line from the west island to the Canadian Northern line north of the Mount Royal tunnel.

Finally, the decision was to build what we know today as the viaduct from Central Station, south to connect to existing GTR/CN freight lines near CN Cape and the older GTR mainlines near Pointe Saint-Charles. So, 1942 saw this last main line segment of our map put in place.

The GTR/CN lines on our map have been identified with various subdivision names over the years, but that is a topic for another time.

Before we close this chapter on the area, we should take a quick look at its stations.

The CPR has its limestone Windsor Station, with its castle-like architecture. They also have the single-storey brick station

located 1.9 miles west at Westmount, although now out of use. When opened in 1889, this station was known as Cote St. Antoine.

CN Central Station, now buried amongst the surrounding skyscrapers, is a clean-lined brick structure with a functional grand hall. A few railway offices are located over part of it. This station replaced the previous Tunnel Station with its canopy-covered open platforms located in a hole below Dorchester Boulevard (now boulevard René-Lévesque).

CN Cape is just a timetable station for the switch located where the trains from the west and the east join for their final 1.2 miles into Central Station.

In the days of commuter trains to the south shore, there was a commuter station at Bridge. The underpasses and stairwells for this depot still exist. This station, near the end of the Victoria Bridge, was used by shop workers from the Point St. Charles shops and the residents of the former community known as "Goose Village" on the east side of rue Bridge. This community was demolished to make way for some of the Expo 67 facilities.

I have mentioned the early station at Point St. Charles. The GTR built a new single-storey brick station here in 1901. This station that had a sheet iron roof was 13 by 73 feet.

The GTR's 1907 list shows the Hibernia Road station as a small octagonal wood shelter that was 6.5 feet on each side.

The St. Henri station has been mentioned. The 1887-88 Bonaventure station was 98 feet by 235 feet.

St. Paul, on the branch of the same name, had a wood frame station constructed in 1894 that was 18 by 36 feet.

CP Rail's Saint-Gabriel Subdivision

Sandy Worthen has sent a number of interesting questions about Québec railway lines. A couple of them relate to the reference to the abandonment of a portion of CP Rail's Saint-Gabriel Subdivision in the January 1993 *Rail and Transit*.

One of Sandy's questions was about the origin of this line, as some of the lines in this area are among the oldest in the Canadian Pacific Railway Company. The 27.6-mile long Saint-Gabriel Subdivision was built by two companies northward from Lanoraie on the CP's Montréal-Trois-Rivières-Québec line. That line had been incorporated by the North Shore Railway Company (Quebec) in 1853 but the first train from Québec did not reach Montréal until February 1879. This same company built the 16.7 miles of the Saint-Gabriel Subdivision from Lanoraie to Saint-Félix-de-Valois (called St. Felix by the CPR). The remaining 10.9 miles to Saint-Gabriel was constructed by the Joliette and Brandon Railway Company, which was incorporated in 1886.

The second point is one more of clarification. The NTA order that permitted the abandonment (and thus the sale) of the line from the north side of Joliette to a point at Mile 17.80 (north of Saint-Félix) merely relieves CP Rail from its obligations to maintain and operate this approximately 10 miles of railway. This means that Bel-Gaz Limitée now owns the track like any other private siding. If Bel-Gaz operates over the line it would need to comply with provincial requirements. If CP operated on it, it would need to be deemed safe under federal requirements.

Gord Webster notes that he does not know how much of the track beyond Mile 8.04, the boundary between CP and Bel-Gaz ownership, is still intact, as the line was out of service for some time north of Mile 7.5 due to construction. Bel-Gaz also has a siding running off the former CP main track, located at Mile 7.91. CP received permission over a year ago to abandon the subdivision north of Mile 7.1, to the end of track, effective December 25, 1991. The line originally ran to Saint-Gabriel, Mile 27.6, but was cut back to Saint-Félix early in 1983.

Hanna, Alberta — clarification

I slipped up again. I had used a piece from *Telegraph Lines* on Hanna in the February 1993 column without fulling checking my files. Bob Sandusky sent me a note to point out that some of the information was a bit out of date. Bob had an article in the October 1992 *Rail and Transit* on a trip he took though southeastern Alberta in August 1992.

Bob points out that on his inspection last year, the track was on the turntable, but nothing beyond that to any of the stalls, and only a single track came from the yard to the turntable. No track was visible in any stalls.

Books

ON TRACK: The Railway Mail Service in Canada

BY SUSAN McLEOD O'REILLY

Published by the Canadian Museum of Civilization, Hull, Québec J8X 4H2. Price, \$39.95 hardbound, \$17.95 softbound; 150 pages.

This book is based on an exhibition entitled "On Track," shown at the National Postal Museum in 1991. It is a social history of the railway mail services from 1836 to 1971, aimed at the general reader. It has wonderful illustrations both of artifacts in the exhibition and of railway mail clerks at work. Other photographs show the catchpost system for picking up mail bags on the fly. The book ends with a 20-page section illustrating some of the postmarks applied to letters passing through the railway post offices. The text is suitably supported by quotations from documents in the National Archives of Canada, the Reports of the Postmasters General, and interviews with former mail clerks. This book covers the subject from an angle previously not examined and is certainly a welcome addition to my library.

While the list price of the softbound book is \$17.95, I paid \$14.95 at Munro's here in Victoria.

—Gray Scrimgeour

BURLINGTON NORTHERN AND ITS HERITAGE

BY STEVE GLISCHINSKI

Published by Andover Junction Publications, P.O. Box 1160, Andover, New Jersey, U.S.A. 07821. Price, \$59.95; hardbound, 192 pages.

I was certainly pleased when I examined and read my copy of this book. It is an outline of the origin of BN, and its development from 1970 to 1991. The first quarter of the book deals with the precursor roads — CB&Q, GN, NP, and SP&S. The unification and BN's first decade are described next; then comes the addition of Frisco and the 1980s, including a few pages on associated regional roads. The second half of the book is devoted to describing current operation, division by division. A short final chapter features cab units. It's a well-balanced presentation of the railway, including suitable reference to Canadian operations. All of the many photographs are in full colour. Maps of the system in 1970 and 1992 and maps of the precursor roads and BN divisions are included, and there's a page explaining BN train symbols. Page layout and production is excellent. I give this book a strong recommendation.

—Gray Scrimgeour

New Books

The 1993 edition of the *Canadian Tracksides Guide* was released in March. Most readers will need no description of this book to know that it is an essential source for those who follow contemporary railway operation in Canada. Available from the publishers, Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1, for \$15.95 plus \$2.00 postage and handling.

—Pat Scrimgeour

Information Network

Question from: **Ted Deller** (January 1992 *Rail and Transit*)

Subject: **CP work service cars**

Does anyone know the background on CP Rail work service cars 415616 and 415615? They're both former steam locomotive tenders, modified for fuel and water service. I understand they were used on work trains.

Reply from: **Bruce Chapman**

In the early 1970s, there were three work cars left in that series: Nos. 415614, 415615, and 415616. All three were former tenders from steam locomotives.

- 415614 was formerly part of G3 Pacific 2396, built in 1942. It carried 10 000 gallons, and was scrapped at Sudbury in November 1986.

- 415615 was similar, but from G3 2409. It was sold in Winnipeg (possibly to Mandak Metals, the scrappers in Selkirk, Manitoba) in August 1986.

- 415616 was the tender from P1 Mikado 5120, built in 1913. It also carried 10 000 gallons, and was also sold in Winnipeg in August 1986.

(A different source of information shows No. 415614 as being from D10 745 and No. 415616 as being from D10 639, but this is unlikely, since those two 4-6-0s were scrapped in 1939-40.)

Message from: **Ray Corley**

Subject: **Governor-General's train at Peterborough**

(March 1993 *Rail and Transit*)

The photograph on the rear cover of the March issue, credited to the collection of Gray Scrimgeour, was made from a spare negative of mine. The Governor-General was visiting Peterborough on October 17, 1964, for the opening of Trent University. The train which brought him to town was made up entirely of government cars, except for the CPR engine, FP7 1400. The photo shows the train sitting on the "mill siding" on the north side of the CPR station.

Question from: **K. Gordon Younger**

The Vintage Locomotive Society, Winnipeg Manitoba
(Operators of the Prairie Dog Central)

Subject: **CPR business car No. 21**

We are trying to locate a photo of CPR Car 21 which Omer Lavallée used in his article in the March 1988 issue of CP Rail News. This is the only known right-side view we have of Car 21. After an unsuccessful search of Omer's files, we hope that someone may remember the photo and solve the mystery. Restoration of the 21 is a long-term project and any photos of this car will be beneficial in returning it to the rails.

Question from: **Scott Haskill**

Subject: **High-level platforms**

High-level platforms at railway passenger stations are common throughout the world. Because the platforms match the floor level of the coach, easier, faster access is possible for passengers and their luggage. These high-level platforms have never been widespread in North America, however, presumably because of a lower density of passenger usage and the need to spend less on station facilities, especially in rural areas.

This leads to the question: aside from the current examples at Montreal's Central Station and Quebec's Gare du Palais, were there any other Canadian stations that had high-level platforms?

Information Network Plus

Ogden Point, Victoria

Question from: **Gray Scrimgeour** (February 1992 *Rail and Transit*)
Subject: **CN wharf at Ogden Point**

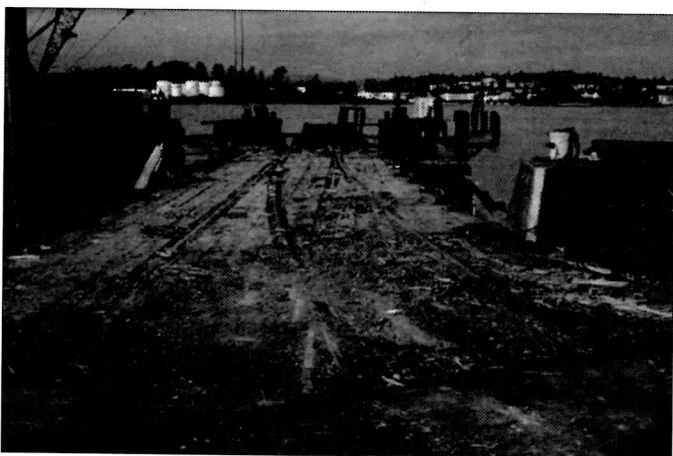
The old CNR ferry slip at Ogden Point in Victoria was dismantled on Friday, February 6, 1993. The piers and tracks that remained were torn out at that time. The ferry ramp was removed a few years ago. The CN ferry *Canora* brought freight cars from the mainland to Victoria and used the Ogden Point wharf for a number of years. Does anyone know the details of how this wharf was connected by rail to downtown Victoria? Maps from about 1920 show a track along Dallas Road to the Outer Wharf (about a half mile north), but do not show any connection to downtown or to the other railway lines in town.

Reply from: **Bob Sandusky**

Your question about Ogden Point in the February *Rail and Transit* caught my eye. I have a map for 1921-1931 which shows it isolated. Robert Turner's book *Vancouver Island Railroads* shows it as isolated, with a spur beside Dallas Road to the outer wharves. Turner's article on Vancouver Island railways in the September 1978 *Railfan* magazine shows diesel 7154 switching it in 1968 and refers to it as "now closed."

I suggest that it was never connected to the rest of the system, as there is no evidence to indicate that it was. CN seemed happy to let the car ferry *Canora* link its isolated segments. Certainly, the Canadian Northern tried to do things in the least expensive manner.

It would be interesting to know what the car traffic flow was in and out of Ogden Point. The grain elevators were there and I wonder if car traffic was to Point Ellice or to the mainland.



The dock at Ogden Point, being dismantled on February 6, 1993; in fact, it is almost gone in this view looking northwest.

—Photo by Gray Scrimgeour

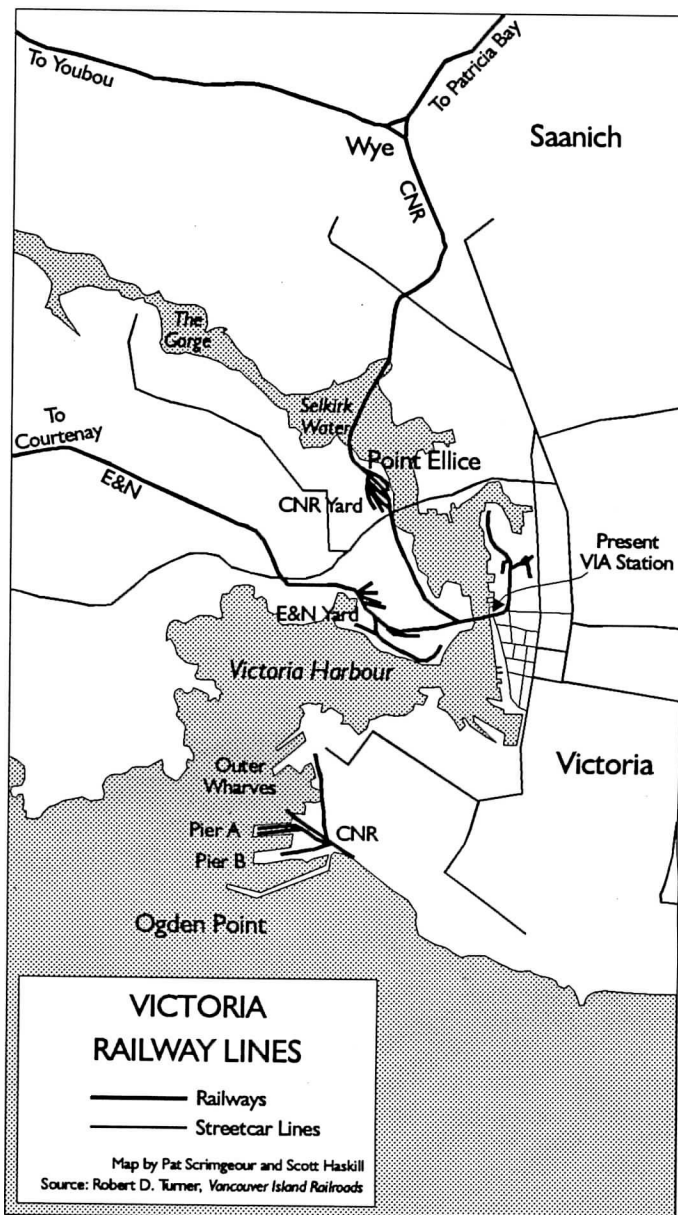
Reply from: **Gordon Shaw**

The Ogden Point trackage existed to serve several deep-sea piers and the former grain elevator and never had any physical connection with either the remaining CN or Esquimalt and Nanaimo trackage at Victoria.

The harbour at Victoria faces south towards the Strait of Juan de Fuca. Ogden Point is located at the southeast side of the harbour mouth and contains several piers for deep-sea ships and, up to a few years ago, a large grain elevator. These facilities were

developed around 1914 under federal government sponsorship to give Victoria the same marine facilities as Vancouver, its larger rival on the mainland. Also, at about this time, the former Canadian Northern Pacific Railway was building a branch line from Victoria to Port Alberni in competition with the CPR-controlled Esquimalt and Nanaimo Railway. This spirit of expansion also led the CNP to install a train ferry slip at Ogden Point and to build about a kilometre of sidings to serve the grain elevator and wharves. This isolated bit of trackage was quite remote from the principal CNP yards, freight shed, and train ferry slip at Point Ellice, well up the inner harbour. To have connected these lines would have meant trackage through or near the B.C. legislature building, the Canadian Pacific's Empress Hotel, and the Victoria central business district; it would have given quite a different image of the touristy "Olde English" Victoria.

The Ogden Point barge slip was similar to those on the riverfront at Windsor, Ontario, and was served, following the Canadian National takeover of the CNP, by the several tug and barge combinations and by the train ferry *Canora*. These vessels sailed from the CN's mainland terminal at Port Mann at the mouth of the Fraser River and would often call at Ogden Point



before proceeding to the inner harbour ferry slip at Point Ellice. Because of its isolation, the CN stationed a small locomotive at Ogden Point exclusively to switch its traffic; latterly, this was one of the three General Electric yard diesels, numbers 4, 5, and 74. (Robert D. Turner, *Vancouver Island Railroads*, San Marino, California: Golden West Books, page 113.)

The steamer *Canora* was a museum piece in itself. She was designed to carry passengers as well as railway cars, and so was equipped with staterooms and reportedly well-equipped public space. However, the Canadian National absorbed the CNP by the time the *Canora* entered service and these facilities were never used. Also, to facilitate docking, she was designed to go backward about as fast as forward; thus she presented an unusual appearance with passenger cabins, two side-by-side funnels, and a wheel-house amidships which looked both towards the bow and the stern.

The passing of time, the depletion of the forests, and the use of trucks for the remaining short-haul lumber forced the abandonment of the CN Vancouver Island trackage. Similarly, the cost of moving railway cars with grain on barges over eighty miles of water forced the closure of the Ogden Point grain elevator. In 1988, the ferry slip was dismantled. By then, the *Canora* had been scrapped and the ancient tugs and barges were retired. Some wharves at Ogden Point remain and are used by the occasional ocean vessel and cruise ship. However, the Canadian Northern era, generated by the enthusiasm of Mackenzie and Mann, has come to an end.



This view, looking west, shows the crane that was being used to lift pieces of the dock onto a barge. The piles at the right of the photo were all that remained of the dock shown in the first photo.

—Photo by Gray Scrimgeour

Reply from: **Art Clowes**

The following is a little more about Ogden Point — mostly about the corporate structure and the car-ferry *Canora*.

Working back, I believe that Ogden Point started life as the Victoria Terminal Railway and Ferry Company, provincially incorporated in 1901. This company was to build along certain streets in Victoria to connect with the Victoria and Sidney Railway and with the Esquimalt and Nanaimo Railway.

I don't know if any tracks were built or not, but it was permitted to sell or lease its railway lines and car-ferry to the Vancouver, Victoria and Eastern Railway and Navigation Company in 1905. Order-in-council No. 1908-1098, dated May 12, 1908, approves the sale of the VTR&FC to the VV&E.

The VV&E, incorporated in 1897, had by then built some lines on the mainland as well as acquiring some others. The

VV&E had some agreements with the Kettle Valley Railway to construct and operate a joint section between Hope and Princeton.

In 1910, the Canadian Northern Pacific Railway was incorporated. This charter granted rights to construct from Victoria to Barkley Sound. In 1917 the VV&E and the Canadian Northern Pacific entered into an agreement for the CNP to get some mainland running rights. The CNP became a constituent company of Canadian National in 1919.

The following is excerpted from *A History of Saanich Peninsula Railways*, by R. D. Harvey; British Columbia, Department of Commercial Transport, Railways Branch, 1960. (With technical data and photographs supplied from the collection of George Hearn, Victoria Model Railway Club.)

Connecting Link — One of the important considerations apart from providing a service between Victoria and Patricia Bay was the connecting-link with the mainland system of the Canadian Northern Railway by transfer barge and ferry. In 1918, the existing tug and barge system was augmented by the arrival of the car-ferry *Canora*, and in this connection the *Victoria Daily Times*, in its issue of December 7, 1918, had the following to publish, namely:

"Victoria's connecting link with the mainland system of the Canadian Northern Railway, the steel passenger and freight car ferry, *Canora*, Captain Norman McKay, after a passage of two months from Québec, reached port at three o'clock this afternoon after traversing a distance of 7444 miles from the St. Lawrence by way of the Panama Canal.

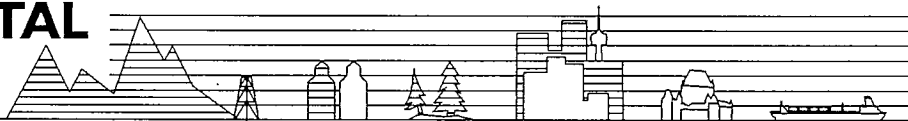
"The *Canora* was built to carry passengers and freight cars between Patricia Bay, where the Canadian Northern steel connects with Victoria, and Port Mann, on the south side of the Fraser River, the Canadian Northern terminals on the mainland. The car ferry was built by the Davie Shipbuilding and Repairing Company, at Lauzon, Québec, and was launched on June 10, the christening ceremony being performed by Mrs. R. C. Vaughan, wife of the assistant to the third vice-president of the CNR. Captain Norman McKay reported a very good passage and is especially pleased with the command. Captain McKay was formerly master of the Great Lakes steamer *Hamiltonian*. He has with him as chief engineer William Byers, formerly chief engineer of the lake steamer *H. M. Pellatt*."

Still Sailing — The *Canora* is still in existence in her 37th year of service operating regularly out of Victoria. She is 208 feet in length overall and 294 feet of length between perpendiculars, having a depth moulded to car deck of 28½ feet and a displacement of 3400 tons. At one time at least, she had a speed of 14 knots. Her speed, however, is deceptive owing to the type of vessel she is. She probably does not make her maximum speed at this time but she plies very steadily on her useful duties.

Message from: **Gray Scrimgeour**

Further to my question, which seems to have been successful in attracting comments, there was a short piece in the April 13 issue of the *Victoria Times-Colonist* about one of the industries at Ogden Point:

"The old B.C. Packers fish plant, a landmark on federal government property at Ogden Point, is gradually disappearing into history as demolition work continues. Looking like something out of a war zone on Monday, it was a far cry from the days when painters first lettered the cold-storage facility. Built in the mid-1920s, the plant shut down in 1990, with B.C. Packers saying fishing patterns had moved north and not enough fish were being brought to Victoria."



THE RAPIDO



EASTERN CANADA

Gord Webster

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VIA RAIL CANADA

APRIL SCHEDULE CHANGES

VIA's summer timetable came into effect on April 25 this year. There are no major changes to service in the new schedules, but there are some changes to departure times or travel times of trains, to reflect equipment changes and summer construction projects, as listed below.

The changes of VIA train numbers listed in the March *Rail and Transit* were not made — they will be made in the fall schedule change, on Monday, November 1.

- **Halifax—Montréal** — With the completion of the change of equipment on the *Atlantic* and the *Ocean* from steam-heated to electrically-heated, some servicing time can be removed from the schedules. Trains 11 and 15 will now leave Halifax at 14:00, 30 minutes later than previously, and maintain the same arrival time at Montréal. Eastbound Train 14 will leave Montréal at 19:00, 15 minutes later, and Train 12 will leave at 18:45, 15 minutes later. Both will arrive at Moncton at 10:40, 30 minutes earlier, and at Halifax at 15:20, 34 minutes earlier.

- **Gaspé—Montréal** — The schedule of the *Chaleur* has also been accelerated. Westbound, Train 17 will leave Gaspé at 16:20, 35 minutes later than in the last timetable, and will still arrive in Montréal at 08:15. Eastbound, Train 16 will leave Montréal at 19:00, 15 minutes later, and arrive at Gaspé at 11:00, 28 minutes earlier.

- **Québec—Montréal** — Westbound, Train 23 will leave Québec at 10:20, 30 minutes earlier than before, and Train 27 will leave at 17:35, 15 minutes later. Eastbound, Train 620 (Saturdays only) will leave Montréal 20 minutes later, at 08:20. Train 22 will leave Montréal at 13:20 every day, 50 minutes later, making the connection from Toronto on Train 60 that was removed with the changes in October. The separate Saturday operation as Train 622 will end, and Train 22 will therefore run seven days a week.

- **Montréal—Jonquière and Montréal—Senneterre** — Two more of VIA's trains have been named. Montréal—Jonquière Trains 132, 133, and 138 are now the *Saguenay*. Montréal—Senneterre Trains 134, 135, 141, and 142 are now the *Abitibi*, but the continuation of these trains west of Senneterre to Taschereau and Cochrane still have no name. The only other VIA trains with no name are the RDCs between Sudbury and White River and the Manitoba mixed trains between The Pas and Lynn Lake and between Wabowden and Churchill.

- **Montréal—Ottawa** — No changes, except for tiny shifts of one minute in the times of Trains 30, 130, and 32 at Maxville and Alexandria.

- **Montréal—Toronto** — The *Metropolis* will return to its original departure time of 16:00 from both Montréal and Toronto. In October, the time was changed to 15:59 to publicise the 3 h 59 min travel time made possible with 100 m.p.h. operation. Most other trains have had 10 minutes added to their arrival times to allow for delays caused by track-work. Train 65 has new stops at Belleville (Sundays only) and Port Hope.

- **Ottawa—Toronto** — Westbound, Train 45 will leave Ottawa at 11:35, five minutes later than in the previous timetable, and Train 47 will leave at 15:35, five minutes earlier. Train 45 will no longer stop for passengers at Brockville or Port Hope. All trains except Trains 44 and 49 have had five to seven minutes added for the summer.

- **Toronto—Windsor** — Westbound, Train 73 will leave Toronto at 12:35, 30 minutes earlier than before. Train 75 will no longer stop at Aldershot, Woodstock, or Ingersoll, but Train 79 has new stops at Ingersoll and Glencoe (Woodstock was added after the October timetable change). Eastbound, Train 74 will leave Windsor at 11:30, 10 minutes earlier, Train 76 will leave at 15:00, 25 minutes later, and Train 78 will leave at 18:15, 15 minutes later. All trains have three to eight minutes added for the summer.

- **Toronto—Sarnia** — Train 87 will leave Toronto at 18:45, 10 minutes later than in the last timetable. All evening trains have 10 minutes added to their arrival times for the summer.

- **Toronto—Vancouver** — Minor changes have been made to intermediate times of Trains 1 and 2, but the only major stop affected is Kamloops, B.C., on the eastbound trip, where the train will arrive and leave nine minutes earlier. The flagstop at Hudson, Ontario, just west of Sioux Lookout, has been removed from the timetable.

DERAILMENT IN QUÉBEC

Train 134, from Senneterre to Montréal, derailed its two engines and baggage car when it hit a track washout at Mile 17.5 of the Saint-Maurice Subdivision, west of La Tuque, Québec, at 05:35 on April 9. The eastbound train hit a section of washed-out track beside the Saint-Maurice River. Water levels were high from melting ice and snow.

There were 70 passengers and seven crew members on board the train. Five people were flown to hospital in La Tuque for treatment: three passengers suffered shock, one passenger suffered a head injury, and the engineer was hospitalised overnight for cuts, bruises, and examination. The remaining passengers waited with the train until rescue engines arrived to pull the rest of the train back three miles to Rapide-Blanc.

There, the passengers boarded three different buses for the remainder of their journey. The first bus left Rapide-Blanc at 12:40 with 12 passengers, stopping at Pointe-aux-Trembles before arriving at Montréal Central Station at 16:00. The second bus departed at 13:00 with 17 passengers, stopping at Saint-Tite, before going to Québec City, and the third bus, with 24 passengers, stopped at intermediate points between La Tuque and Montréal. The remainder of the passengers returned home.

The train was made up of FP9s 6310 and 6314, baggage car 9672, coach 5449, coach-café-lounge 3033, and sleeper 1112—*Edenwold*. The units suffered fire damage after the fuel from one of the units spilt and was ignited. The units are being repaired and are expected back in service shortly.

Bus service was used until the line reopened for service on April 16. Full service to the line was restored by April 21.

CN detoured its freight trains from and to the area via Rouyn-Noranda and the Ontario Northland Railway to North Bay. The routing of trains from Senneterre, Québec, was down the CN Val d'Or Subdivision to Noranda and then via the ONR from Noranda to Swastika Junction on the Kirkland Lake Subdivision, and then on the Ramore and Temagami Subdivisions, to North Bay, where the trains were interchanged back to CN at Dykstra. The detour over the ONR was in place from April 9 until April 13.

Train 138, from Jonquière to Montréal, on Easter Sunday, April 11, was replaced by a bus, due to another washout. The washout was between Lac-Édouard and Pearl Lake, at Mile 91.75 of the Lac-Saint-Jean Subdivision. This washout was discovered before any accident occurred.

ONTARIO NORTHLAND

NORTHLANDER DAY CHANGE

The *Northlander* has returned to a daily-except-Saturday operation. In February 1992, along with the change from the former Trans-Europ Express equipment to rebuilt GO Transit coaches, the days of operation were changed to daily except Wednesday. The last Saturday runs were on March 27, 1993, and the first Wednesday runs were on March 31.

In the new VIA timetable, the *Northlander* is shown as having its number changed from Trains 121 and 122 to Trains 697 and 698.

GO TRANSIT

SERVICE CUTBACKS

The Ontario government's austerity measures have reduced the subsidy for GO Transit by \$16.5-million. As a result, GO will be cutting back some train service to reduce its operating expenses.

The biggest cutback will be to Lakeshore service, with off-peak train service being cut back in the west from Burlington to Oakville and in the east from Whitby to Pickering. The connecting buses from Hamilton and Bowmanville would be extended to replace the trains beyond Oakville and Pickering. The cuts would allow three train-sets, instead of five, to be used at off-peak times.

The one train a day to Guelph will be cut back to Georgetown, and the one to Barrie will be cut back to Bradford, with bus service replacing the train.

An official announcement is expected from GO Transit on May 3.

CANADIAN PACIFIC

DOUBLE-STACK TRAINS ON CAR

Due to severe ice build-ups in the St. Lawrence River, the M.V. *Gebe Oldendorff*, which is on charter to Canada Maritime's weekly service from Montréal to Hamburg and Le Havre, was diverted to Saint John, New Brunswick.

The vessel arrived at the Rodney Container Terminal in Saint John on January 23 to unload 382 containers destined for Ontario, Québec, Western Canada, and the midwestern United States. The CAR, which was handling the containers, also shipped 446 containers to Saint John for loading on the *Gebe Oldendorff* before it departed on January 27.

The entire movement, which totalled 828 containers, was the first use of double-stacked cars to the Port of Saint John. Other Canadian Maritime vessels continued to use the ice-free Port of Saint John in March, as well as ships from Balt Canada Line and Deutsche Seereederei Rostock.

—Colleen Eastman

DERAILMENT ON WINCHESTER SUB.

Train 482 (Calgary to Montréal) derailed 19 cars (two empty and 17 loaded) on April 7 at Mountain, Ontario. The derailment occurred at 17:45 on the south track of the Winchester Subdivision at Mile 96.1, seven miles east of Bedell.

Most of the loaded derailed cars were carrying feed grain for animals, destined to Montréal in covered hopper cars. The grain spilt in the derailment was sold to local farmers in the Mountain area and all of the derailed cars, with the exception of a box car, were cut up on-site with special machinery, and hauled away for scrap.

Both tracks of the Winchester Subdivision were closed for a couple of days. The south track reopened at 04:00 on April 9 and the north track reopened at 17:30 on April 10.

While the line was closed, CP detoured some trains via the Lachute Subdivision, between Montréal and Ottawa, and the Prescott Subdivision, between Ottawa and Bedell. The Lachute Subdivision was taken out of service between Marelan and Thurso on January 31 and had to be inspected before the detoured trains could operate over the closed section even at the reduced speed of 20 m.p.h. Included in the trains detoured over the Lachute Subdivision were an empty grain train (with RDC No. 91 behind the units), Train 915 (the new Sainte-Thérèse to Windsor GM auto train) and Train 503.

A number of trains were also detoured over CN, including Train 928 (Obico to Montréal intermodal), headed by CP SD40-2 6034 in the new CP dual-flag livery. A short eastbound train was seen on diversion on the CN Kingston Subdivision waiting in the No. 4 track at Les Cèdres, Québec, about noon on April 8.

There were no injuries in the derailment, which damaged 800 to 1000 feet of track, and the cause has not yet been released.

—GW, PS, Dave Stremes

REMOTE-CONTROLLED HUMP UNITS

CP is scheduled to begin remote-control operation of the Toronto Yard hump assignments commencing November 1, 1993. CP will be purchasing the same remote-controlled operating equipment that CN is currently using. The equipment connects the operator, who wears a radio-link control box on his belt, to the unit through an on-board computer, allowing control of such things as speed, direction, and the ringing of the bell.

With the use of this equipment, CP will be able to eliminate one position on all hump assignments, reducing crews to only one person.

Before operation of these remote control units can start, CP must decide what to do with the hump lead connections to the mainline track on the Belleville Subdivision, as hump assignments frequently pull long

strings of cars, requiring them to enter the main line. Two of the options being considered are to sever the connection and install stop blocks, limiting the number of cars that can be humped at one time, or to have the yard coordinator or RTC convey the signal indication to the operator when the units must pass the signal.

The remote control equipment will be installed in GP35s. Now on its way to Toronto is 6713, a slug converted from an SW900, to be used in hump service.

NEW AUTO TRAINS

CP began operation of its new dedicated train service to the General Motors plants in Oshawa, Ontario, and Sainte-Thérèse, Québec, on March 30, with Train 915 operating from Sainte-Thérèse to Windsor, and second sections of Trains 519 and 520 operating between Sainte-Thérèse and Buffalo, New York.

Originally, the plans were for Trains 519 and 520 to operate between Sainte-Thérèse and Buffalo and to renumber the old Trains 519 and 520 to Trains 525 and 526 (as listed in the January *Rail and Transit*). However, during the first month of this new service, Trains 519 and 520 operated in two sections, one section operating between Oshawa and Buffalo and the other section operating between Sainte-Thérèse and Buffalo. During the last week of April, the sections of Trains 519 and 520 that were operating between Oshawa and Buffalo were renumbered as Trains 525 and 526 as originally planned.

CP GRAIN TRAIN ON CN OAKVILLE SUB. A derailment on the Conrail Southern Tier line resulted in an Albany-bound grain train being routed on the CN Oakville Subdivision from Hamilton to Toronto.

The train originated on the Soo Line, and would have followed the regular route through Hamilton and via the former TH&B to Buffalo, except that word came of the derailment after the train had come south on the Goderich Subdivision from Guelph Jct.

From Hamilton, the train was routed east on the CN to Canpa, then north on the Canpa Subdivision, east on the Galt Subdivision, the east to Montréal and south to Albany.

The consist of the train was Soo SD40s 6411 and 755, CP M636 4710, CP SD40-2 3252, and CP M636 4715, with 64 cars.

—Bruce Acheson

ABOLISHMENT OF "BIG HOOKS"

Under another plan of rationalisation, CP and CN have agreed to consolidate their auxiliary cranes for Ontario and Québec. The plan, which is expected to be implemented this summer, will include the abolishment of the CP Toronto Auxiliary (based at Toronto Yard), CP Montréal Auxiliary (St. Luc Yard), CN Toronto Auxiliary (MacMillan Yard) and the CN Capreol Auxiliary. Hooks that will

remain in service will be the CP Sudbury Auxiliary, CN Montréal Auxiliary (Taschereau Yard), CN Hornepayne Auxiliary and the CP Thunder Bay Auxiliary. The requirement for more hooks in the north is due to the greater separation of the CN and CP lines in Northern Ontario. There are fewer points in the north where the lines are connected.

CP ACQUIRES CANADA MARITIME

CP has acquired the remaining shares of Canada Maritime from CMB Transport, to make it a wholly-owned subsidiary. CMB held 43 percent of the shares in the company, which was formed by CP and CMB in 1984 to operate a container service between Montréal and Northern Europe. The line operates a

weekly service between Montréal and the ports of Le Havre, Hamburg, Antwerp, and Felixstowe. It also operates a Mediterranean service every eight days between Montréal and Livorno, Genoa, Valencia, Cadiz, and Lisbon. Canada Maritime owns six ships and uses another four for these services. Canada Maritime is one of the few profitable lines operating container service between North America and Europe. —Colleen Eastman

SHORTS

CP will be consolidating its Canadian crew calling centres in Moncton later this year. • With extensive Conrail work on the Southern Tier line, some D&H trains are being rerouted over the ex-NYC Water Level Route.

CANADIAN NATIONAL

NAME THE TUNNEL BORING MACHINE

CN is holding a contest to name the tunnel boring machine (TBM) that will be used to bore the new St. Clair Tunnel from Sarnia to Port Huron. CN has said that it would prefer a name that symbolises the ultimate benefits the tunnel will bring. The winner of the contest will be invited to participate in the ceremonial "first drive" of the TBM.

The TBM, which was completed at the Lovat plant in Toronto in February, weighs more than two Boeing 747s and is longer than three stories are tall. It will begin boring this summer from the Sarnia side. The winner is to be announced on May 21.

—CN North America News Release

ABANDONMENT NOTICE

CN has issued notice of intent to abandon the Saint-Raymond Subdivision between Miles 16.8, at Valcartier, and 36.5, the end of track at Jackson's, in Québec. The Saint-Raymond Subdivision begins at Mile 0.3, Bassin Louise, in Québec City, and runs to Jackson's, but it formerly ended at Rivière-à-Pierre, Mile 56.3, the junction with the Lac-Saint-Jean Subdivision. The northern section of the line was abandoned in 1990. CN advertised the Saint Raymond Subdivision for sale last summer (see August 1992 *Newsletter*). The line is noted in the employee timetable as impassable between Miles 17.5 and 36.5 and out of service between Miles 3.5 and 17.5.

ABANDONMENT ORDER RESCINDED

The federal cabinet has rescinded an NTA order which permitted CN to abandon part of the Montmagny Subdivision in Québec effective April 3, 1993. The section of line that CN was permitted to abandon was between Harlaka, Mile 111.35, and Saint-Romauld, Mile 119.12. Along this stretch of track is the Lévis station, used by VIA's *Ocean* and *Chaleur* trains.

VIA had reached an agreement with CN to construct a new station at Charny to handle Québec City-area passengers from the eastern trains. VIA has not yet built this new station, however, and requested an extension to the abandonment order.

Therefore, all of the orders related to the approval of abandonment of this track have been rescinded. There is no word, however, when CN will be allowed to abandon the track, or if CN will have to apply again to abandon the track. —Dave Stremes

CN AT NIAGARA FALLS

CN Train 331, from Toronto to Buffalo, crosses into Niagara Falls, New York, on March 2, 1993. Trains resumed their usual route via Fort Erie when the International Bridge reopened in early April. —Photo by Pat Scrimgeour



OTHER RAILWAY NEWS

RAILTEX

RailTex has announced that it is reconsidering its pursuit of acquisition of five CN lines for short-line operation in Ontario. Under provincial law effective January 1, 1993, successor companies are obligated to maintain any agreements with employees after the transfer of the company.

This means that RailTex would have to negotiate with the union representing the current workers on each line. RailTex operates all of its railways without a union, and they feel that the CN lines they were interested in acquiring would not be economically feasible to operate as a short line under the current contracts.

The five lines that RailTex was interested in included the Picton-Trenton Railway (CN Marmora Subdivision), the Waubesaushene Railway (CN Midland Subdivision), the Waterloo-St. Jacobs Railway (CN Waterloo Spur), the Cambridge-Guelph Railway (CN Fergus Subdivision), and the Georgian-Simcoe Railway (CN Meaford Subdivision). RailTex is also involved in Canadian Agra's plans for the Stratford, Huron and Bruce Railway (see January 1993 *Rail and Transit*).

HIGH SPEED RAIL EXPOSITION

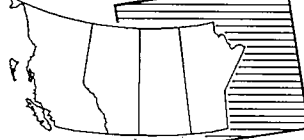
The 10th annual convention and exposition of the High Speed Rail/Maglev Association is being held at the Toronto Westin Harbour Castle from May 23 to the 26. Speeches will be given by representatives from both the Ontario and Québec governments, VIA, ABB Transportation, Bombardier, and the French National, German Federal, and Italian Railways, only to mention a few. There will also be a number of different exhibitors at the show.

Although no major equipment displays are planned, ABB's demonstrator X2000 train is scheduled to arrive in nearby Buffalo, New York, on May 11 at 18:00. The next day, it will make a diesel-hauled run between Buffalo and Syracuse, departing at 10:00 and arriving at 12:30 for a 15 minute layover. It will then depart Syracuse at 12:45 for arrival in Buffalo at 15:15. It will then deadhead out of Buffalo at 16:30 for Albany. It will also be in the Detroit area on July 9 and 10, as part of its U.S. tour.

LOOKING FOR INFORMATION

Don McQueen, writing in *Tempo Jr.*, has asked for more information on a private railway car repair company in Hamilton. The shop is across the street from the TH&B Aberdeen Yard in the former Westinghouse plant, in the building nearest the railway overpass. They have a trackmobile that shuffles lots of cars about - from covered hoppers to auto racks.

THE PANORAMA



WESTERN CANADA

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BRITISH COLUMBIA RAILWAY

PLANNED 2860 TRIP CANCELLED

A publicity trip planned for this month, using Royal Hudson 2860, was cancelled after safety and financial problems arose. The trip was being organised by the B.C. chapter of the National Railway Historical Society along with Amtrak, and was to operate from Vancouver to Seattle, Washington, and Portland, Oregon, between April 24 and May 9.

The B.C.-NRHS was selling tickets to finance the trip, but after Burlington Northern refused to alter its standing safety rules, which require tight-lock couplers on excursion trains, the train could no longer carry passengers. With no ticket revenue and the B.C. government declining to pay for the trip, it was cancelled.

-B.C.-NRHS and Northwest Railfan

DAWSON CREEK STATION BURNS

The BC Rail station at Dawson Creek fell victim to an arsonist on March 19. The station was completely destroyed. The station had remained almost exactly the same as built, even to the passenger waiting room benches, although it hadn't seen regular passenger service since the early 1960s. A trailer was set up as a replacement.

-Ross Pugsley in Northwest Railfan

SHORTS

The sale of Vancouver Wharves terminal in North Vancouver to BC Rail was announced at the end of March. The price was \$15.75-million. • BC Rail has taken delivery of three more Dash 8-40CMs, numbered 4624-4626. • The province of British Columbia's 2-8-0 3716 will be operating by late May. It will fill in for 4-6-4 2860 on the "Royal Hudson" trips between North Vancouver and Squamish when required. A doubleheader of the two locomotives is possible for this summer.

VIA RAIL CANADA

ANOTHER RDC FOR THE E&N

VIA shipped RDC-1 6135 from Toronto to Victoria in early April, to replace 6134, damaged when it was hit by an empty fuel truck on February 16. Since then, RDC-1 6133 has been the only car running on Vancouver Island, leading to some passengers having to

be turned away from Trains 198 and 199.

RDC-1 6148 is the next Budd car on its way to the E&N, so that there will be two Cummins-powered cars, 6135 and 6148. That will bring the total number of passenger cars on the Island to three, the highest number in many years.

SKEENA TO BECOME A DAY TRAIN?

VIA is consulting with communities along the route of the *Skeena* between Jasper and Prince Rupert on a plan to convert the overnight train to a two-day day train. VIA has received preliminary approval from the minister of transport, and hopes to make the change in April 1994.

VIA is proposing to operate one or more coaches and a Skyline car, with departures from Jasper and Prince Rupert three times a week, and an overnight stop in Prince George. The concept resulted from the interest expressed by tour operators, local communities, and employees, and is intended to capitalise on the potential to attract tourists to see the scenery along the route. VIA hopes that, with the change, the train might carry 3000 new passengers next year.

The train is now very lightly used (there have been reports of more crew than passengers on some occasions), and is expensive to operate, with its sleeping-car service and meal service in the Skyline. By changing to a daytime operation, the costs would be reduced and the revenue could be increased.

-VIA Latest News, Victoria Times-Colonist

OTHER NEWS

APRA - EDMONTON

The Alberta Pioneer Railway Association in Edmonton has purchased 1942 box-baggage car No. 11141 from CN. It will be painted CN olive green, black, and gold at Procor. They have also purchased CN snowplough No. 55245 and accepted a donation of NAR coach-caboose No. 306. -The Canora Chronicle

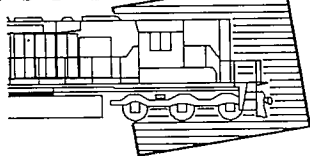
MULTIMODAL NEWS

Pacific Coach Lines (the bus service between Victoria and Vancouver) moved its entire Vancouver terminal operation to the new CN-VIA Pacific Central Station at 1150 Station Street from the Greyhound terminal (Larwill Park) on Sunday, March 28.

Three days earlier, Vancouver International Airport celebrated the formal start of a new \$250-million terminal and a \$100-million runway, both to be completed by 1996. The new runway will be used for landings only. Passengers will be charged \$5 to \$15 each to pay for construction costs.

B.C. Ferries will run hourly sailings between Horseshoe Bay and Nanaimo this summer. The appearance of the *Spirit of British Columbia* on the Swartz Bay-Tsawwassen run frees a smaller vessel for extra sailings on the Nanaimo run.

MOTIVE POWER



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GM DIESEL DIVISION

NEW ORDERS

On March 16, GM Locomotive Group (GMLG) announced a contract with Burlington Northern for the purchase of 350 locomotives over the next five years. The order, worth \$845-million, will produce eight SD70MACs this year, and 60 to 100 each year following until 1997. Units built later in the contract may, in fact, be SD80s. The SD70MAC will combine the AC motors of the SD60MAC with the high horsepower and other features of the SD70M.

GMLG will also build 89 4000-horsepower locomotives for the State Railway Authority of New South Wales (Australia). Thirty-one of the units will be built in London, and the remainder will be built by Clyde Engineering in Granville, New South Wales. The deal also includes a 15-year full-service maintenance contract.

Iarnrod Eireann (Irish Rail) has ordered 10 3200-horsepower JT42HCWs from GMLG, for delivery in mid-1994. The units are intended primarily for passenger trains, and so are capable of running at 100 m.p.h. and include an electric generator for train heat and light. They will also have a wheel-slip control to allow them to haul freight trains of up to 1500 tonnes. The new units, possibly to be numbered 091 to 100, will be used in service between Dublin and Cork. The prime mover is a 12-cylinder 710G3A.

British Rail needs four diesels for the section west of London of its overnight service to Europe. *Modern Railways* speculates that a likely candidate for this service would be a modified version of the Irish JT42HCW, to fit the smaller British loading gauge.

Trains reports that the California department of transportation has ordered nine F59PHs for delivery in 1994. The units will be operated by Amtrak on the *San Joaquin* and *Capitol* trains. These F59s will have a new stylised front-end and aerodynamic body, and will have a top speed of 110 m.p.h.

CURRENT WORK CONTINUES

The delivery of Conrail SD60Ms 5500-5544 should by now be complete. These units have the current "Conrail Quality" logo, and one of the more interesting cosmetic features is their ditchlights. They blink alternately, similar to

railway crossing protection, when the horn is activated.

Not listed in the table in last month's *Rail and Transit* was an export order for 10 GT22LC-2s for Mozambique, to be delivered this summer. The order number is 908737.

CN NORTH AMERICA

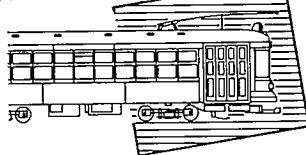
CN MOTIVE POWER NOTES

CNNA SW1200RS 1362 was at MacMillan Yard for assessment after an electrical fire. The fire occurred on the weekend of April 10.

CN currently has nine GM Leasing (former Conrail) GP38-2s on lease. Nos. 763, 775, 795, 800, 806, and 813 are being used in domestic service only, while 772, 790, and 794 are intended for international service.

—Ben Mills, Dave Stremes

IN TRANSIT



Scott Haskill

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TORONTO

STREETCAR TRACK REPLACEMENT

The TTC's surface track rehabilitation programme for this year will mean some temporary bus operation on streetcar routes. There have been two recent changes in the TTC's approach to track reconstruction.

To ensure that the concrete trackbed and the concrete road surface between the rails have a chance to set properly, streetcars are replaced by buses for a longer period. The vibration from streetcar operation while the concrete was being poured would separate the cement from the aggregate, thus reducing the strength and life-expectancy of the concrete.

When a major track rehabilitation project is being carried out, all service on the line (or on a major part of the line) is replaced by buses. Previously, buses were used only as a shuttle to replace a section of the line around which streetcars were diverted. By operating all service with buses, the disruption to passengers is kept lower. Shuttle buses will be operated for the smaller projects carried out at night or on weekends.

This year's projects are:

- **Gerrard Street East**, from Coxwell Avenue to Greenwood Avenue, beginning in May. Buses will replace streetcars on the east end of the 506—Carlton line, between Main Street Station and Spadina Avenue. Streetcars will operate only between Broadview Avenue (not Broadview Sta-

tion) and High Park Loop. The east-end and west-end services will overlap between Broadview and Spadina.

- **King Street West**, from The Queensway to Close Avenue, beginning in September. Buses will be used on the west end of 504—King between Dundas West Station and Jarvis Street downtown, and streetcars will only operate between Broadview Station and Bathurst Street. The two services will overlap between Jarvis and Bathurst.

- **Bathurst Street**, at Bathurst Station, beginning in May. This work will only be carried-out on weekends. On the weekends that the work is underway, the 511—Bathurst line will be operated with articulated buses, and cars for the 512—St. Clair line will be maintained at the Hillcrest yard.

- **Queen Street West**, between Dovercourt and Dufferin, beginning in June.

- **Dundas and Church**, including the south-to-east and west-to-north curves, beginning in June.

- **Queen and Parliament**, including a new south-to-east curve, beginning in July.

- **Roncesvalles Yard**, south side, in April and in November.

- **Queen and Church**, in October.

- **Parliament and Gerrard**, in September.

- **Neville Park Loop**, in July.

MISSISSAUGA

BUS FIRE AFTER TRAFFIC ACCIDENT

A chain-reaction traffic accident on Dundas Street on February 24 resulted in the destruction of Mississauga Transit TA60-102N articulated bus No. 5033 (originally OC Transpo No. 8207). A small truck and a car collided, and the truck's fuel tank burst into flames. The truck then hit the bus, which also caught fire. The operator evacuated all of the passengers from the bus, and there were no injuries. Much of the exterior skin of the bus, the roof, and most of the internal fittings were destroyed in the fire.

—CUTA Forum, TTS Transfer Points

BUS MANUFACTURERS

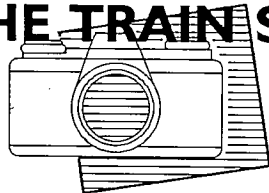
MCI PLANTS CHANGE OWNERSHIP

The Saint-Eustache, Québec, plant of Les Autobus MCI (the former GM Diesel Division bus plant) closed earlier this year, after a proposed sale fell through. Now, Nova Quin-tech, a Québec fire-truck company, has purchased the plant from Dial Corp. (the majority owner of Greyhound Lines of Canada). The new operation will be known as Nova Bus, and includes some involvement by the United Bus Group of the Netherlands.

Motor Coach Industries, of Winnipeg, has been spun off from its parent, Greyhound Lines of Canada, as a separate company, after another plan for Greyhound to sell MCI to Dial Corp. was voted down by minority shareholders. (Note that Les Autobus MCI and Motor Coach Industries are separate companies, though both are controlled by Dial Corp.)

More transit news on Page 19 ►

THE TRAIN SPOTTERS



Sean Robitaille
371 Wakefield Place
Newmarket, Ontario L3Y 6P3

TRAINS DEPARTING FROM TORONTO UNION STATION March 19

Train 60 - 6919-3453-3359-3368-3349

Train 81 - VIA 6442-Amtrak 20004-54026-54052-44184-VIA 3507

Last car to be set off in Sarnia.

Train 40 - 6427-3355-3346-3323-3467

Train 71 - 6420-15478-Empire Club-3251-5509-5471

Train 97 - Amtrak 306-21216-21225-21242-28303-21257-44227

Train 62 - 6421-3362-3363-3308-3304-3463

Train 42 - 6422-3474-3315-3360-3340

Train 64 - 6440-3329-3312-3320-3316-3461-8618

Cars ran through from Train 70.

Train 121 - ONR 1520-203-614-606-703-609

Train 73 - 6441-15472-Boulevard Club-3202-5446-5583-3200

Train 66 - 6413-3458-3356-3338-3373

Equipment ran through from Train 80.

Train 44 - 6409-3452-3350-3335-3311

*Locomotive and first three cars from Train 50 via TMC.*Train 166 - 6917-3354-3352-3327-3456-6912 *Cars and trailing locomotive from Train 61.*

Train 75 - 6429-8621-3460-3343-3366-3325-3322-3466

Equipment ran through from Train 63.

Train 46 - 6417-3464-3345-3313-3364-3333-3351

Locomotive and first three cars from Train 41, wyeed at TMC.

Train 51 - 6411-3470-3336-3370-3319

Equipment ran through from Train 45.

Train 645 - 6447-3508-3503

Equipment from Train 636, wyeed at TMC.

Train 68 - 6419-3344-3342-3337-3331-3468

Equipment ran through from Train 74.

Train 87 - 6905-3459-3374-3302-3347

Equipment ran through from Train 65.

Train 79 - 6448-15454-Club Richelieu-3203-5646-5616-5590-3219

TRAINS DEPARTING FROM TORONTO UNION STATION April 14

Train 60 - 6917-3456-3313-3363

Train 81 - 6446-20011-54042-44184-3506

Train 40 - 6422-3323-3309-3336-3461

Train 71 - 6448-3335-3321-3349

Train 97 - 266-21066-21239-28304-21211-21251-21159

Train 62 - 6427-3340-3312-3454

Train 42 - 6412-3471-3369-3341

Train 64 - 6440-3365-3328-3300-3320-3470-8618

Train 73 - 6458-15472-Club Richelieu-3203-5616-5590

Train 66 - 6413-3458-3338-3364

Train 44 - 6419-3465-3322-3368

Equipment from Train 50.

Train 166 - 6914-3329-3372-3457-6919

Cars and trailing locomotive from Train 61.

Train 75 - 6442-8621-3460-3305-3326-3359

Equipment ran through from Train 63.

Train 46 - 6415-3466-3358-3357

Equipment from Train 41.

Train 51 - 6424-3452-3315-3325-3337

Equipment ran through from Train 45.

Train 645 - 6428-3507-3501-3508

Train 68 - 6425-3473-3353-3317-6903

Trailing locomotive deadheading to Montréal.

Train 87 - 6417-3475-3355-3318

Equipment ran through from Train 65.

Train 79 - 6450-15461-Boulevard Club-3220-5621-5517-3246

TORONTO HARBOUR March 10 John Hinbest

On March 10 at 09:45, CN SW1200RS 1338 (in the CN North America paint scheme, without map) was switching at the Don Roadway and Commissioners Street.

WOODSTOCK/COAKLEY April 10 John Carter

At about 17:00, an eastbound, with CP SD40 5414 and Soo SD60 6049, met a westbound, with, Soo SD60M 6062, SD40-2 775, and SD40-2 6604, at Coakley, just east of Woodstock.

COPETOWN, ONTARIO April 11 John Carter

At 14:45 - CN Train 239, with 6005-5031 and 88 cars

At 14:50 - VIA Train 74, with 6454, steam generator, and four blue cars

At 15:00 - CN Train 411, with 9431-2112-5351

IN TRANSIT

CONTINUED

OTTAWA

OTC STREETCAR 696

Ottawa Transportation Commission streetcar No. 696 has been relocated from OC Transpo's St. Laurent garage to the new Belfast Road garage, next door. The National Capital Transit Heritage Foundation plans to restore the car, for approximately \$200 000. The car was built in 1917, and remained in service until operation ended in the late 1950s.

VANCOUVER

BUS DEPOT CLOSED

The Larwill Bus Depot, opposite Stadium Station in Vancouver, has closed. Greyhound and its tenants moved their intercity operations to the refurbished CN station, now named Pacific Central Station, on March 28. BC Transit service to North Vancouver has been moved to another terminus in downtown. The buildings are to be demolished.

The depot was opened by Pacific Stage Lines, a subsidiary of the BCER, in 1946, as a temporary terminal. The Larwill Depot was built on the site of Larwill Park, named after Albert Larwill, who came to Vancouver in 1887 and lived across the street from the site. PSL was amalgamated with Vancouver Island Coach Lines as Pacific Coach Lines, and PCL's operations were privatised in 1984. At that time, Greyhound took over operation of the terminal.

—The Buzzer

SKYTRAIN TRACKWORK

Trackwork on the Skybridge over the Fraser River between New Westminster and Surrey has meant changes in SkyTrain operation. Improvements are being made to the linear-induction reaction rail, and heating cables are being installed on the power rails. Most work is carried out at night, but this work has required the closure of one track on the Skybridge on weekends.

During the first phase, passengers had to change trains at New Westminster Station if they were continuing beyond there. In the second phase, alternate trains are being short-turned at Columbia Station, so that there is a 10-minute service to Scott Road.

BACK COVER PHOTOS

The new CP Rail System and CN North America paint schemes are beginning to appear in greater numbers across the country. CN's map and CP's "dual-flag" are meant to advertise the railway's service into the U.S., while the familiar colours and style show the continuity in Canadian service.

—Photo of CP SD40-2 6034 from CP Rail

—Photo of CN GP40-2 9677 at Orillia, Ontario,
by John Carter, March 28, 1993

