

# Rail & Transit



APRIL 1994



Newsletter of the Upper Canada Railway Society



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## ON THE CALENDAR

**Friday, April 15** – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Ted Wickson will make a presentation on the 40th anniversary of the Toronto subway.

**Friday, April 22** – UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The programme will be recent news and members' current and historical slides.

**Friday, May 20** – UCRS Toronto monthly meeting, 7:30 p.m.

**Friday, May 27** – UCRS Hamilton monthly meeting, 8:00 p.m.

## COVER PHOTO

A view from the main hall into the mezzanine above the platforms of the CN James Street Station in Hamilton, taken on the last day intercity trains left from the station, May 24, 1992. For the next nine months, GO Transit passengers continued to use the station, but it was then closed in favour of a temporary ticket booth and temporary stairs to the platforms. —Photo by Pat Scrimgeour



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## Newsletter

### UCRS ANNUAL GENERAL MEETING

The Society's annual meeting was held in Toronto on March 18. Pat Scrimgeour spoke on the accomplishments and future plans for *Rail and Transit*, and thanked all of the people who contributed material or helped in production and distribution. Al Maitland outlined our participation in the Heritage Centre, and encouraged all members to visit (second floor, Cumberland Terrace, on Bay north of Bloor). Rick Eastman commented on the financial situation, reporting that the Society is in good financial shape, but that work on preparing the financial statements was not yet complete. Rick also spoke on the excursions that were operated in 1993, and asked for ideas for 1994.

Steve Danko and Gordon Shaw retired as directors, and Rick thanked them for their work over the past several years – Gord had been a director for six years, and Steve for four years. Scott Haskill and Chris Spinney were elected to replace them, Scott for a term of three years, and Chris to fill the remaining two years of Steve's term. Rick Eastman and Pat Scrimgeour were re-elected, each for three years.

The meeting will be continued when the financial statements have been completed – a notice will be placed in *Rail and Transit*.

After the business of the meeting was complete, we enjoyed a commercial video of CNR and CPR steam locomotives in southern Ontario.

### RAIL AND TRANSIT UPDATE

This is the first issue of *Rail and Transit* in over a year to be in your hands within the month of issue. To get to this stage, and to accommodate Calvin Henry-Cotnam's article on signals, the issues for February and March were combined into an extra-large one. This issue, too, is larger than usual.

From the May issue on, the size will return to the normal 20 pages, and if we can complete an issue every three to four weeks, then we hope to be able to get each issue to you at the beginning of the month. —PS

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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 April 5, 1994

# A DAY ON THE RAILWAY:

## CN Southern Ontario District operating plan for Saturday, March 26

### POWER CHANGES AND REQUIREMENTS:

- Brockville:** • 4132 requires changeout, not pulling and brakes worn - to Mac Yard
- Cornwall:** • Short 1 unit
- Belleville:** • 79683 B/O caboose - short cabooses - will accept flat top
- Require 2 units for CWR work train plus SBU for Monday AM - 28th
- Require 3 six-axles plus SBU to supply 781 cement loads ex Bath Saturday PM
- Require 2 units plus SBU for Monday 28th for stone unload Port Hope
- Mac Yard:** • Train 421 requires van daily
- Brantford:** • 9535 send Mac Yard on 410-26
- 5249 (ATCS) and 9510 here for ATCS test Saturday - see message
- London:** • Short 1 caboose and three units
- 7034 B/O windshield - will repair at London
- 4139 (oil leak - OK to work to Mac Yard on 422-25)
- Train 422 requires van daily
- Kitchener:** • 4109 to Mac Yard on 422-25

- Mac Yard is MacMillan Yard
- B/O means bad-order
- CWR is welded rail
- An SBU is the device on the last car of a train
- ATCS is being tested on the line to Nanticoke

### KNOWN BAD ORDERS ON LINE:

- Copetown:** • Unit 1374 ex 381-05 - trk DB-65 - hold until equipment department changes wheels.
- Merrittton:** • MM-61 - CNIS 417030 ety off 332-17 - all wheels shelled - retainer left on.

### KNOWN CARS STORED ON LINE:

- Copetown:** • 0-9 (tanks) and 0-4 (hoppers)

### KNOWN TRAFFIC TO MOVE AS OF 18:00:

- Aldershot:** • Trains setting off or lifting between 04:30/22:00 must clear main track
  - KA-31: Clear
  - KA-32: Clear
  - KA-33: Clear
  - KA-34: 11-11 1085 1281 Mtls for 390
  - KA-35: 14-07 1736 1575 Coteaus/Sorels for 362
  - KA-36: Clear
  - KA-37: 01-01 157 123 Hams for next 557/556
  - KA-38: Clear
  - KA-39: 15-00 851 1309 for 331
- Train 362 at Aldershot sets off buffers and lifts Coteau and Sorel traffic, keeping Coteaus on head end - other Mtl traffic goes on 390 or 380
- Brockville:** • East: Clear; West: 26-49 5369 4510' for 401
- Belleville:** • East: 9-0 for B308; West: 6-7 701 731 feet
- Oshawa:** • East: 27 for A518; West: Clear
- Oakville:** • Clear
- Brantford:** • 13-00 1572 865 ft lift for 410 plus unit 9535
- BA-50 2/7/1 465 555 ft lift for 362
- Beachville:** • 1-0 88 94' lift for 380
- London:** • 419 to lift frames from OL-04 and Sarnia traffic from OL-03
- Also lifts 2 BN units 9429-9430 to Sarnia
- Stratford:** • 46-11 6058 3276' lift for B422
- Port Robinson:** • 75 rocks approx 5200' for 331 and 333 and possible turn

- The numbers here describe the cars to be moved: the number of loaded and empty cars, the number of tons, and the length in feet
- A518 is an advance section of Train 518

### EXCEPTIONS TO CN TRAINS OPERATING OR TO OPERATE ON SOD AS OF 06:00:

- 218KH-23 Windsor train from northwest becomes a 385 bypass at Snider. ETA Snider 03:00/27.
- 582 to operate today - will run to Nelles Corners and Cayuga.
- B422 ordered London 06:00 lifts Stratford then runs Snider by-pass to Belleville.
- 721 cement ex Bath PM Saturday, March 26 (one unit ex 392-25) (2 units ex B422).
- 400/401 will operate with four units.
- CWR work train Belleville AM Monday, March 28.
- B380-26 Windsor about 12:00.
- B332 ex Frontier approx 12:00 to lift at Pt Rob.
- May run turn from Nia Falls lifting Frontier traffic from Pt Rob - to advise later.
- 255 to operate to depart BIT at approx 09:00.

- B380-26 means the 2nd section of 380 on Mar 26
- Frontier is yard in Buffalo
- BIT is Brampton Intermodal Terminal in Toronto
- Snider is the junction just outside Mac Yard

### NOTES AND SPECIAL INSTRUCTIONS:

- Trains 421-422 require caboose daily.
- Regular Snider bypass trains: 308/362/390/380/392/393/391/395/363 - Call figures req'd.
- 382 ex Windsor will have pipe etys for Aldershot daily.
- Work block Halton Sub 10:30/15:30 between Milbase and Ash. Following trains will detour as follows - 390 (Oakville/Kingston Subs), 410 (Oakville/Bala), 238 and 411 (Guelph), 449 and 333 (Bala/Oakville).
- B422 to be switched at Belleville then west traffic to Mac Yard, east traffic to Mtl.
- 422 filed eat and rest will take train into Mac Yard for the 40 mins.
- 332 filed eat and rest relief crew ordered Hamilton 06:45.
- 410's engineman requires a pilot on the Bala Sub from Don Yard to Mac Yard.
- See notice re: Welland Canal being returned to svc - Bridge 6 16:00 Wed Mar 29, Bridge 10 Thorold Sub 16:00 Mar 31, Bridge 20 include on DOB/GBO.



# The Algoma Central Railway

... A Trip Report, Current Operations, and the Future



By Gordon Webster

After spending a relaxing -30°C holiday with friends on Manitoulin Island on New Year's Eve, where can one go to do some railfanning not too far away? Well, CP does not run onto Manitoulin any more, and there is not much traffic between Sudbury and Sault Ste. Marie over the holiday. But Sault Ste. Marie is not that far away ... and the Algoma Central may not be the Algoma Central for that much longer. So it was settled. A phone call to a friend in Toronto, and he was on his way up on the *Canadian* to Sudbury for a ride on the ACR on the following two days.

After picking him up at the picturesque Sudbury Junction station and some dinner, we had to decide whether to stay in Sudbury that night (and watch the hockey game) or go to Sault Ste. Marie. The snow was coming down pretty heavy, and the Leafs were playing the Los Angeles Kings. So, Sudbury it was.

Getting up at 04:00 to catch a train over 180 miles away is a lot of fun at -35°C. After loading up with hot drinks and convincing ourselves that, yes, it was worth it, we left Sudbury at 05:00.

We arrived at Sault Ste. Marie a couple of minutes before 08:00 (there were no OPP officers between Sudbury and the Sault), and decided to purchase our

tickets for the 09:00 train to Hearst then, so that we would not have to worry about it later. We pulled up to the station (oops, that's the passenger sales office) right at 08:00 and found a train already sitting there. It seemed strange to have the train at the station an hour before departure time. Not only that, it was stranger to have the train full of passengers an hour before it left ... and it was pulling out of the station! *Wait!!!*

We ran into the station and I told the first person I came to that we wanted to go to Hearst today on the train that was just leaving. She said she couldn't help us. *Darn!* We missed the train. Oh, she works in the gift shop and we have to go to the ticket counter to purchase our tickets. It turned out the train that just left was the Snow Train to the Agawa Canyon and the Hearst train did not leave until 09:00. *Whew!*

So we purchased our tickets, went to Michigan to get some gas, and then back to the Canadian side for breakfast. *Wow!* 09:00 sure came fast! Could we have that french toast, cereal, toast, juice, milk, and coffee to go please?! Getting to the station at 09:01½, we were very thankful to see our train still there.

The Algoma Central Railway Company was incorporated on August 11, 1899, to build a railway from Sault Ste. Marie to the Canadian Pacific Railway and Michipicoten Harbour. On May 23, 1901, the name of the railway was changed to the Algoma Central and Hudson Bay Railway Company, which at that time was incorporated to construct a railway line to James Bay. By 1903, rail had been laid 56 miles north of the Sault and also from Michipicoten Harbour to Josephine, six miles from the proposed Hawk Junction.

Hawk Junction became a junction in 1911 with the completion of the branch from Michipicoten and the main line from Sault Ste. Marie. To reach this point, the main line had to pass through Agawa Canyon, on the approach to which the track drops over 500 feet in a distance of 12 miles.

Construction of the line was completed in 1914 to Hearst, which by the way is a few hundred miles short of James Bay. Surveys had been done, however, in 1901 and 1911, for the construction of the line past Hearst. On April 27, 1916, the railway was given authorisation to use the National Transcontinental Railway's track and facilities in Hearst. The name of the railway was changed to its present name, the Algoma Central Railway, on June 30, 1965.

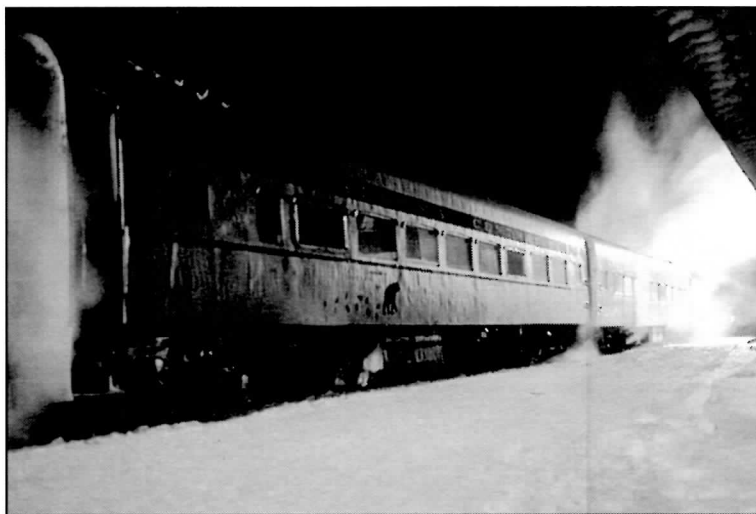
The railway handles iron ore traffic from the Helen Mine near Wawa on the Michipicoten Subdivision, pulpwood, lumber, other forest products, finished steel, and other traffic for interchange to CN at Oba, CP at Franz, and the ONR at Hearst, where the other railways cross or meet the ACR. Summaries of train operations, motive power, and station locations are provided in the adjacent tables.

*Photo north of Sault Ste. Marie by Art Clowes*



We were riding Train 1 on January 2 and returning the next day on Train 2. The consist of our train was: ACR GP38-2 200, GP7 170, steam generator 75, baggage cars 307 and 302, former VIA coaches 5571 and 5545, former VIA café-coach 3236, and flanger 10120. We sat and ate our take-out breakfast in the first coach, the non-smoking car, where everyone else was sitting. The next car was designated as the smoking car and the café-coach was behind that. There were not too many passengers on the trip as most of the people who were enjoying the snow in the wilderness north of the Sault were already there, making the trip north the day before. There were still some people on the train going to cabins with their snowmachines. The train was equipped to handle snowmachines in the baggage cars in a roll-on, roll-off fashion – a ramp was dropped from the baggage car and they were driven on and off.

The northbound trip was fairly uneventful, there was not a cloud in the sky all day, and the temperature rose to a mild -23°C. We took the siding at Frater for the southbound *Snow Train*, pulled by GP38-2s 202 and 205, at 12:49. The crew understandably did not want to shovel out the switch at the north end of the siding, so we backed out of the siding onto the main line. Only 18 miles further north and over an hour later, we met



*Photo at Hearst by Gordon Webster*

southbound Train 2 from Hearst at Eton. We took the siding again, uncoupled from our flanger, went out the north end of the siding and coupled the café-coach car onto the rear of Train 2. (The consist of Train 2 was: 204, 167, 76, 309, 310, 3227, 5610, and 3236.) Then we backed into the siding to pick up the flanger and we were off again to Hearst. Now that we had lost our only source of food on the train and it was well past lunch time, we were hungry! So, we ordered a couple of hamburgers from the restaurant in Hawk Junction by radio through the conductor on our train, Peter Domich.

ACR Trains					
Train	Origin	Destination	Days	Time	Notes
<i>Passenger Trains</i>					
1	Sault Ste. Marie	Hearst	Fri, Sat, Sun	09:00	October to May
1	Sault Ste. Marie	Hearst	Daily Ex. Mon	08:00	May to October
2	Hearst	Sault Ste. Marie	Sat, Sun, Mon	08:00	October to May
2	Hearst	Sault Ste. Marie	Daily Ex. Tue	08:45	May to October
<i>Tour Trains</i>					
3	Sault Ste. Marie	Canyon	Daily	08:00	June to October
3	Sault Ste. Marie	Eton	Sat and Sun	08:00	January to March
4	Canyon	Sault Ste. Marie	Daily	13:30	June to October
4	Eton	Sault Ste. Marie	Sat and Sun	12:10	January to March
<i>Freight Trains</i>					
5	Hawk Junction	Hearst	Tue and Fri	11:00	
6	Hearst	Hawk Junction	Wed and Sat	07:00	Connects with Train 10
Oba Turn	Hawk Junction	Oba and return	When req'd	11:00	Usually operates when no Train 5 or 6
9	Steelton	Hawk Junction	Thursday	06:00–12:00	
10	Hawk Junction	Steelton	Daily	19:00	
11	Steelton	Hawk Junction	Daily	23:30	Connects with Train 5
12	Hawk Junction	Steelton	Friday	23:30	
Work Extra	Hawk Junction	Michipicoten	When req'd	When req'd	Any work on the Michipicoten Sub.
Road Switcher	Hawk Junction	Within 30 miles west or north	When req'd	When req'd	



ACR Equipment		
Unit	Model	Comments
<i>Locomotives</i>		
100	GP7L-M	Bad-ordered.
101	GP7L-M	Restricted to yard service.
102	GP7L-M	Destroyed in wreck at Mile 111 in September 1993. (See September 1993 <i>Rail and Transit</i> .)
103	GP7L-M	
104	GP7L-M	
140	SW8	
141	SW8	Waiting to be scrapped – still on property.
157	GP7	Traction motors removed for use in other units, December 16, 1992.
158	GP7	Traction motors removed for use in other units, December 16, 1992.
167	GP7	
170	GP7	
181	SD40	
183	SD40-2	
184	SD40-2	Destroyed in wreck at Mile 111 in September 1993. (See September 1993 <i>Rail and Transit</i> .)
185	SD40-2	
186	SD40-2	
187	SD40-2	
188	SD40-2	
200	GP38-2	
201	GP38-2	
202	GP38-2	
203	GP38-2	Freight service only – rides rough and no air-flow meter.
204	GP38-2	Kipp flange lubricators installed.
205	GP38-2	Kipp flange lubricators installed.
<i>Steam Generator Cars</i>		
72	SGU	Out of service.
74	SGU	
75	SGU	Ex-VIA 15450.
76	SGU	
77	SGU	Ex-VIA 15467. Bad-ordered boiler.
80	SGU	Bad-ordered trucks. Used to heat engine facility in emergencies.
<ul style="list-style-type: none"> <li>• All SD40-2s have Kipp flange lubricators installed.</li> <li>• The ACR was the first railway in Canada to switch entirely to diesel, with the transition complete by early 1953.</li> </ul>		

The train pulled into Hawk Junction around 15:15. The first thought was “gotta take a picture of the train at the station in the snow with this beautiful blue clear sky.” The second thought was “gotta get that food – the station will be here on the southbound trip.” Off to the Big Bear restaurant to pick up our cheeseburgers, fries, and drinks, and back to the train.

We departed from Hawk Junction at 15:50 and re-arrived at 15:59 – the steam line separated between our car and the smoking car. No big deal – there was no one riding the smoking car – but the flanger was on the tail end of the passenger train because it also uses the steam for heat and to defrost its windows. So the steam line had to be fixed. It was not the first time that steam had leaked between those two cars on the way up, and a lot of steam was also leaking from the steam generator.

Our second departure from Hawk Junction was at 16:20, almost two hours late. Four minutes after we departed, the steam line separated again, which meant another ten-minute delay. By the time we reached Oba at 18:26, it was dark. Neither of us had ever been to Franz or Oba, and we still didn’t get to see much of either place.

We reached the bottom of the wye at Wyborn at 19:50, went around the west leg and backed up to the ONR/ACR station and yard office at 20:09. Exhaustion was setting in, and thankfully the motels in Hearst are only about 100 feet from the tracks and the Leaf game was not on the television. After dinner, there was nothing to do, though. I did bring a tripod ... and there was some light on the train ... and the steam would look nice in the photograph. So, out I went into the –55°C temperature to take some photos of this train we had just spent all day on. Why?

The next day we departed Hearst at 08:12. The ONR/ACR yard clerk/train serviceman had repaired the connection on the steam line between the two coaches. Well, the repair lasted nine minutes from our departure. (More repairs.) When we passed Oba this time (at 10:02) after seeing a moose, it was a little brighter than the night before. We were held there until 10:13 to wait for an eastbound CN train to cross the diamond, during which time our crew put the steam line back together. It stayed together as far as the diamond, and by this time, the water in the sink in the smoking car was frozen.

We did not order our lunch ahead from the restaurant in Hawk Junction this time because we thought we would have enough time to get the food on our own. Our arrival time at Hawk Junction was 12:18.

There was enough time to get our lunch – roast beef sandwiches this time – eat it, take some photos (with a cloudy sky and snow falling like crazy) and look around inside the station.

We departed Hawk Junction at 12:58 with the same number of passengers we arrived with, six, but two of them were different. The train crew expected the train to be full by the time we reached Searchmont, where a



lot of people drive to get the train. Most of the people who were spending the holiday weekend at hunt camps or retreats along the railway had returned a day early, though, because of the colder forecast for today. So, there were not as many passengers as originally expected.

The train made 13 stops between Hawk Junction and Mile 44.7, picking up approximately 28 people, along with snowmachines and mail. All the passengers seemed to know the crew and each other, and would recount stories of their weekend in the cold. (One passenger was heard complaining that the people who had used the cabin before him did not fill up the propane tanks. The conductor explained that the same cold that was freezing the water in the sink in the smoking car also liquifies the propane gas. The tanks were full of propane, but it was all at the bottom of the tank.)

There were about 30 passengers who got off when we arrived at Searchmont at 17:10. The remaining seven passengers rode to Sault Ste. Marie, where we arrived at 18:15, one and one-half hours late.

Sure, the trains ran late, but who needs to get to Hearst and back on time? It was a most enjoyable trip. The ACR staff were all friendly and it was easy to obtain permission to enter their shop facilities at Steelton for photography the next day. There are not too many railways like that any more, and there certainly are not too many covered turntables in operation like the ACR's.

There has been mention in *Rail and Transit* (September 1993 and January 1994) about the Wisconsin Central taking over the operation of the ACR in agreement with the provincial government.,

Eight of the ACR's nine unions voted in favour of ratifying the collective agreement reached in November between union representatives and Wisconsin Central last month. The deal calls for the company to operate with about 200 unionised and salaried employees – a reduction of almost 300 employees – working under more flexible job descriptions and slower vacation increments for new employees. The only union that has not reached a new agreement is the United Transportation Union, which is still negotiating with the WC.

Once an agreement has been reached, an application will be submitted to the NTA for approval of the plan, under which the province will purchase the track and property, and the WC will lease and operate the line. The WC will have to negotiate with the ACR for the purchase of any necessary rolling stock and motive power. It is expected to take several months before NTA approval is granted.

So, it would be a good idea to take a trip to or on the ACR this summer before the "Algoma" in ACR is replaced by "Wisconsin." The gift shop in the Sault is already almost out of T-shirts that say Algoma Central, and no more are being ordered. All remaining T-shirts are for the Canyon Train only, with no reference to the ACR name. Get out and enjoy the ACR while you can. 🐾



*Photo at Oba by Gray Scrimgeour*

#### *Thanks:*

Thank you to Peter Domich and his crew for the trip, Troy Sherban for going on the trip at short notice, Stan Black, President of the ACR, for supplying more information after the trip, and the staff at Steelton for answering all questions.

#### **ACR Stations**

<b>Mile</b>	<b>Station Name</b>	<b>Mile</b>	<b>Station Name</b>
<i>Soo Subdivision</i>		<i>Michipicoten Subdivision</i>	
	Sault Ste. Marie	0.0	Hawk Junction
2.0	Steelton	12.5	Siderite
9.75	Odena	18.6	Wawa
25.5	Northland	22.4	Trembley
30.7	Goulais	26.0	Michipicoten
31.5	Searchmont	<i>Northern Subdivision</i>	
36.0	Wabos	164.6	Hawk Junction
41.7	Achigan	172.8	Alden
48.3	Ogidaki	177.8	Goudreau
56.2	Mashkode	184.2	Dubreuilville
64.5	Mekatina	188.1	Wanda
79.8	Batchewana	194.9	Franz
89.1	Regent	207.5	Hilda
92.0	Montreal Falls	217.3	Mosher
95.5	Hubert	228.6	Dana
102.6	Frater	238.9	Langdon
113.9	Canyon	244.7	Oba
120.1	Eton	265.8	Hale
131.3	Agawa	273.1	Horsey
140.8	Tabor	280.9	Coppell
149.9	Perry	294.1	Wyborn
156.5	Limer	294.7	Hearst Junction
164.6	Hawk Junction	295.7	Hearst

# Major Passenger Stations in Canada Closed Since 1960



Gare du Palais, Québec

Photo by Pat Scrimgeour

STATION	CIRCUMSTANCES	STATUS
<b>St. John's</b> Newfoundland Ry./CNR Closed 1984	<ul style="list-style-type: none"> <li>• Station built 1903</li> <li>• Passenger trains discontinued 1969</li> <li>• Mixed trains discontinued 1984</li> </ul>	<ul style="list-style-type: none"> <li>• Used as bus terminal and for railway offices</li> </ul>
<b>Moncton</b> ICR/Moncton and Buctouche/ CPR/NTR/CNR Closed 1963	<ul style="list-style-type: none"> <li>• Station built 1897</li> <li>• Replaced by new station nearby</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished 1963</li> </ul>
<b>Saint John</b> CNR/CPR Closed 1974	<ul style="list-style-type: none"> <li>• Station built 1932</li> <li>• Passenger trains removed from downtown</li> <li>• Suburban stations at Coldbrook (CN) and Lancaster (CP) used 1974-79</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> </ul>
<b>Saint John</b> VIA Closed 1993	<ul style="list-style-type: none"> <li>• Station built 1979</li> <li>• Replaced by new station nearby</li> </ul>	<ul style="list-style-type: none"> <li>• Station to be demolished</li> </ul>
<b>Charlottetown</b> Canadian Government Rys./CNR Closed 1969	<ul style="list-style-type: none"> <li>• Station built 1907</li> <li>• Passenger trains discontinued</li> </ul>	<ul style="list-style-type: none"> <li>• Vacant</li> <li>• Used as bus terminal and railway offices for several years after trains removed</li> </ul>
<b>Québec — Gare du Palais</b> CPR/CNR Closed 1976 Re-opened 1985	<ul style="list-style-type: none"> <li>• Station built 1914, renovated 1985</li> <li>• Passenger trains removed from central city</li> <li>• Stations used at avenue Saint-Sacrement (CP, 1976-79) and Sainte-Foy (CN, 1976-85)</li> </ul>	<ul style="list-style-type: none"> <li>• Used as public market 1976-84</li> <li>• All new platforms and approaches built for reopening in 1985</li> <li>• Bus terminal to be moved to station in 1994</li> </ul>
<b>Trois-Rivières</b> CPR/VIA Closed 1990	<ul style="list-style-type: none"> <li>• Passenger trains discontinued</li> </ul>	<ul style="list-style-type: none"> <li>• Used as bus terminal</li> </ul>
<b>Montréal — Windsor Station</b> CPR Closed for intercity trains 1986 Closed for commuter trains 1993	<ul style="list-style-type: none"> <li>• Station built 1889</li> <li>• Passenger trains rerouted to Gare Centrale (CN): transcontinental train in 1979, intercity trains in 1984, and Amtrak trains in 1986</li> <li>• Commuter trains (STCUM) relocated to temporary station nearby in 1993</li> </ul>	<ul style="list-style-type: none"> <li>• Station building being incorporated into new development</li> </ul>



STATION	CIRCUMSTANCES	STATUS
<b>Montréal — Park Avenue</b> CPR Closed 1984	<ul style="list-style-type: none"> <li>• Station built 1931</li> <li>• Passenger trains rerouted via CN lines</li> </ul>	<ul style="list-style-type: none"> <li>• One wing used as entrance to Métro station</li> <li>• Remainder of station vacant</li> </ul>
<b>Ottawa — Union Station</b> GTR/CNR/CPR Closed 1966	<ul style="list-style-type: none"> <li>• Station built 1909-12</li> <li>• Passenger service removed from downtown</li> <li>• New station built in suburban area</li> </ul>	<ul style="list-style-type: none"> <li>• Used as federal government conference centre</li> </ul>
<b>Kingston — Outer Station</b> GTR/CNR Closed 1974	<ul style="list-style-type: none"> <li>• Station built 1856</li> <li>• Bypassed by new high-speed line</li> <li>• New station built in suburban area</li> </ul>	<ul style="list-style-type: none"> <li>• Rented as commercial space</li> </ul>
<b>Oshawa</b> CNR Closed 1968	<ul style="list-style-type: none"> <li>• Station built 1856</li> <li>• Replaced by new station further west, further from downtown</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> </ul>
<b>Hamilton</b> TH&B/VIA Closed 1981	<ul style="list-style-type: none"> <li>• Station built 1933</li> <li>• Toronto—Buffalo passenger trains relocated to CN station</li> </ul>	<ul style="list-style-type: none"> <li>• Being restored for commuter trains (GO) and as transit terminal</li> </ul>
<b>Hamilton</b> CNR/VIA/GO Closed for intercity trains 1992 Closed for commuter trains 1993	<ul style="list-style-type: none"> <li>• Station built 1930</li> <li>• Intercity trains removed from central city</li> <li>• New station built in suburban area at Aldershot</li> <li>• Commuter trains (GO) use station platforms</li> </ul>	<ul style="list-style-type: none"> <li>• Station building vacant</li> <li>• Proposals for museum in station</li> </ul>
<b>London</b> CNR Closed 1963	<ul style="list-style-type: none"> <li>• Station built 1935</li> <li>• Replaced by new station nearby</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> </ul>
<b>London</b> CPR Closed 1971	<ul style="list-style-type: none"> <li>• Station built 1887</li> <li>• CP passenger trains discontinued 1971</li> </ul>	<ul style="list-style-type: none"> <li>• Used as railway offices for several years after trains removed</li> <li>• Incorporated into new development</li> </ul>
<b>St. Thomas</b> CASO/CR/Amtrak Closed 1979	<ul style="list-style-type: none"> <li>• Station built 1873</li> <li>• Amtrak passenger trains discontinued 1979</li> </ul>	<ul style="list-style-type: none"> <li>• Largely vacant</li> <li>• Used for local CN maintenance-of-way operations</li> </ul>
<b>Windsor</b> CNR Closed 1961	<ul style="list-style-type: none"> <li>• Passenger trains removed from downtown</li> <li>• New station built in Walkerville</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> </ul>
<b>Windsor</b> CASO/CPR/CR/Amtrak Closed 1979	<ul style="list-style-type: none"> <li>• Station built 1911</li> <li>• CP used station until 1968, then relocated to their yard office until service ended in 1971</li> <li>• Amtrak passenger trains discontinued 1979</li> </ul>	<ul style="list-style-type: none"> <li>• Used for railway operations</li> </ul>
<b>North Bay</b> CPR Closed 1990	<ul style="list-style-type: none"> <li>• Station built 1903</li> <li>• Passenger trains discontinued 1990</li> </ul>	<ul style="list-style-type: none"> <li>• Used for railway offices</li> </ul>
<b>North Bay</b> Canadian Northern/CNR/ONR Closed 1990	<ul style="list-style-type: none"> <li>• Station built 1914</li> <li>• VIA trains relocated to CP station in 1981</li> <li>• Replaced by new ONR station in suburban area</li> </ul>	<ul style="list-style-type: none"> <li>• Vacant</li> </ul>
<b>Sault Ste. Marie</b> ACR Closed 1973	<ul style="list-style-type: none"> <li>• Station and railway office building built 1912</li> <li>• Replaced by new station</li> </ul>	<ul style="list-style-type: none"> <li>• Used for railway offices</li> </ul>
<b>Port Arthur (Thunder Bay North)</b> Canadian Northern/CNR Closed 1977	<ul style="list-style-type: none"> <li>• Station built 1905</li> <li>• CN passenger train service Thunder Bay North—Winnipeg removed in 1977</li> </ul>	<ul style="list-style-type: none"> <li>• Used as community centre and commercial space</li> </ul>

STATION	CIRCUMSTANCES	STATUS
<b>Thunder Bay</b> (Fort William) CPR/VIA Closed 1990	<ul style="list-style-type: none"> <li>• Station built 1910</li> <li>• Passenger trains discontinued 1990</li> </ul>	<ul style="list-style-type: none"> <li>• Used for railway offices</li> </ul>
<b>Winnipeg</b> CPR Closed 1978	<ul style="list-style-type: none"> <li>• Station built 1904</li> <li>• Passenger trains relocated to CN Union Station in 1978</li> </ul>	<ul style="list-style-type: none"> <li>• Used as native centre</li> </ul>
<b>Regina</b> – Union Station CPR/Canadian Northern/VIA Closed 1990	<ul style="list-style-type: none"> <li>• Station built 1911, renovated 1930</li> <li>• Passenger trains discontinued 1990</li> </ul>	<ul style="list-style-type: none"> <li>• Largely vacant</li> <li>• Available for rental from VIA as meeting room or banquet hall</li> </ul>
<b>Saskatoon</b> CNR Closed 1964	<ul style="list-style-type: none"> <li>• Station built 1938</li> <li>• Passenger trains removed from downtown</li> <li>• New station built in suburban area</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> <li>• Midtown Plaza built on site 1970</li> <li>• Reproduction of facade of 1910 Canadian Northern station built in mid-1980s as new entrance to mall</li> </ul>
<b>Calgary</b> Canadian Northern/CNR Closed 1971	<ul style="list-style-type: none"> <li>• Originally a school</li> <li>• Station purchased by Canadian Northern and converted to a station ca. 1914</li> <li>• CN passenger trains discontinued 1971</li> </ul>	<ul style="list-style-type: none"> <li>• Used as ballet school and theatre</li> </ul>
<b>Calgary</b> CPR Closed 1969	<ul style="list-style-type: none"> <li>• Station built 1911</li> <li>• Replaced by new station nearby</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> </ul>
<b>Calgary</b> CPR/VIA Closed 1990	<ul style="list-style-type: none"> <li>• Station built 1969 in basement of office and tower development</li> <li>• Regular passenger trains discontinued 1990</li> </ul>	<ul style="list-style-type: none"> <li>• Used by scenic tour trains (GCRC)</li> </ul>
<b>Edmonton</b> CNR Closed 1966	<ul style="list-style-type: none"> <li>• Station built 1928</li> <li>• Replaced by new station nearby</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished</li> </ul>
<b>Edmonton</b> CPR Closed 1972	<ul style="list-style-type: none"> <li>• Station built 1913 with completion of High Level Bridge</li> <li>• Passenger trains cut back to South Edmonton</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished 1978</li> </ul>
<b>Vancouver</b> Great Northern Closed 1962	<ul style="list-style-type: none"> <li>• Station built 1917</li> <li>• Passenger trains relocated to adjacent CN station</li> </ul>	<ul style="list-style-type: none"> <li>• Station demolished 1965</li> </ul>
<b>Vancouver</b> CPR Closed 1979	<ul style="list-style-type: none"> <li>• Station built 1914</li> <li>• Passenger trains relocated to CN station</li> </ul>	<ul style="list-style-type: none"> <li>• Used for railway offices and retail space</li> <li>• Used as SeaBus and SkyTrain terminal</li> <li>• Proposed to be commuter train terminal</li> </ul>

**Compiled by:** Pat Scrimgeour

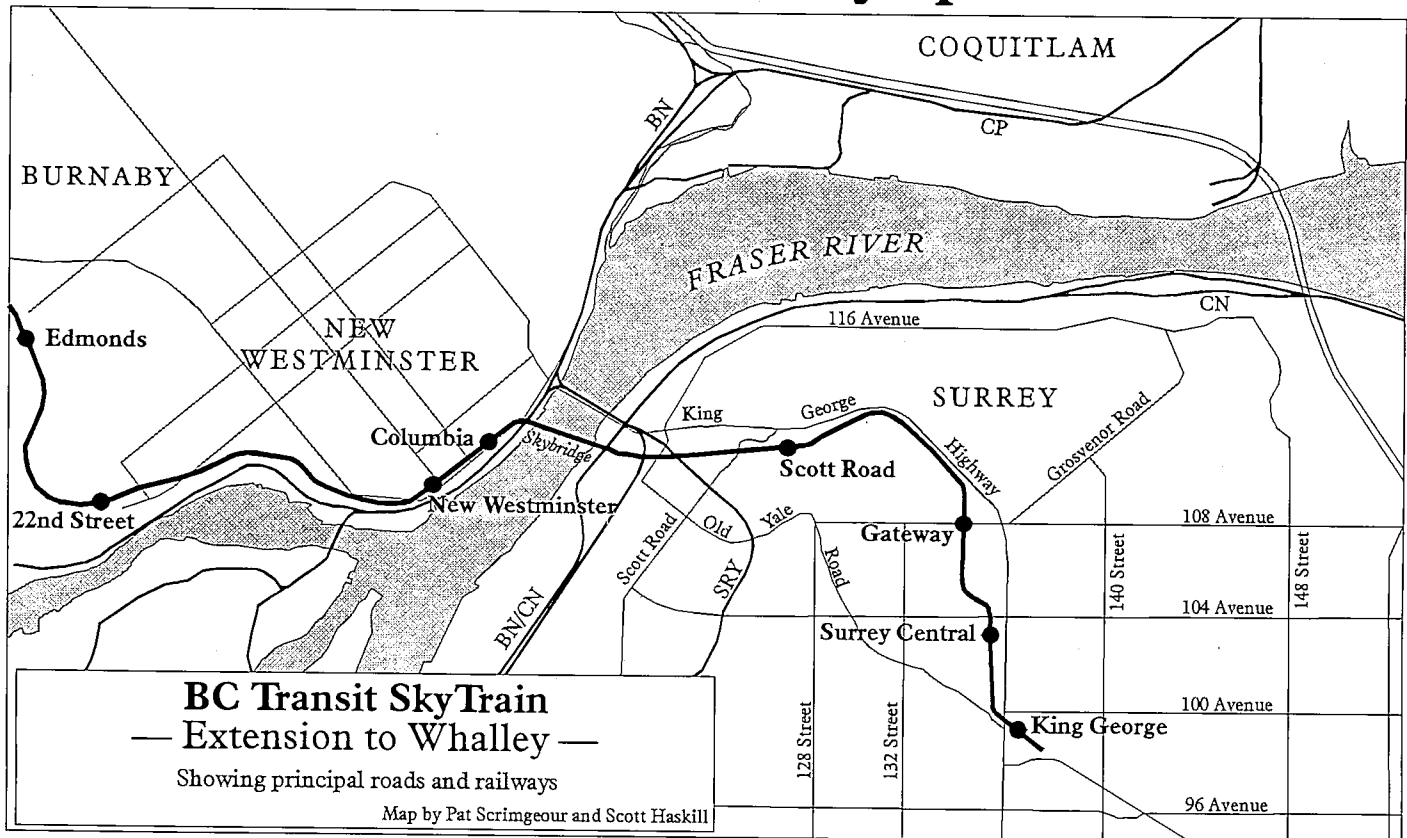
**Thanks to:** Tom Box, Richard Carroll, Art Clowes, Ted Deller, Scott Haskill, Don McQueen, and Gray Scrimgeour

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Vancouver, March 28:

## SkyTrain extension to Whalley open

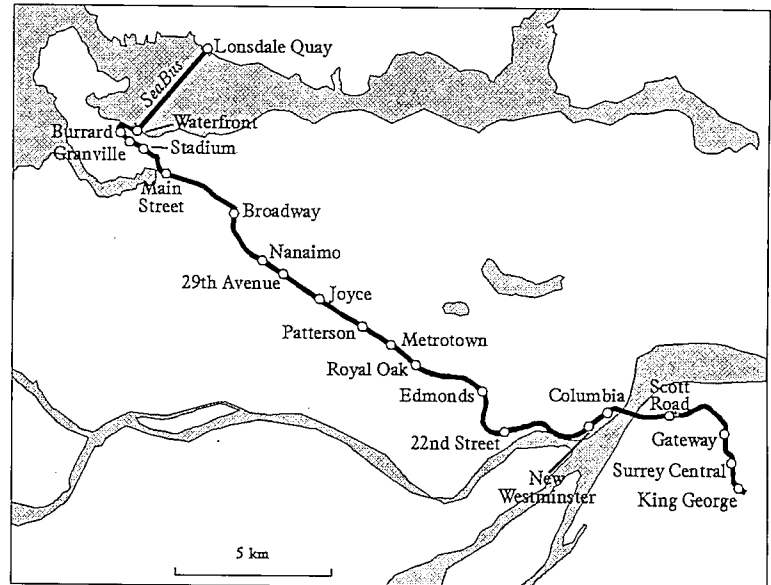


After three years' worth of construction and an expenditure of \$127-million, the 4.3-kilometre SkyTrain extension from Scott Road to King George Station opened for business at 05:08 on Monday, March 28. The trip from the end of the line at King George Station to Granville Station in downtown Vancouver now takes 36 minutes, a ten-minute improvement over the previous trip by bus to Scott Road Station and SkyTrain beyond.

Three new stations have been built in Whalley. Gateway Station is at 108 Avenue, just at the top of the hill up from Scott Road Station. New developments are beginning, centred on the new transit station, including BC Transit's new offices. Surrey Central Station is next, among the shopping centres and municipal buildings between 104 Avenue and 102 Avenue. Surrey Central includes a large bus platform, to replace the nearby Whalley Exchange bus-transfer location. The final station is King George Station, south of 100 Avenue, and south of the main commercial area in Whalley.

Peak-period operations have trains running to Whalley every four to five minutes, with additional trains operating from New Westminster or Metrotown stations to Vancouver. Mid-day, evening, and weekend service continues to be every five minutes all along the line.

On April 11, bus routes in Surrey and North Delta are being revised to connect with the extended line. (Until then, buses continue to connect at Scott Road Station, while construction at Surrey Central Station is



being completed.) A park-and-ride lot has been built at 100 Avenue and King George Highway, just across from King George Station.

At a cost of \$47.84-million, 20 new cars are on order from Bombardier Transportation Equipment Group, but delivery of the new cars will not begin until September 1995.

Information from BC Transit, Dean Ogle, and Gray Scrimgeour.





## RESEARCH AND REVIEWS

### Just A. Ferronut's Railway Archaeology

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I am not sure whether to set my calendar by the radio announcers' comments of trips to the maple sugar bush, or my still thawing body and our almost daily snow storms. While to me it has been a great winter, I won't object to its end. Anyway, it is time to get back to write a column, instead of making our editor try to translate one from a few notes. In the January column, I wrote of chasing trains, in the cold east – well, that must have affected me, for I repeated the process in western Canada. Most workers consider the best vacation is to go south and lay on a beach for three weeks, but – you guessed it – I came back from a western business only to leave the next day for a three-week tour of the west by car.

#### Cold and clear north of the 49<sup>th</sup>

Chris Martin, a fellow railfan from London, planned the trip around the expectation that while it may be cold, the weather is usually clear at the full moon in January. So, while we left London in the middle of a heavy rain, the temperature was well below freezing when we arrived in Sault Ste. Marie. This was to be the start of the leg that would take us along the Canadian railway lines to Lethbridge, Alberta. The intent was to loop from Lethbridge south through the U.S. and return home along a more southern and hopefully warmer route. While I have always found railfanning in the States colourful and offering numerous staged events, I must admit that this trip provided the opportunity to compare and realise just how diversified and colourful the Canadian railway scene is.

Saturday dawned in Sault Ste. Marie sunny and cold. The target of the day was to pace and photograph Algoma Central's passenger train in its winter environment. Also, with the upcoming takeover of this railway by Wisconsin Central, we considered it was a chance to make sure we got the ACR's current paint scheme. ACR GP38-2 200, with a steam generator, two baggage cars, and three coaches, backed through the frozen air to the station. The few steam leaks were enough to surround the head-end cars and totally block the view down the platform. We left ahead of the train to be in place for photographs along Highway 17 near Heyden. While there is no sign of a station or

platform, two men were waiting trackside at Heyden with their winter gear, to go north to their winter camp. The winter road conditions left us with only a grab-shot of the train on the Bellevue Viaduct over Highway 532. As we stopped a few miles north, the icy road got the better part of Chris. Lying on the road is not the desired place for picture-taking, but the winter clothing pads the fall. We went north as far as Searchmont, 31.5 miles from Sault Ste. Marie, for a few shots of the passengers boarding the train. As the ACR Geep headed north we doubled back to Heyden and drove north on Highway 17 to Wawa and into Hawk Junction. Being ahead of the train, we stayed south of the village and worked through the deep snow to a suitable open location. Being the first day out, the cold, coupled with the train being a bit late, made it tempting to head back to the car. Finally, the train came around the curve, cameras clicked, and then it was off to the yard at Hawk Junction for a few more photos.

The January 1913 *Canadian Railway and Marine World* carried the notation that the Board of Railway Commissioners had authorised the Algoma Central and Hudson Bay Railway to open its main line from Mileage 93 (the north side of the Montreal River) to Hawk Lake Junction, 164.5 miles from Sault Ste. Marie.

With our ACR mission accomplished, we drove west to White River, in time to meet the inbound VIA Budd cars. Their twilight arrival required the use of time exposures. The cold caused the exhaust from the furnace in the station to appear as inverted icicles in the pictures.

White River has a replica of a single-storey station for their tourist information centre. This building is situated at the junction of the main street into the village and Highway 17. Between photographing three eastbound CP freights near the station on Sunday, we also noted box car CP 410012, which is fitted with two roof brackets for removing icicles from the tunnels along their line.

Before heading west, we stopped by the CP station to see what we might expect. This was one of the weekends that CN had a derailment in Northern Ontario, so VIA was diverting the *Canadian* over the ACR from Oba south to Franz to permit it to use the CPR over to Sudbury. As always, Chris was trying to get us in trouble and leading us to temptation. He was wearing a CN Rail toque, so on entering the CP domain we were asked if we were the VIA relief crew to pilot the *Canadian*. After looking at each other, we decided to say no!

CP Rail traffic was light and we only met one eastbound west of Schreiber. Late in the afternoon, we photographed a westbound CN on the long Blende River viaduct, north of Thunder Bay, Mile 173.1 on CN's Kinghorn Subdivision. The day ended with us at Atikokan.

Another bright sunny and cold day greeted us on Monday as we looked around the rail plant in Atikokan. Atikokan, now a mining town, was established by the Canadian Northern as a divisional point in this isolated part of the country at the turn of the century. A ceremony on December 30, 1902, marked the official opening of the line. Mackenzie and Mann had pulled together the Ontario and Rainy River Railway, Minnesota and Ontario Bridge Company, Minnesota and Manitoba Railroad, and

Manitoba and South Eastern Railway to form the line from Thunder Bay to Winnipeg. Atikokan remained reliant on the railway for connection to the outside world until the completion of Highway 11 to Thunder Bay in 1954. Atikokan was the destination for the so-called "Mercy Train" that was probably the only train to move during the bitter railway strike in the summer of 1950. A six-car freight train loaded with 40 tons of food and medical supplies was run to Atikokan to supply it and the surrounding area.

Atikokan continued to increase in importance even during the troubled latter days of the Canadian Northern. In 1918 a new ten-stall roundhouse was constructed and a 86½-foot turntable installed. The major portion of the existing boarded-up single-storey frame station was constructed in 1923 to replace the original station, located some 600 metres to the east. The station was expanded eastward with a 40-foot addition in 1949. This station has been reviewed under the Heritage Railway Stations Preservation Act but has been recently turned down. In addition, Atikokan, like numerous other division points had "The Beanery" to serve as the railway restaurant, along with a few hotel rooms. This institution, built in 1915 at a cost of \$4000, was demolished in 1967. The roundhouse, which was located near the station, was demolished in 1963.

With frosty snow crunching underfoot we wandered around to get a few photos of the frost-enhanced clouds of humidity from the mine plants forming fog-like effects along the tracks. It was then westward along Highway 11 towards Fort Frances.

As we neared Fort Frances, we started meeting the parade of CN eastbounds that would have left Winnipeg earlier that morning. We remained in the Fort Frances area for the rest of the day photographing freights along the frozen lakes and in the community with backdrops of clouds of humidity from the pulp and paper mills. The locomotives were sporting a mix of paint schemes including some in DW&P colours.

Fort Frances is the junction of the Thunder Bay-Winnipeg line with the Duluth, Winnipeg and Pacific Railway through International Falls, Minnesota. The single-storey brick station in this border community was constructed in 1913 using a design prepared by the Canadian Northern engineering department. The station is now being used for community activities.

After a night in Fort Frances, we woke up to realise that the weather wasn't getting warmer, we were getting colder. A few more photos around the terminal on Tuesday morning and then west. Rail traffic remained reasonable and at Rainy River, we got one westbound scooping another for the run over the 45 miles of the CN Sprague Subdivision (originally the Minnesota and Manitoba Railroad) that runs through Minnesota.

The Rainy River station, a storey-and-a-half brick building, is slightly more ornate than the one at Fort Frances. This station, built by Canadian Northern in 1918, has been taken over by Rainy River for their municipal offices. West of the station is an information centre with CNR 2-10-2 4008 and caboose 79574 on display.

We continued along the Canadian Northern line through Minnesota and southeastern Manitoba to the outskirts of Winnipeg, then swung west to follow CN's Rivers Subdivision to Portage la Prairie.

Today, Portage la Prairie still has both railways' main lines (CN's Rivers Subdivision and CP's Carberry Subdivision) through town, as well as being the junction for one secondary line from each railway. Portage la Prairie also still has two stations in use.

The CP station is a single-storey buff-coloured brick structure with a limestone dado, and was built in 1892. The large white-on-black "CANADIAN PACIFIC RAILWAY" sign attached to the dormer is a flashback to the 1950s. A couple of hundred metres to the southwest is the CN/VIA station. This structure is a single-storey red brick building with a couple of full dormers breaking the lines of the hip roof. This depot, built in the early 1900s, has been refurbished for continued use by VIA.

We spent the night in Portage la Prairie with the plan to photograph the eastbound VIA *Canadian* due in the area on Wednesday morning. Things looked great on Wednesday morning as we burned up film on passing CN and CP freights. At about 10:00, a CN westbound arrived in Portage la Prairie led by SD40 5072, HR616 2119, and GMD-1 1171. The scanner chatter indicated that it was waiting for an eastbound freight that was then finishing up some switching at Bloom, about nine miles west on the Rivers Subdivision.

About 10:20, the scanner came alive with comments about a train fire west of town. Since the lines of the two railways are close, there was some confusion as to which railway had the fire. It soon became clear that it was the CN train that had been switching Bloom. Luck permitted us to arrive at the scene ahead of the emergency vehicles. Sitting on the main line near a sideroad crossing about six miles west of town was CN SD50F 5432 and SD40 5043. They were uncoupled from their train, which was some 100 metres behind them. It soon became clear that as the train was pulling out of Bloom, the lead unit had caught fire.

Jodi Ferguson of *The Daily Graphic* newspaper carried the following in her write-up of the incident. "Some spilled motor oil caught on fire. However, none of the diesel fuel which actually powers the locomotive engine was threatened.

"Because the blaze was contained in an enclosed space it was out almost as quickly as it began, but not before throwing a scare into the train's crew. The engineer reported he had flames shooting eight feet above the engine."

The town's fire department spent well over an hour ensuring everything was secure to enable the units to be moved.

Meanwhile, the eastbound *Canadian*, led by VIA F40PH-2s 6403 and 6454 had arrived in the area and was stopped at Bloom. While we didn't note all of the equipment on this train, it was interesting to note that the last few cars were the same cars that I had travelled on in British Columbia during January.

While the fire-fighters were doing their work, negotiations were underway to arrange to get the power from the westbound sitting in Portage la Prairie to rescue the stranded eastbound to permit the *Canadian* to get on its way. About 13:00, the power from the westbound had arrived at the fire scene and put together the pieces ready to head east into Portage la Prairie. You have probably guessed what has happened: yes, the GMD-1 was leading! It is therefore needless to comment on film consumption in the next few minutes. It was getting on to 13:45 when VIA got its passengers moving east again. Definitely a worthwhile delay in our westward trek.

CP favoured us with a meet at Broadview, Saskatchewan, near their boarded-up single-storey brick station, constructed in 1913. Darkness overtook us before we reached Regina.

At Regina, we saw a GMD-1 switching a spur and more shuffling around CN's yard on Thursday morning. Before leaving Regina we drove down to look at and photograph the now nearly-vacant three-storey stone union station. The single-storey

east wing still sports a large VIA sign over the door.

As we neared Moose Jaw, the scanner told us to get trackside for some traffic. We went back to Pasqua Junction, six miles east of Moose Jaw. CP's Weyburn Subdivision from North Portal (the international boundary and the connection with Soo Line) connects with the Indian Head Subdivision at Pasqua Junction. In addition to a eastbound freight heading down the Weyburn Subdivision, SD40-2s 5906 and 5873 were switching some OCS cars at Pasqua Junction. The openness of the prairies lets the wind add its effect to the cold clear weather. This showed as a CP track crew were trying to throw a switch to a siding. They were using a six-to-eight foot piece of pipe as an extension on the switch lever to get enough leverage to throw the ice- and snow-clogged switch. North of the roadway along the tracks at Pasqua Junction is the relocated frame Canadian Northern station from Truax, Saskatchewan. This two-storey boxy frame station has a caboose, CN 79880, near it.

While we didn't stop, a sign along Highway 1 at Herbert, Mile 82.6 of the Indian Head Subdivision, indicated that the CP station in this community has been restored.

The single-storey brick CP station with its hip roof at Swift Current is still used. This depot has a trackside dormer that also has a hip roof. An extra plus at Swift Current was CP SD40-2F 9000 in their new "Yankee-Pacific" paint scheme sitting as the lead unit on a eastbound waiting for a new crew.

It was into Lethbridge for Thursday night with the hope of getting some eastbound traffic on CP's high level bridge in the morning light of Friday. This famous structure over the Oldman River (originally the Belly River) is 314 feet above the river bed. The last girder in this 5328-foot bridge was placed on June 22, 1909, and the bridge was opened to trains that fall. Friday morning was clear and sunny, but there was no indication of any CP traffic. After a few pictures of the empty bridge, we were heading a few blocks east to look at the old CP station when the scanner came alive. Unprintable words were said about the one-way streets as we scrambled back towards the bridge. We won and got a series of photographs as SD40-2s 5905, 6080, 5714, and 5876 led an eastbound freight across the bridge at 09:25. This train headed south on the Stirling Subdivision, no doubt destined for Coutts, Alberta, and Sweet Grass, Montana, and connection with the Burlington Northern.

The former CP station in Lethbridge is now a health care centre. The yards were relocated in the 1980s and the area redeveloped. The large station is a focal point in the area with a low stone dado supporting the red brick walls of the first storey. The main centre portion of the depot has a second storey of frame construction clad in wide white clapboard siding. The street side of the station has a brick clad octagonal tower extending the full two storeys with a steep octagonal roof. This is set off by a series of hip-roofed dormers across the centre portion of the structure.

It was southward for one of the highlights of the trip, to spend a night at the Izaak Walton Inn in Essex, Montana, on the old Great Northern (now Burlington Northern) line over Marias Pass at the south edge of the U.S.'s Glacier National Park.

The Izaak Walton Inn is a three-storey frame building constructed in 1939 as a crew hostel for the Great Northern. It has been converted to a hotel with railfans, hikers, and skiers being its main clientele. It is a step back in time, as there are no televisions in the rooms and most rooms share common bath facilities. However, it is full of railway mementos, including many

small items that were once common around railways. All the items on the menus have railway names included in their titles.

The relaxing atmosphere at the Izaak Walton Inn was a great climax to our week-long trek across Canada's frozen prairies. I now sit at home sipping on a cup of hot cocoa, still shivering as I flash slides on the screen, and, yes, it is still snowing out.

#### Correction to a correction

Have you ever undertaken something only to find that it seems like you can never get everything right? That happened to me on the subject of the Discovery Train car No. 220 used as a tourist bureau by the town of Amherst, Nova Scotia. This started last August when I used the newspaper spelling for the name of this car, and then in November we got the car *Alexandra* named properly thanks to Norman Lowe and Leonard A. Seton. My problem was that I had removed a letter from the car name, but I guess I wanted to keep the letter count the same so added it to Mr. Seton's name. So, to those who may have wondered if there was a new name among the railfan fraternity, no, this is the same Leonard A. Seton who has been interested in and writing about the Canadian railway scene since his university days in the 1930s.

#### The source of a station name

Dave Hanson has sent along some comments from Mr. Bryon Wood about the origin of New Brunswick and Canada Railway and Land Company's station at Toby Guzzle, New Brunswick.

"At the time that Toby Guzzle got its name, the NB&C line extended about eight miles north of Barber Dam, New Brunswick. There was one industry at this location — a sawmill, and the entire population of the area consisted of the employees of the mill, who all lived at a boarding house conducted by a man named 'Toby.' The arrival of the train naturally was the big event of the day, and although the time of its appearance varied from day to day, it quite frequently showed up about mid-day when the crew of the mill were at dinner. At such times Toby, who always kept a sharp lookout, would rush to the dining room and call to the men, 'guzzle your grub boys, she's a-comin'.' The same expression was used so often that the boarding house became known as 'Toby's guzzle,' and from this the name was adopted by the railway company, and in time appeared on the official timetable."

The company's October 6, 1862, timetable lists Toby Guzzle between Barber Dam and Maudslay. Comparing various mileages in this 1863 timetable with those listed in 1978 would place Toby Guzzle a half to three-quarters of a mile south of the present McAdam Junction. Maudslay was shown as three miles north of Toby Guzzle or slightly over two miles north of the present McAdam Junction.

#### Time for questions

Canadian railway hotels and YMCAs are two topics that have not had too many articles written about them. We have been discussing the possibility of doing something in the way of a general review on these interesting aspects of the railways in this country. My request is to ask for a copy of any bits of information you may have on these subjects or of the names of any publications with material on railway hotels or YMCAs.

I received a mail tube a few weeks ago with a copy of the *Cape Breton Magazine* in it. One end of the tube was missing, so I am not sure if there was any letter enclosed or not. It was mailed from Toronto in January. Therefore, if you forwarded this magazine, I would appreciate receiving a note so I can thank you or return the magazine.



# Information Network

Message from: **Jack Knowles**

Subject: **Notes on TTC streetcar track map**

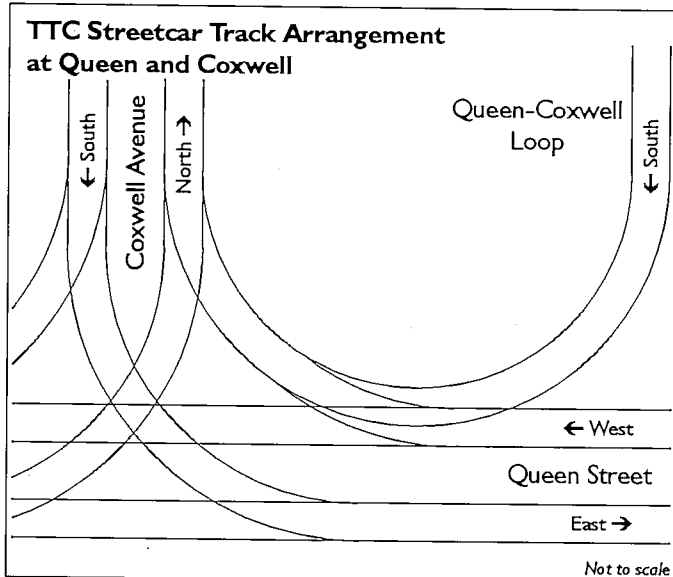
(January and February-March 1994 *Rail and Transit*)

There is a use for the TTC's backwards crossover on Dufferin Street, north of King Street (discussed in the February-March 1994 *Rail and Transit*). When a Roncesvalles Division streetcar suffers front-end damage that prevents towing it with the usual drawbar arrangement, the crossover can be used to get the car facing backwards, so that it can then be towed from the rear end. The disabled car would be moved so that it backs north on the crossover from the southbound to northbound track, all the time facing south. A towing car, facing northbound on the northbound track, can then hook up with the rear, the undamaged end of the disabled car, and pull it to Harvey Shops on Bathurst Street.

Less-intricate manoeuvres are required for cars based at Russell Division, as a car can be turned on the wye created by the single track on Connaught Avenue.

Message from: **Pat Scrimgeour**

Still on the subject of TTC streetcar track, I made a mistake in describing the track arrangement at Queen and Coxwell while editing the comments from Scott Haskill and Calvin Henry-Cotnam in last month's issue. As I described the placement of the rails, cars leaving Queen-Coxwell loop would have swung in front of eastbound cars on Queen Street, and that is not the case. This diagram shows the real layout of the tracks, not to scale.



Message from: **Pat Scrimgeour**

Subject: **Do-it-yourself VIA reservations**

As reported in *The Rapido* column this month, VIA information and reservations can now be made through airline reservation systems. I can reach the American Airlines "EaasySabre" system through CompuServe, the E-Mail system that we use in preparing *Rail and Transit*.

VIA reservations at this time are now only available for trains between Québec and Windsor, and only to cities that have airports. (There is no official IATA code for Belleville or Guildwood, for instance.) In future, other VIA trains — starting with the transcontinentals — will be added to the systems, and VIA has asked that "airport" codes be added for their other stops.

VIA's official "airline" code is A6, and the 15 stations that are now available are:

Windsor	YQG	Brockville	XBR
Chatham	XCM	Smiths Falls	YSH
Sarnia	YZR	Ottawa	YOW
London	YXU	Cornwall	YCC
Kitchener	YKF	Dorval	YUL
Toronto	YBZ	Montréal	YMY
Oshawa	YOO	Québec	YQB
Kingston	YGK		

In addition, the generic codes for Toronto (YTO) and Montréal (YMQ) can be used, and information will be given for all airports and stations in the area.

I asked the EaasySabre system to give me the times of VIA (A6) "flights" from downtown Toronto (YBZ) to downtown Montréal (YMY), on April 11.

FLIGHT AVAILABILITY							
From: (YBZ) DOWNTOWN-TORONT, CAN				MONDAY      APR-11-94			
To: (YMY) MONTREAL STOL							
Flight	Leave	Arrive	Meal	ST	Equip	Classes	
1 A6 56	YBZ 1000	YMY 1427	#	3	TRN	J	Y Q
2 A6 52	YBZ 0800	YMY 1243	#	5	TRN	J	Y Q
3 A6 66	YBZ 1700	YMY 2059	#	1	TRN	J	Y
4 A6 64	YBZ 1545	YMY 2007	#	2	TRN	J	Y Q
5 A6 60	YBZ 1200	YMY 1713	#	5	TRN	J	Y
6 A6 68	YBZ 1800	YMY 2251	#	4	TRN	J	Y Q

The trains are not listed in chronological order, but in an order determined partly by the starting time I requested and partly by the trip time of each run. You can see that the list includes the "airline" and "flight" number, the departure and arrival times, that a meal is included, the number of stops en route, the equipment type (TRN, for train), and the classes (J for VIA 1, Y for coach, and Q for advance-purchase discounted coach. (Discounted seats are sold out on Trains 60 and 66 that day.)

To travellers or travel agents, VIA appears on the reservation system as just another airline. If a request is made for all airlines, ranked by trip time, VIA will appear at the bottom of the list, but if the request is made by fare, VIA, with the lowest prices, will appear at the top of the list.

From: (YTO) TORONTO, CANADA			THURSDAY APR-14-94		
To: (YMQ) MONTREAL, CANADA					
All airlines - Regular and discount fares			Fares in: CAD		
One Way	Round Trip	Fare Code	Airline(s)		
1 54.99	109.98	Q5X57	A6		
2 92.43	184.86	Y	A6		
3	214.11	VWEND	AC		
4	214.11	VYTZ	AC		
5	214.11	Q3SWENR	CP		
6	214.11	Q3SWENR	CP		
7	238.68	H3NR	AC		

One big advantage for me is that I can now easily check all trains to see which ones have discounted seats available, and then book the one I want. Until now, because VIA does not reserve coach seats over the telephone, I have run the risk of having the cheap seats sell out before I can get to the station to buy my tickets.

VIA reservations made through your home computer can be picked up at VIA stations, by giving your name and the train number, or at travel agencies which have Sabre, by giving the reservation number.

# MOTIVE POWER SPECIAL REPORT: WORLD LOCOMOTIVE ORDERS 1992-1993

RAILWAY	NO.	MODEL OR CLASS	TRACTION SUPPLY	WHEELS	POWER (kW)	SUPPLIER(S)	DELIVERY DATES
Algerian National Railways	60	Various	Diesel	Various	Various	General Motors	1993-94
Amtrak — USA	46	Genesis I	Diesel	B-B	2980	General Electric	1993-96
Amtrak — USA	10	Genesis II	Diesel/750 V (DC)	B-B	2380	General Electric	1994-95
Australian National	11	AN	Diesel	C-C	2860	Clyde/General Motors	1992-93
Bangladesh Railways	9	DE1650	Diesel	A1A-A1A	1230	ABB Henschel	1994-95
Bern-Lötschberg-Simplon — Switzerland	8	465	15 kV (AC)	B-B	7000	ABB/SLM	1995-96
Brazilian Federal Railways	7	C26-7	Diesel	C-C	1940	General Electric do Brasil	
British Rail	37	Class 92	25 kV/750 V	C-C	5000	ABB/Brush	1993-95
Broken Hill Pty Ltd — Australia	27	CM40-8M (R)	Diesel	C-C	2980	A Goninan & Co	1992-95
Burlington Northern — USA	50	GP28M (R)	Diesel	B-B	1340	Morrison-Knudsen	1992-93
Burlington Northern — USA	350	SD70M-AC	Diesel	C-C	2980	General Motors/Siemens	1993-95
CalTrans — USA	9	F59PH	Diesel	B-B	2900	General Motors	1994-95
CFM — Mozambique	15	AD26C	Diesel	C-C	1850	GEC Alsthom	1993
CFM — Mozambique	10	GT22LC-2	Diesel	C-C	—	General Motors	1993
CN North America — Canada	28	Dash 9-44C	Diesel	C-C	3280	General Electric	1994
Congo-Ocean Railway	8	DHG	Diesel	B-B	1000	ABB Henschel	1993
Conrail — USA	105	SD60M	Diesel	C-C	2980	General Motors	
Conrail — USA	70	Dash 8-40CW	Diesel	C-C	2980	General Electric	
CP — Portugal	30	LE5600	25 kV	B-B	5600	Siemens/Sorefame	1993-95
CSX Transportation — USA	150	Dash 8-40C	Diesel	C-C	2980	General Electric	
Cutrale-Quintella — Brazil	7	C30-7	Diesel	C-C	2240	General Electric do Brasil	1994-95
DBAG — Germany	39	143	15 kV (AC)	B-B	3720	AEG Schienenfahrzeugbau Hennigsdorf	1993-94
DBAG — Germany	90	112	15 kV (AC)	B-B	4200	AEG Schienenfahrzeugbau Hennigsdorf	1993-95
DSB — Denmark	12	EA	25 kV (AC)	B-B	4000	ABB Scandia	1992-93
ENFE — Ecuador	9	2400	Diesel	B-B-B	1780	GEC Alsthom	1992-93
Eurostar Group — Europe	76	Class 373	4-voltage AC/DC	B-B+B	4550	GEC Alsthom	1993-95
Eurotunnel	38	Shuttle	25 kV (AC)	B-B-B	5600	ABB/Brush	1992-95
Eurotunnel	5	—	Diesel	B-B	1180	Krupp Verkehrstechnik	1993-94
Finnish State Railway	20	Sr2	15 kV (AC)	B-B	6100	ABB/SLM/Oy Transtech	1995-98
FS — Italy	40	E402	3 kv	B-B	5200	Ansaldo/Breda	1993-95
FS — Italy	80	E652	3 kv	B-B-B	4950	Ansaldo/Breda/ABB	1993-95
FS — Italy	40	ETR500	3 kv/25 kv	B-B	4400	Ansaldo/Breda et al	1994-96
FS — Italy	60	ETR500	3 kv	B-B	4400	Ansaldo/Breda et al	1994-96
FS — Italy	30	E402	3 kv/25 kv	B-B	5200	Ansaldo/Breda	1996
Ghana Railways	9	AD26C	Diesel	C-C	1850	GEC Alsthom/Caterpillar	1993
GO Transit — Canada	7	F59PH	Diesel	B-B	2380	General Motors	1994-95
Iarnród Éireann — Ireland	10	JT42HCW	Diesel	C-C	2380	General Motors	1994-95
Indian Railways	10	WAG7	25 kV (AC)	C-C	5000	Chittaranjan Loco Works	1993-94
Indian Railways	10	—	25 kV (AC)	B-B	4000	ABB	1995-96
Indian Railways	20	—	25 kV (AC)	C-C	4500	ABB	1996
Indonesian State Railway	7	BB204	Diesel	B-2-B	905	SLM/ABB/MTU	1993-94
Iranian Islamic Republic Railways	63	U30C-7	Diesel	C-C	2240	General Electric	1992
JR-Freight — Japan	20	EF200	1.5 kV	B-B-B	4475	Hitachi	1992-93
Kansas City Southern — USA	15	GP40-2 (R)	Diesel	B-B	2238	Morrison Knudsen	1993-94
Kenya Railways	4	GT26CW-2	Diesel	C-C	2460	Hyundai/General Motors	1993
Maryland DOT — USA	19	GP40WCH-2 (R)	Diesel	B-B	2238	Morrison Knudsen	1994-95

MAV — Hungary	5	—	25 kV (AC)	B-B	1750	ABB Henschel	1994
MBTA — USA	3	F40PHM-2C	Diesel	B-B	2238	Morrison Knudsen	1993
Myanmar Railways Corp	14	—	Diesel	—	1490	Dalian Loco Works	1993
National Power — UK	1	Class 59	Diesel	C-C	2460	General Motors	1994
NJ Transit — USA	6	GP40PH-2 (R)	Diesel	B-B	2238	Morrison Knudsen	1993
NJ Transit — USA	5	ALP44	25/12.5 kV	B-B	4300	ABB Traction	1994-95
Norfolk Southern — USA	50	SD70	Diesel	C-C	2980	General Motors	1993-94
Northern San Diego — USA	5	FP40PHM	Diesel	B-B	2238	Morrison Knudsen	1994
Northern Virginia — USA	2	RP40-2C (R)	Diesel	B-B	2238	Morrison Knudsen	1993
Norwegian State Railways	10	Di6	Diesel	C-C	2650	Krupp Verkehrstechnik	1995
NS — Netherlands	120	6400	Diesel	B-B	1180	Krupp Verkehrstechnik/ABB	1989-94
NS — Netherlands	81	1700	1.5 kV	B-B	4200	GEC Alsthom	1992-95
ÖBB — Austria	5	1822	25/3 kV	B-B	3400	SGP/Elin	1991-92
ÖBB — Austria	18	1014	25/15 kV	B-B	3400	SGP/Elin	1993-94
ÖBB — Austria	20	1163	15 kV (AC)	B-B	2000	SGP/Elin	1994-95
ÖBB — Austria	25	2068	Diesel	B-B	820	Jenbacher Werke	1994-95
Pakistan Railways	5	HBU20	Diesel	C-C	1640	Hitachi/Risalpur Loco Works	1993-94
PBKA consortium — Europe	54	TGV-PBKA	4-voltage AC/DC	B-B	4500	GEC Alsthom	1994-96
Queensland Railways — Australia	40	Dash-8	Diesel	C-C	2980	A Goninan & Co/General Electric	
Queensland Railways — Australia	22	33/3400	25 kV	B-B-B	2970	Clyde/Hitachi	1993-94
RENFE — Spain	75	252	25 kV/3 kV	B-B	6100	Siemens/Krauss Maffei	1992-93
Russian Railways	10	—	Electric	—	—	AEG Schienenfahrzeugbau Hennigsdorf	
Russian Railways	20	CS10	3 kV	B-B+B-B	6160	Skoda Plzen	
Santa Fe — USA	67	Dash 8-40CW	Diesel	C-C	2980	General Electric	1993
Santa Fe — USA	85	Dash 8-40BW	Diesel	B-B	2980	General Electric	1993-94
SBB/CFF/FFS — Switzerland	119	460	15 kV	B-B	6100	ABB/SLM	1991-94
SBB/CFF/FFS — Switzerland	45	450	15 kV	B-B	3200	ABB/SLM	1993-95
SCRRA (Metrolink) — USA	17	F59PH	Diesel	B-B	2830	General Motors	1992-93
SJ — Sweden	14	X2	15 kV	B-B	3200	ABB	1994
SNIM — Mauritania	6	SDL40-2	Diesel	C-C	2460	General Motors	1993
SNCF — France	260	Sybic	25/1.5 kV	B-B	5600	GEC Alsthom	1990-96
SNCF — France	200	TGV-R	25/1.5/3 kV	B-B	4400	GEC Alsthom	1992-94
SNCF — France	9	Class 92	25 kV/750 V	C-C	5000	ABB/Brush	1993-95
Southern Pacific — USA	5	GP40-2 + slugs	Diesel	B-B+B-B	2238	Morrison Knudsen	1992
Southern Pacific — USA	133	SD40M-2 (R)	Diesel	C-C	2238	Morrison Knudsen	1994
Southern Pacific — USA	25	GP60	Diesel	B-B	2980	General Motors	1994
Southern Pacific — USA	25	SD70M	Diesel	C-C	2980	General Motors	1994
Spoornet — South Africa	50	38	Diesel/3 kV	B-B	1500	Siemens/Union Carriage & Wagon	1993-94
Spoornet — South Africa	10	14E1	3 kV	B-B	4000	Siemens/Union Carriage & Wagon	1994
SRA NSW — Australia	29	GT46CWM	Diesel	C-C	2980	Clyde/General Motors	1994-95
SRA NSW — Australia	55	GT36CWM	Diesel	C-C	2240	Clyde/General Motors	1994-95
State Railway of Thailand	22	45	Diesel	C-C	2950	Hitachi	1993-94
Union Pacific — USA	2	MK1200G	LPG	B-B	895	Morrison Knudsen	1993
Uruguayan State Railways	10	C18-7i	Diesel	C-C	1340	General Electric	1993-94
Zambian Railways	15	GT36CU	Diesel	C-C	2240	General Motors	1993-94
National Railways of Zimbabwe	13	GT26CU-2	Diesel	C-C	2240	General Motors	1992-93

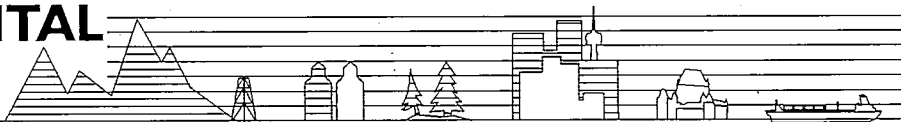
**Notes:** • This list does not include some new orders, many orders for rebuilt units, or recent changes to orders.  
• Shaded lines are orders partly or completely built in Canada.  
• (R) indicates remanufacturing.  
• To convert kilowatts (kW) to horsepower, multiply by 1.34.

**Source:** • Rail Business Report 1994 (Railway Gazette International, 1994).



# TRANSCONTINENTAL

RAILWAY AND TRANSIT NEWS  
FROM COAST TO COAST



## THE RAPIDO



**EASTERN CANADA**

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### VIA RAIL CANADA

#### SERVICE REDUCTIONS

Federal minister of transport Doug Young is upholding the previous government's plan to reduce VIA's subsidies by \$100-million this year, a reversal from the stand the Liberal party took when the Conservatives made major reductions in VIA's financing in 1990. The Liberals called the Conservative plan "a blueprint for de-Confederation" at the time, but now Young says, "I think the national dream today is to try to protect the integrity of the social programs in Canada."

The previous government budgeted \$331-million for VIA in the 1994-95 fiscal year, which begins April 1, \$281-million in 1995-96, and \$233-million in 1996-97 and every year thereafter. Young said there is no chance these cuts will be reversed, and warned that Finance Minister Paul Martin may cut even more.

Tory MP Elsie Wayne, the former mayor of Saint John, obtained two documents outlining service cut proposals. The first document was prepared by VIA, and is called *VIA Corporate Plan 1994-1998*, and the second, prepared by Transport Canada is called "No Frills." The recommendations of these reports are summarised in the table to the right.

VIA representatives have not commented on the rumours, other than to say that VIA is waiting to complete contract negotiations with its five unions. If new work rules can be agreed upon, increasing work efficiency and thus reducing costs, fewer cuts to service would be necessary to operate within the smaller budget. Agreements are not expected to be reached before May, and then VIA must notify its union members 90 days before any adjustments are made to jobs, so the earliest that cuts can be made would be the end of August. It is therefore likely that the cuts would be made in the fall timetable.

Among the changes proposed in these reports are the removal of VIA's trains from Toronto to Niagara Falls and Sarnia, leaving

only the joint VIA-Amtrak trains to New York and Chicago, which Amtrak would have to take over entirely. But recent news reports say that VIA and the minister have ruled out cuts to the Sarnia service.

With the cancellation of the *Atlantic*, these reports call for a bus connection from Saint John to Moncton. But ridership on the train has recently increased by 16 percent, and a new station has just been opened in Saint John. (Though some have suggested that the construction of the station had less to do with passenger train service than to do with government support for the election of Elsie Wayne, one of two successful Conservative candidates in the federal election. Certainly, Mrs. Wayne has been one of the most influential supporters of passenger trains outside Ontario and Québec.)

The first attempt to eliminate service on Vancouver Island, in 1990, was blocked by a court ruling that the service must continue as part of the conditions of B.C.'s joining Confederation. This may be reversed by an appeal to the Supreme Court of Canada, but until then, the service must continue.

It is also speculated that, with some of the savings from the reductions of the remote services, VIA could increase its service between Montréal and Toronto.

Doug Young summed the situation up nicely in his own words: VIA "faces a very, very troubled future," and "I really don't expect to be made an honorary member of the railroad historical society."

—Toronto Star, Montréal Gazette, le Devoir, Ottawa Citizen, and BI Wire, via Art Clowes, Tom Box, Laurence Kranich, Dave Leibold, PS, and GW

#### Possible VIA service cuts

	Present Service	VIA Corporate Plan	Transport Canada
<b>Corridor routes</b>			
Montréal—Québec	4 per day	4 per day	4 per day
Montréal—Ottawa	4 per day	4 per day	4 per day
Montréal—Toronto	6 per day	6 per day	6 per day
Ottawa—Toronto	4 per day	4 per day	4 per day
Toronto—Windsor	4 per day	4 per day	4 per day
Toronto—London Forest City	Daily	Daily	Daily
Toronto—Kitchener—Sarnia	2 per day	Amtrak only	Amtrak only
Toronto—Niagara Falls	2 per day	Amtrak only	Amtrak only
<b>Transcontinental routes</b>			
Montréal—Halifax Ocean	3 per week	6 per week	6 per week
Montréal—Saint John—Halifax Atlantic	3 per week	Cancel	Cancel
Saint John—Moncton (Bus)	None now	6 per week	6 per week
Montréal—Gaspé Chaleur	3 per week	Cancel	Cancel
Trto—Edmonton Canadian (Summer)	3 per week	2 per week	Cancel
Trto—Edmonton Canadian (Winter)	3 per week	1 per week	Cancel
Edmonton—Vancouver Canadian	3 per week	3 per week	Cancel
Toronto—Calgary (Summer)	None now	None	3 per week
Toronto—Calgary (Winter)	None now	None	1 per week
Calgary—Vancouver (Summer)	None now	None	6 per week
Calgary—Vancouver (Winter)	None now	None	3 per week
<b>Remote and other services</b>			
Montréal—Jonquière Saguenay	3 per week	Cancel	Cancel
Montréal—Cochrane Abitibi:			
• Montréal—La Tuque	3 per week	1 per week	1 per week
• La Tuque—Senneterre	3 per week	1 per week	2 per week
• Senneterre—Taschereau	3 per week	Cancel	Cancel
• Taschereau—Cochrane	1 per week	Cancel	Cancel
Sudbury—White River	3 per week	Cancel	2 per week
Winnipeg—Churchill Hudson Bay:			
• Winnipeg—The Pas	3 per week	Cancel	Cancel
• The Pas—Churchill	3 per week	1 per week	2 per week
The Pas—Lynn Lake	3 per week	1 per week	2 per week
Wabowden—Churchill	1 per week	1 per week	1 per week
Jasper—Prince Rupert Skeena	3 per week	Cancel	2 per week
Victoria—Courtenay Malahat	Daily	Daily	Cancel

## HIGH-SPEED TEST

VIA and CN conducted a "high-speed" test with LRC equipment on the Kingston Subdivision west of Cornwall on March 15. The tests were performed at 125 m.p.h., testing a new design of wheel and axle assembly for LRC cars. The section of track used for the test, between Miles 85 and 97 (between Crysler and Galop) was built in the late 1950s in conjunction with the construction of the St. Lawrence Seaway, and was ideal for the test because of the newer roadbed, the low number of farm crossings and road crossings, and very few curves. The test was conducted while the ground was still frozen, as this applied the greatest force on the axles. Before the test, CN track evaluation equipment ran over the line on March 11 to evaluate the track and ensure there were no deficiencies.

The test train was ordered out of the Montréal Maintenance Centre at 05:00 on March 15, and consisted of two LRC locomotives, one test coach, and two coaches for instruments. A couple of initial runs were made through the test area to calibrate the equipment before passes were made at 125 m.p.h. All testing was performed on the north track, and was completed only a few hours before rain melted a lot of the frost in the ground. Other trains were permitted through the area between test runs, including VIA Train 53. The test train maintained a speed of 125 mph through most of the 12-mile long test area, accelerating and decelerating outside the test limits. The level crossings were protected as required, and the one public crossing was flagged.

## COMPUTER RESERVATION SYSTEM

Two airline reservation systems are now carrying VIA trains on their systems. From March 7, 2600 travel agents on Air Canada's Galileo system, and from March 21, 2000 agents on American Airlines' Sabre system, have been able to sell tickets between stations in Ontario and Québec using the direct computer link. Previously, travel agents needed to contact VIA by telephone to make reservations. VIA says it is the first railway in the world to provide access through the airlines' systems. Initially, travel agents can sell tickets for 15 cities in the Québec City-Windsor corridor, which accounts for 75 percent of VIA's business. Later this year, the service will be extended to include the *Canadian*, the *Ocean* and the *Atlantic*. Travel agents currently sell approximately 35 percent of VIA's tickets. Adapting VIA's ReserVIA network has taken two years to complete, costing VIA \$400 000.

—Ottawa Citizen

## TORONTO-WINDSOR UPGRADE

VIA and CN are expected to announce soon the \$6.8-million contract to upgrade the line between Toronto and Windsor, to allow 22 minutes to be saved from the train times.

## CP RAIL SYSTEM

## REROUTED TRAINS

Congestion in the Chicago area has resulted in some train detours on CP Train 580, a daily freight from Coquitlam, B.C., to Blue Island Yard in Chicago, was renumbered starting early February to Train 476 at Calgary and operated to Toronto, then west to Detroit and over CSXT to Chicago. Train 580 resumed operation on February 20 on its regular route.

Some CP trains normally routed over CSXT between Detroit and Chicago have been taking a longer route over Conrail. CSXT has not been able to handle all of the CP traffic between those points, so Trains 501, 504, and 505 have frequently been rerouted through Hamilton and over Conrail between Buffalo and Chicago, entering Chicago on the CR Porter Branch to the Indiana Harbor Belt.

## NEW DOUBLE-STACK TRAIN

CP Train 568, a number designated for double-stack trains originating on Burlington Northern and routed via the Soo to Emerson, North Dakota, and then to Toronto, made one of its first runs in February. The train arrived at the Vaughan intermodal terminal, north of Toronto, on February 17, carrying containers for the NYK line. The return counterpart is numbered as Train 569.

## NEW TORONTO TRAINS

With CP's Lambton Yard officially reopening on March 28, changes were made in March to some of the local switching assignments in the Toronto Terminals: The Obico industrial assignment was relocated from Toronto Yard to Lambton and the Cooksville industrial assignment was relocated from Obico to Toronto Yard. The afternoon Lambton transfer has returned, commencing duty at 14:30 at Toronto Yard and running to Lambton Yard and back each day. A third Streetsville assignment has been added — the Streetsville C is ordered for 03:00 and originates at Obico. (Streetsville A is ordered at Obico at 07:00 and Streetsville B at Toronto Yard for 12:00.) There will be additional yard assignments added at Lambton in the near future.

## ALGOMA TIMETABLE CHANGES

As mentioned last month, CP issued timetable 48, effective February 28, for the Algoma Division. Changes not mentioned last month in the timetable include:

- Main track now terminates at Mile 39.0 on the Témiscaming Subdivision. Previously, it extended to Mile 40.5, station name Témiscaming. This station name has been removed.
- Station name Clarabelle, at Mile 3.3 on the Nickel Subdivision, has been removed. OCS train operation has also been removed between Sudbury and Mile 4.2 on this subdivision, replaced by the use of Rule 105.

- OCS train operation has also been replaced by Rule 105 on the first 4.8 miles of the Webbwood Subdivision, west out of Sudbury.
- A separate section for footnotes for the Thunder Bay Terminal has been added.

## REMOTE-CONTROLLED HUMP

CP's remote-controlled set of hump power is ready for operation in Toronto. GP9 1537 has had the necessary equipment installed, and is coupled with Slug 6713 (last in hump service in Saint-Luc before the hump closed) and GP9 mother unit 1602. The units have been working the hump, but have not yet been remotely operated in service. Remote operation is expected to begin by May.

## CLAIM FOR C.A.R. LOSSES

CP has submitted a claim for \$13.5-million to the federal government for losses on the Canadian Atlantic Railway for the last part of 1993. Under federal law, railways can claim compensation for losses on branch lines from the date of abandonment application to the actual abandonment date. CP applied to abandon the CAR on February 24, 1993, and received NTA approval effective this August. An order-in-council was later given, delaying abandonment until January 1995.

There have been three objectors to CP's application, which are all based on the claim that the CAR is not a branch line, but rather a main line.

The Saint John Port Corporation, in the most complete of the three objections, said that treating the CAR as a branch line ignores the historical and geographical realities of Canada, viewing the portion of the country east of Sherbrooke as not part of the mainstream of Canada. In the port's brief, supported with 30 pages of documents, they point out that regulators, and CP itself, have classed the operation as a main line. CP replied that current traffic volumes have transformed it into a branch line. The port authority also believes that if CP is entitled to compensation, it should only be for August to December of this year.

Other objections were filed by the Brotherhood of Locomotive Engineers and a private citizen from Saint John. CP has until April 6 to respond to the objections, and a ruling is expected by the end of April.

—Toronto Star and Southam News

## SHORTS

The enlarged tube of the Windsor tunnel will now open by the end of April. The official opening will be held in June. • CP has filed notice of intent to abandon the Lachute Subdivision between Saint-Augustin and Thurso, Québec. The line handled only 250 carloads last year. • The City of Owen Sound has purchased the CP waterfront land in Owen Sound, and the right-of-way from Mile 105 to Mile 107, including the station property.

## CN NORTH AMERICA

### ST. CLAIR TUNNEL UPDATE

The boring of the relocated St. Clair tunnel between Sarnia and Port Huron will be delayed a little longer than expected and as reported last month. The water-tight bulkhead is complete, but the access shaft being constructed 100 feet down to remove the worn gaskets is progressing very slowly. As the shaft was constructed, modifications were required to its design, and many additional piles were driven to ensure its stability. At the current rate of progress, the shafts are not expected to be completed until mid-May. The cutting head and main bearing will then have to be removed to the surface, and the bearing shipped back to the Lovat plant for refurbishing, taking another three weeks.

The gaskets are being removed to prevent particles from contaminating the main bearing lubricating system. During the Christmas shutdown, clay and sand particles were discovered in the lubricant, but were not detected again afterwards. Boring continued at a slower rate in case the lubricant did become contaminated. Tunnelling is now expected to resume by mid-June, with the hole breaking through on the Port Huron side in late October or early November. Trains are now scheduled to start operating through the tunnel in March 1995.

A U.S. subsidiary of CN, GT Finance Company, raised \$200-million (U.S.) through a private placement transaction in the U.S. capital market. The money will be used through affiliated companies to finance the construction of the relocated Sarnia-Port Huron tunnel and associated operations.

—CN, *Financial Post*

### WINDSOR PROPERTY

The former CN waterfront property is now legally owned by the City of Windsor. The deed for the 14.2-hectare parcel of land was transferred on the March 1, after the deed came out of escrow. The land became a railhead in 1854, and the city has attempted to purchase the land from the railway since 1904. CN began serious negotiations for the sale of the land to the city in the early 1980s. The city plans to construct an urban park on the mile-long stretch of land, and the work could take over 20 years to complete. The land was valued at \$4.4-million, but the city acquired it for a payment of \$1-million and almost a square mile of city-owned land in the east end.

—Windsor Star

### DERAILMENTS

CN Train 380 derailed 21 of its 92 cars derailed at 18:15 on March 6 on the northern boundary of Metropolitan Toronto. The derailment occurred at Mile 8.56 on the York Subdivision, just east of the 9th Line and

north of Steeles Avenue. There were no dangerous commodities involved, but ten cars did contain chemical residue. The cause of the derailment was a broken rail, and one-quarter of a mile of track was damaged. During the track closure, trains were detoured over the Kingston Subdivision in the east, through downtown Toronto, and west on either the Oakville, Weston, or Newmarket subdivisions. The line was not reopened until 06:00 on March 10.

The first week of spring brought another CN derailment in Northern Ontario. Twenty cars of 86 on Train 304 (Edmonton to Toronto) derailed at 08:15 on March 27 west of Armstrong, Ontario, at Mile 17.5 on the Allanwater Subdivision. Most of the derailed cars were carrying potash and lumber, and there were no dangerous commodities involved. The derailment delayed the west-bound *Canadian* at least 16 hours, when it was forced to back up 120 miles from just short of Armstrong to Longlac to detour around the derailment. It, and all other traffic, was rerouted over CN's southern main line between Longlac and Winnipeg, through Thunder Bay and Rainy River. There were no injuries in the derailment and 500 yards of track was damaged. The line reopened at 15:25 on March 29 and the cause was a broken rail. This was CN's seventh derailment in Northern Ontario in 1994.

## RAILTEX

### CB&CNS BOOSTS RAILTEX PROFIT

RailTex reported record revenues, operating income, and net income for 1993, largely boosted by its latest Canadian acquisition, the Cape Breton and Central Nova Scotia Railway. RailTex's net income climbed 34 percent to \$3.63-million (U.S.) for the year ended December 31 on revenues that jumped 52 percent to \$59.85-million (U.S.). For the final quarter of 1993, net income increased 50 percent to \$1.6-million (U.S.) and revenues soared 62 percent to \$18.1-million (U.S.).

RailTex chief executive Bruce Flohr said the CB&CNS "had an exceptionally smooth start-up and is shaping up as a very strong performer in 1994." The 45 CB&CNS employees divided \$180,000 in profits amongst themselves as part of RailTex's profit-sharing incentives.

—Financial Post

### GEXR RETURNS UNITS

With the melting of snow and warmer temperatures arriving, the Goderich-Exeter Railway has returned its two leased units, GATX 3080 and Helm 2034. The two units were interchanged to CSXT by CN in Sarnia on March 24. They arrived by barge in Port Huron on March 30. • GEXR's fourth unit, GP9 178, has arrived and is now working on the line.

## COMMUTER TRAINS

### STCUM DEUX-MONTAGNES UPDATE

Weekend service on the Deux-Montagnes commuter line between Roxboro and Deux-Montagnes is being suspended effective April 9. The cancellation of service is to allow work on the line as part of the major upgrade. The cancellation will continue until the fall.

Harmon Industries has been awarded a contract to provide signalling equipment for the line. The equipment includes Electro Code, which communicates through the rails, eliminating the need for wire.

—Tom Box and *Progressive Railroading*

### GO TRANSIT SERVICE BLOCKED

GO trains on the CN Oakville Subdivision in Etobicoke were held for over an hour on March 18, after a high-voltage line fell across the tracks. The Ontario Hydro line blocked all tracks on the CN line until hydro crews removed it.

—Hamilton Spectator

## OTHER NEWS

### DEVELOPMENT UNDER THE TRACKS

The \$180-million expansion of the Metro Toronto Convention Centre was approved by Toronto City Council early this month, allowing Marathon Realty, the real estate division of GP, to expand the current convention centre, developed by CN, south into the railway lands. The 92 000-square-foot expansion, paid for by the provincial government, will be all underground and will connect to the existing facility by tunnel under the CN and TTR tracks. On top of the centre will be an 18-acre park, adjacent to the former CP John Street roundhouse. The roundhouse will be extensively renovated by Marathon as part of the deal, and will accommodate all of the rolling stock and motive power currently stored within. Construction is expected to begin this spring.

—Globe and Mail

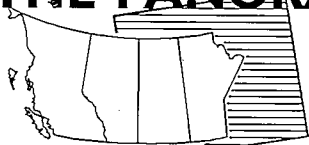
### OTTAWA RAILWAY REVIEW

The federal government is launching a review of the surface transportation system, aiming to overhaul regulations and policies inhibiting cost-efficient delivery of transportation. The railways have been lobbying Ottawa for years for an integrated transportation policy and for reduced regulatory and financial burdens. The new policy should be revealed this fall, before the budget preparation for 1995-96.

The minister of transport predicts dramatic changes in the railway, with more abandonments. He said that the railways may find the current regulations for abandonments cumbersome and the government may consider simpler procedures. The minister also expressed concern about Ontario labour legislation which is discouraging the sale of lines to short-line operators.

—Financial Post

# THE PANORAMA



## WESTERN CANADA

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## AMTRAK

### VANCOUVER SERVICE TO RESUME

B.C. premier Mike Harcourt announced on March 29 that passenger train service between Vancouver and Seattle will resume within a year. Amtrak subsequently said that the service would begin on October 1 this year.

The premier's announcement came at a ceremony in Vancouver promoting the Spanish-built Talgo Pendular train that could be used for the service by 1997. The reinstituted Amtrak service will initially use conventional equipment. The high-speed Talgo train has been leased by the Washington State Transportation Department for six months to promote the 750-kilometre Vancouver, B.C.-Eugene, Oregon, corridor. The Talgo train starts service on the Portland-Seattle run on Friday, April 1.

Burlington Northern is investing about \$1-million in rail infrastructure between Vancouver and the border. A Washington State rail official said he hoped that there will be contributions from the B.C. government and additional contributions from BN.

—Victoria Times-Colonist

## BURLINGTON NORTHERN

### SD70MAC VISITS CANADA ON SPECIAL

A BN directors' special train powered by new SD70MAC No. 9400 visited Vancouver on January 18. Its consist was *Snoqualmie Pass*, *Stevens Pass*, *Missouri River*, *Lake Superior*, *Red River*, and *Glacier View*. It departed from Vancouver at 15:40 the next day for Kansas City.

—Dean Ogle and Northwest Railfan

### BN HANDLES DIVERTED TRAFFIC

The British Columbia longshoremen's strike caused diversion of several trains to ports in the U.S. Northwest. A potash train was seen at Interbay Yard in Seattle pulled by CN 2411 and two other Dash8-40CMs.

—Northwest Railfan

## CN NORTH AMERICA

### CN BUYS ALBERTA RESOURCES RY.

The Alberta government has continued its sale of Crown assets by selling the Alberta Resources Railway Corporation to CN. CN has been operating the spectacular but

remote line as its Grande Cache Subdivision under lease since it opened in phases between 1967 and 1970.

CN will pay the province \$33.1-million over nine years. For that price, CN gets the right-of-way, track, structures, bridges, signals, communication equipment, and repair and maintenance facilities.

The ARR extends from Swan Landing, between Hinton and Jasper, where it connects with the Edson Subdivision main line, to Grande Cache, 231 miles north, where it connects with the former Northern Alberta Railways Grande Prairie Subdivision.

0.0	Swan Landing	.....	Cautionary limits
20.4	Wildhay	.....	4760-foot siding
41.0	Hanlon	.....	6440-foot siding
73.0	Grey	.....	6690-foot siding
94.6	Thordarson	.....	4650-foot siding
107.1	Winnandy South		
110.5	Winnandy North	.....	Cautionary limits
135.4	Botten	.....	5160-foot siding
156.7	Amundson	.....	5320-foot siding
175.6	Latonnell	.....	4910-foot siding
193.6	Dorscheid	.....	5190-foot siding
212.4	Tolstad	.....	5380-foot siding
222.7	.....	.....	Connection with Shaver Spur
231.0	Grande Prairie	.....	Cautionary limits
232.9	.....	.....	Connection with Grande Prairie Sub.

Major customers on the line are Smoky River Coal at Winnandy, Grande Cache Forest Products at Mile 81.0, Atlantic Richfield at Mile 198.8, and Procter and Gamble on the Shaver Spur. In addition, the western part of the former NAR lines, to Dawson Creek and Spirit River, can now only be reached via the ARR, because the bridge at Watino on the Smoky Subdivision is out of service. Pusher locomotives are used on southbound unit trains to climb grades between Winnandy and Swan Landing.

The opposition in Alberta is complaining that CN had an option to buy the ARR for \$175-million in 1991 and for \$180-million in 1992, and wants to know why the line was in the end sold for only one-fifth of the previous price.

—Victoria Times-Colonist, Calgary Herald

## CN NOTES

On January 6, the Hay River to Roma, Alberta, way freight collided with a logging truck. The collision derailed the four GP38-2s — 4803, 4781, 4790, and 4783 — and two cars. The four units all need considerable repair.

CN is cutting 71 jobs in Manitoba by the end of June — clerks, labourers, and steam cleaners at Symington Yard, Transcona shops, and The Pas. CN eliminated 350 jobs last year in Manitoba. Ninety-three trackmen get laid off in Saskatchewan in July in this same round of cuts.

CN coal trains for Roberts Bank south of Vancouver occasionally have trouble stalling on the Rawlinson Subdivision hill, from the

main line at Hydro to CP's Page Subdivision in Langley. This short grade is heavier than any CN trains have to face in their trip through the mountains. For example, on February 21, Extra 2453 West stalled, delaying its arrival at Roberts Bank. Another CN coal train, Extra 2449 West, was only 25 minutes behind.

—BRS Branchline, The Sandhouse

## OTHER RAILWAYS

### CP RAIL SYSTEM

The Port Alberni branch of the E&N was blocked near Cameron Lake on February 19 by a massive mud and rock slide. It took nine days to clear some 70 000 cubic yards of dirt from the tracks. The damage to the hillside is now clearly visible across the lake from the highway.

During the longshoremen's strike from January 27 to February 9, a CP train powered by SD40-2s 5994, 5960, Soo 6402, and Soo SD60 6014 brought potash empties back on BN from the U.S. to Coquitlam on February 6. The train stopped at the BN New Westminster station for a change of crew. The Soo units took container flats and piggybacks south on BN the next day.

The position of operator will no longer exist at North Bend, B.C. after April 8. In addition, the operator's position in Coquitlam will move to the rail traffic control centre in Granville Square in Vancouver.

—Dave Wilkie, Rob Scrimgeour, The Sandhouse

### BRITISH COLUMBIA RAILWAY

Paramount filmed Royal Hudson 2860 and a nine-car consist on February 9 between North Vancouver and Porteau for an ABC made-for-TV movie called "State of Terror." There was a light snowfall that day, making pictures excellent. The train was not turned, but backed to North Vancouver. • Work on the Royal Hudson's backup, 3716, is progressing; it is expected to be operational by now.

—Northwest Railfan and Dave Wilkie

### UNION PACIFIC

During the B.C. longshoremen strike, the following power consists were seen in Washington State: At Spokane on February 5, UP 3463, 3569, CP 5795, Helm 6370, and CP 5796. At Millwood on February 7 with a potash train, UP 9138, CP 6030, NRE 5402, and CP 5682.

—Northwest Railfan

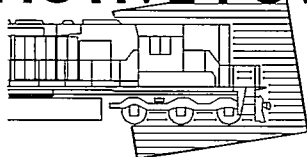
### SOUTHERN RAILWAY OF B.C.

On Sunday, February 27, the afternoon switcher was proceeding eastbound when four of its five engines derailed just south of 88th Avenue in Surrey. There were no injuries. Two yard switchers from New Westminster pulled the cars back to open 88th Avenue and Scott Road, and CP's crane from Coquitlam yard picked up the engines. It is suspected that vandals tampered with a switch at a siding.

—The Sandhouse



## MOTIVE POWER



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### CP RAIL SYSTEM

#### POWER SHORTAGE: MLWs RETURN

CP calculates that they are short between 130 and 175 units each day across Canada and in the U.S. Because of this mass shortage, CP has decided to reactivate as many of its six-axle MLW units as possible. The locomotives have been stored in the Montréal area since they were retired in December.

M630 4573 was the first to be placed back into service, starting transfer service on March 20, and then began working Trains 555, 556, and 557 between Montréal and the D&H after March 23. M636 4704 was the second unit to be reactivated, and on March 22, it made a trip to Brownville Jct., Maine, on Train 291. It has since operated on Trains 481 and 936 through the Ottawa Valley, and on Train 907 to Toronto.

M636s 4706, 4709, 4716, 4734, 4736, and 4743, had also returned to service by press time. Other six-axle units that are to be placed back into service include M630s 4563 and 4572, and M636s 4707, 4708, 4713, 4723, and 4739. Units that are not returning to service are being stripped of usable parts at Angus Shops, but all restoration work is being done at the Saint-Luc diesel shop.

A number of RS23 "Rocket" units, usually used only as switchers and on branch lines, have been brought out of storage and pressed into main-line service. Seven are working on the Canadian Atlantic Railway (8019, 8023, 8027, 8035, 8037, 8041, and 8046) and another nine are based at Saint-Luc and working on local transfers and trains to Québec and Toronto (8024, 8025, 8028, 8033, 8038, 8042, 8043, 8044, and 8045). Odd combinations of power have been reported on some trains, including RS23s and leased VIA F40PH-2s together.

#### VIA UNITS ON LEASE

As reported last month, CP is leasing four VIA F40PH-2 units, numbers 6438, 6452, 6454 and 6458. Most of the time, they are assigned to Trains 901, 928, and 929 between Toronto's Obico Yard and Hochelaga in Montréal, but they have also made other trips. In Toronto, 928's power frequently is used in transfer service earlier in the day, and on a couple of occasions the VIA power has been used on a trip to Vaughan and back.

VIA 6438 and 6452 have also worked on Train 510 from Detroit to Toronto, Train 503 from Hochelaga to Toronto, Train 903 from Montréal to Toronto, and Train 918 from Toronto to Montréal. VIA 6454 and 6458, which made their first trip on CP on March 14, have also worked on Train 471 from Montréal to North Bay, Train 907 Montréal to Toronto, an Alliston Turn from Toronto and Second 915 from Toronto to Windsor.

The VIA units have run short of fuel on occasion due to their smaller fuel tanks. When first placed in service, they operated without help from CP power, but have more recently been combined with additional units. Another problem with the units is that they are poorly geared for freight service. On one occasion, an eastbound train out of Belleville was only able to maintain a speed of five miles per hour until a down-grade was reached.

#### MORE LEASED POWER

In addition to the four VIA F40PH-2s, CP has leased more four-axle power. Helm Leasing (formerly Guilford) GP40-2s 300-317 were delivered to Morrison-Knudsen at Mountain Top, Pennsylvania, in February, where they were overhauled and renumbered into the 500-series. At press time, CP had on lease HATX 500, 502, 503, 504, and 505, and the unrenumbered HLCX 301. CP has also leased HLCX 662, 663, and 664, three GP40s that Helm had previously leased to Amtrak, and which are still in Amtrak colours. Soon to come are Precision National (originally Union Pacific and Missouri Pacific) SD40-2s 3011, 3013, 3021, 3026, 3064, 3065, 3107.

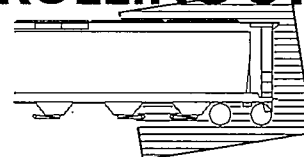
#### RECENT REBUILDS

Two more of CP's former Kansas City Southern SD40-2s have been rebuilt, repainted, and renumbered. CP 676 went into Ogden Shops on October 26 and came out on February 9 as 5421. CP 675 was taken into the shop on February 10, and was released on March 26 as 5420. Unlike the former Southern high-hood SD40-2s, which were renumbered as they entered the shop, these units are being renumbered in their existing numbering order.

#### NEW POWER?

The Mechanical Department at CP has formed a locomotive management committee to determine the amount of new motive power required. There have been rumours of orders with GM Diesel Division, but at press time, no orders had been placed. CP's 1993 annual report stated that "future capital spending will focus on maintenance of physical plant . . . and re-equipping the locomotive fleet with new generation, higher horsepower, fuel-efficient units." CP intends to place a small order for delivery next year, and to develop a plan to replace a portion of its fleet over the next five to six years.

## ROLLING STOCK



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#### QNS&L BUDD CAR TEST RUN

Six VIA RDCs that were sold by Canac to the Québec North Shore and Labrador Railway made a return trip on March 23 from the VIA Toronto Maintenance Centre to Hamilton. The train consisted of QNS&L 6125, 6218, 6203, 6101, 6115, and 6121, painted a bright red on the ends, with a yellow stripe on the side of the body and a blue pinstripe within the yellow. VIA and QNS&L representatives rode the train, as a ceremonial transfer of ownership. TMC restored the cars to operating condition at a cost of \$1.5-million to QNS&L. They were to be released by VIA on March 31 for shipment to Sept-Îles, Québec, but another test run to Toronto was scheduled for April 7.

#### LEASED GO EQUIPMENT

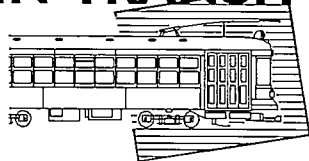
All of the GO equipment being leased to Metrolink in California arrived in Los Angeles by March 26. Contrary to last month's report, the equipment was not all delivered together.

The first set of equipment travelled to Buffalo on CN Train A333 on March 3, which consisted of CN GP40-2 9673, APCUs 907, 905, 906, 911, 910, and coaches 2010, 2012, 2013, 2015, 2016, 2018, 2022, 2028, 2030, 2032, 2033, and 2034. The equipment sat in Buffalo for a number of days until arrangements could be made beyond there.

Originally, the equipment was to move over Conrail, but CR refused the coaches because of their dimensions. The next plan was to ship the cars back through Ontario, then over the Minnesota, Dakota, and Western and Burlington Northern. The cars were taken back to Niagara Falls on March 10. They returned to Buffalo on Train 333 on March 14 and were interchanged to Norfolk Southern. NS handled the equipment to Kansas City, Missouri, where it was interchanged to Union Pacific on March 17. From Kansas City, it travelled on UP train SKCL-18, arriving in Los Angeles on March 20.

The second batch of coaches, 2011, 2014, 2017, 2019, 2020, 2021, 2023, 2024, 2025, 2026, 2027, 2029, and 2031, went to Buffalo on March 22 on A331, where it was interchanged to NS. NS handled the coaches on Train 099, interchanging them to UP at Kansas City on March 23. The cars arrived in Los Angeles on March 26 on SKCL-23 and were interchanged to SP for use on Metrolink's Santa Clarita and Ventura County lines.

# IN TRANSIT



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## TORONTO

### TTC MOVING TOWARDS LOW FLOORS

The TTC has signed a contract with Ontario Bus Industries for 100 low-floor Orion VI buses fuelled by compressed natural gas (CNG). The first two buses in the order will arrive on the TTC in the fall of this year, for testing and training. If all is satisfactory, the remaining 98 vehicles will be delivered early in 1995.

Because the TTC's only CNG refuelling facilities are at Wilson Garage, the Orion VIs will initially be based there. Consideration is being given to expanding the east-end Birchmount Garage, and any expansion would likely make use of the UWE outdoor storage system. This Swedish-designed system has been successfully pioneered in Canada by Mississauga at its Malton facility, and in addition to allowing more economical overnight storage of buses, includes a CNG trickle-flow refuelling system.

At the same time that a firm commitment has been made to purchase low-floor buses, the TTC is examining low-floor streetcar designs. Initially, a fleet of the new fully-accessible cars is required for the Spadina LRT, when it opens later this decade. Further on down the road, future purchases of streetcars to replace the PCC and CLRV fleets would also be to a low-floor design.

All European manufacturers are offering designs that give a lower, stepless entry to at least one-third of the car. Some of these designs have been in service for some time. The most interest in recent years has been focused on cars with 100 percent low floors, which allows movement throughout the car for people in wheelchairs, and removes the obstacle for all passengers presented by the internal steps of partial-low floor cars. A newer and technically more-difficult design, few 100 percent low-floor cars are presently in service.

The TTC's preferred supplier of streetcars and subway cars is Bombardier and its UTDC operation. Through its association with European manufacturers, including its own subsidiary companies, Bombardier is helping the TTC find a design, either partial or 100 percent low-floor, that meets the requirements of the Toronto street railway system.

Among these requirements are generally poor track conditions, winter snow and slush, and the varying step heights presented by on-street, safety-island, and subway station loading locations.

The search for a car is not limited to designs produced by Bombardier subsidiaries, and one of the likely candidates is a 100 percent car soon to enter production for use in Vienna, Austria. The car is a product of a collaboration between car-builders Semmering-Graz-Pauker and electrical suppliers Elin and Siemens. The car is a modular truckless articulated design, and can be produced with two end modules and between three and five centre sections. All modules are separated by an articulation joint with one wheel per side. On a five-section car, three of the four articulation joints are powered, and on the seven-section cars, four of the six articulation joints have motors. The powered articulation joints have one high-mounted water-cooled 60 kW electrical motor on each side, driving their respective wheels via a vertical drive-shaft. Each wheel is attached directly to the articulation module, and there are no axles, thus allowing an relatively-level floor throughout the car. Floor height is very low, with an entrance area only 157 mm above the rail, sloping up to 192 mm inside the car.

The concept was proven by rigging-up an end and intermediate module with an existing Vienna car. The styling of the car was done by the Porsche automobile company design people, and is very smooth and curvy. The end sections are cantilevered outward from the first inboard articulation joint, and have no other means of support. The ride quality of the mock-up has been described as very good.

Vienna has ordered 100 five-section 23.6-metre-long cars, and 50 seven-section 34.9-metre-long cars. Two prototypes will be delivered later in 1994, and series production of the entire order will last from 1995 and 2003.

No matter which original manufacturer's design the TTC decides on, the cars would likely be assembled in Ontario by Bombardier. A decision from the TTC is expected later this year.

—Background information from *Developing Metros*

### TORONTO NOTES

Edmonton Transit System trolley coach No. 155, the one left behind in Toronto when all the rest that had been leased to the TTC were shipped back to Edmonton (December 1993 *Rail and Transit*), was seen on a flatcar on a CP transfer, moving east at Islington at 12:56 on March 26.

The track construction season has begun on the TTC streetcar lines. The first major project is the rebuilding of track on Queen Street between Bay and University. Because of this project, 501-Queen streetcars have

been diverted since March 27 to run on King Street between Church and Spadina, and a replacement bus is running on Queen between Parliament Loop and Wolesey Loop (at Bathurst). After this project is completed in early May, the next will begin, on Queen between Connaught and Coxwell. Queen cars will return to Queen Street through downtown, but will only run as far east as Russell Carhouse. Buses will be used between Neville Park Loop and Wolesley Loop, overlapping the streetcars between Connaught and Bathurst.

Construction is now well underway on the Spadina light rail line. Utilities have been relocated out of the way, and excavation has now begun for the ramp from street level to the underground loop at Spadina Station. (This winter's cold weather has made the road condition of Spadina Avenue between worse than ever, and bus passengers must all be looking forward to 1997.)

## INDUSTRY NEWS

### OBI IN PROVINCIAL HANDS

The recent takeover of Ontario Bus Industries and its U.S. subsidiary Bus Industries of America by the Province of Ontario is only a short-term move, designed to lend some financial stability to the firm before selling it off again into private hands. Despite full order books, the companies suffered from cash flow problems for at least the last year, and the province's recent multi-million-dollar line of credit to OBI (and a similar arrangement for BIA from the New York State government) gave the province the right to take control of the company if necessary. This was exercised for \$1 when the previous ownership finally threw in the towel.

Past practise in the transit bus-building industry was that payment to the manufacturer was only made as the buses were accepted by the customer. This often could be difficult for the manufacturers, as they must pay their own suppliers when they buy parts to build and install into the buses, but didn't receive cash from their customers until several months later. Recognising this, OBI's recent contract with the TTC for low-floor Orion VI buses includes for the first time periodic payments from the TTC to OBI as work on the order progresses. This was negotiated before the provincial takeover, but was in itself not enough to stop OBI's financial losses. Other transit agencies have reportedly declined to change to this payment schedule.

—CUTA Forum

### BACK COVER

An Algoma Central Railway northbound passenger train crosses the Bellevue viaduct over Highway 532 just south of Searchmont, Ontario.

—Photo by Chris Spinney

