

Rail & Transit



MAY 1994



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, May 20 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. This meeting will be a video night – contact Rick Eastman at 416 494-3412 about bringing your commercial or home tapes.

Friday, May 27 – 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, June 17 – UCRS Toronto monthly meeting, 7:30 p.m.

Friday, June 24 – UCRS Hamilton monthly meeting, 8:00 p.m.

COVER PHOTO

"Red Barn" SD40-2F 9020 leads a west-bound coal train past the approach signal to the siding at Drynoch (Mile 79.3), a few miles west of Spences Bridge, B.C., on the CP Thompson Subdivision.

—Photo by John Carter, September 20, 1989



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Newsletter

ROBERT LEGGET

Author Robert F. Legget died on April 17 in Ottawa. Born in England, he had a distinguished career in Canada as a civil engineer, in particular helping to establish the national building code. Following his retirement in 1969, he wrote several books, mainly on the history of canals but also including *Railways of Canada* in 1973. He was also a published photographer and author of magazine articles on railway subjects.

RALFE CLENCH

UCRS member Ralfe Clench, of Kingston, died in August 1993. He was a well-known former professor of mathematics and administrator at Queen's University, with an interest in railways and streetcars.

READERS' EXCHANGE

For sale to highest bidder: employee and public timetables from Canadian and U.S. railways, generally 1950 and later. Send for a list from R. D. Brown, 1305 Dufrost Street, St. Bruno, Québec J3V 4K3.

Southern Tier Railroad Steam and Gas Engine Festival, Sunday June 5, 9:00 a.m. to 4:00 p.m., Allegany County Fair Grounds, Angelica, New York. Includes a hobby show, live-steam engine and boiler display, restored PS&N coach and Shawmut depot replica, live steam-whistle demonstration, and a restored locomotive. Free admission. —Bill Reddy

Cape Breton &
Central Nova Scotia
Railway Company Ltd.

TIME TABLE

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Effective
Friday, October 1st, 1993

REFER TO PAGE 1 FOR EFFECTIVE TIME AND FOR OTHER
TIME AND DATE CHANGES THAT WILL OCCUR

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

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

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Completed May 15, 1994

ENLARGED DETROIT RIVER TUNNEL OPENS

By Gordon Webster

The enlarged tube of the joint CN-CP Detroit River Tunnel was reopened by CP Rail System on April 17 after being closed since November 1992. The tunnel was enlarged by two feet to accommodate tri-level auto-racks, high-cube boxcars, loaded piggyback cars, and double-stack container cars (two 8½-foot containers maximum) at a total cost of \$27.5-million, fully funded by CP.

The tunnel was constructed between 1906 and 1910 by the Michigan Central Railway at a cost of \$10-million. Electric trains operated through the tunnel for the first 43 years, after which the third rail was removed in 1953. CP and CN acquired a lease-hold interest in the Detroit River Tunnel Company, owner of the tunnel, in 1985. During enlargement of the north tube, 151 690 cubic feet of concrete were removed from the tunnel.

The first larger shipment through the tunnel consisted of Ford and GM automobiles on tri-level auto-racks on CP Train 515 on the morning of April 19. More than one-quarter of all railway traffic between Canada and the U.S. is handled through the Windsor-Detroit gateway, and this will increase as more auto traffic will shift from Buffalo to Windsor.

Coinciding with the tunnel work were a number of changes to the track on the tunnel's Canadian approach and the transfer of control of the centralised traffic control from Windsor to Toronto. For the past 84 years, there had been an operator, and latterly a train movement director, at the Michigan Central Windsor station (now the CN Windsor South station), in charge of controlling the CTC for the track through the tunnel and on the approaches. This task was transferred to a new CN "DP" rail traffic controller in Toronto after a twelve-hour shut-down of the CTC which began at 06:00 on April 17.

The station name Erie, at Mile 224.7 of the CN Caso Subdivision, was removed from service. Station name Windsor South was relocated from Mile 224.7 to Mile 224.5, and the new station name College Avenue, at Mile 225.2, was added at the time of the change in CTC control.

CP is extending its CTC operation in Windsor from Mile 110.8 of its Windsor Subdivision to the connection with the Caso Subdivision at Mile 112.0, Windsor Subdivision. The two tracks that connected CP to the CN Caso Subdivision are currently considered yard tracks, but will soon be a CTC-controlled double-track mainline extension of the Windsor Subdivision. A delay in delivery of parts from the signal manufacturer has delayed the start-up of the extension to the CTC until late May. When the new CTC does go into operation, station name Windsor, at Mile

111.2, will be abolished, and station name College Avenue, Mile 112.0, the junction with the CN Caso Subdivision, will go into service. The existing Windsor Subdivision from Lakeshore into Windsor Yard will be reclassified as a signalled siding.

The Norfolk Southern tug-and-barge operation that handled cars which could not go through the tunnel ceased to run effective at 00:01 on May 1. (Look for a short article on the NS operation next month.) The CN Windsor South station, built in 1910 after the completion of the tunnel, will be boarded-up when all maintenance crews are relocated. The east tube of the tunnel will also be closed for the next few weeks for track repairs, after handling all traffic through the tunnel for the last 20 months. An official opening ceremony for the tunnel will be held on June 7.

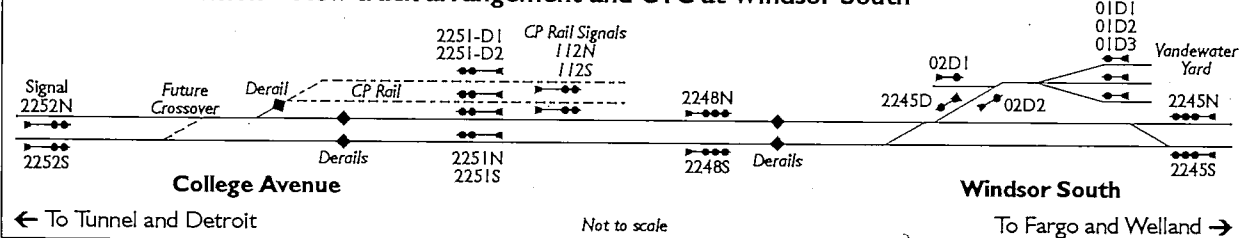
In addition to their usual traffic, the following CP trains are also handling additional traffic through the enlarged tunnel, as noted:

- *Train 500:* GM auto parts to Montréal in high-cube boxcars.
- *Train 501:* lifts auto-racks at Lambton, London, and Windsor, which are destined for Chicago. Auto-racks on this train for Kansas City are to connect with Train 437 and for St. Paul are to connect with Train 425.
- *Train 504:* Empty and loaded miscellaneous auto-racks from Blue Island Yard in Chicago to Toronto.
- *Train 505:* Finished auto traffic from Toronto and Lambton yards for Blue Island Yard in Chicago. It also lifts trailer on flatcar (TOFC) traffic at Walkerville, destined for Blue Island.
- *Train 506* operates as a combined Train 508 and 510 on Sundays and Mondays.
- *Train 507:* Any TOFC traffic to CSXT Detroit and may lift auto-racks at Lambton or Chatham, and auto parts at Walkerville.
- *Train 508:* TOFC traffic from CSXT Detroit and rush Ford and GM parts traffic for Oakville, Oshawa, and Sainte-Thérèse.
- *Train 510:* Can handle empty auto-racks for Lambton Yard.
- *Train 515:* All NS auto-rack traffic from Toronto, Lambton, Galt, Woodstock, and Chatham.
- *Train 516:* Drops empty auto-racks and Ford auto parts at Lambton Yard.

One new train has been added to the corridor, Train 517, from Toronto to CSXT Detroit RougeMere Yard. This train is a unit train of finished auto traffic, handling traffic from Toronto Yard, and lifting at Lambton, Chatham, and Walkerville. It has been operating every day, departing Toronto Yard at 08:00, Lambton at 10:00, London at 13:30, Walkerville at 16:30, and arriving at RougeMere by 19:00.

The diagram below is a schematic of the new track arrangement on the Canadian approach to the tunnel.

CN Caso Subdivision – New track arrangement and CTC at Windsor South



Transit in New Brunswick

By David Onodera

New Brunswick is home to three transit systems, in Fredericton, Moncton, and Saint John. Each of the three takes a different approach to transit, serving relatively small to medium-sized urban markets. One is a city department, the second is a municipal commission serving three centres, and the third is a provincially-chartered commission. This article presents a short profile of each of the three.

Fredericton

City of Fredericton, Transit and Parking Services



City Hall is one of the architectural highlights in downtown Fredericton. Fredericton Transit "New Look" T6H-4523N No. 214 heads for Kings Place on York Street near City Hall, in 1992.

Photo by David Onodera

Located along the Saint John River, Fredericton lies just an hour's drive from Saint John, the largest city in the province. Fredericton is a city of approximately 44 000 people and is the capital of New Brunswick. Besides being the seat of government for the province, Fredericton is home to two universities and has a local tax base of \$2.6-billion. It is among Canada's highest per capita income cities and retail sales have exceeded the national average by as much as 16 percent.

Major employers include the province (3500 people), the New Brunswick Power Commission (3200 people), the Dr. Everett Chalmers Hospital (1600 people), the Federal Government (1500 people), and the University of New Brunswick (1400 people). In the manufacturing sector, 244 firms employ over 5000 people, while the two universities include well over 10 000 students combined.

The city is one of North America's oldest settlements, dating back almost 300 years. Fredericton was named the provincial capital in 1785. The downtown area is located along the south shore of the river in a valley that

rises steeply, just south of the central city, and on the north shore.

If you are familiar with the Maritimes, then you will most certainly recognise the Irving name. One of the most influential families in the country, the Irving family at one time operated transit service in both Fredericton and Saint John. In the mid-1970s, responsibility for transit service in Fredericton was assumed by the city.

Today, transit is structured as a city department led by the manager, who reports directly to the city administrator. A staff of 50, including 37 full- and part-time drivers, seven maintenance staff, one dispatcher, two inspectors, one support staff, and two management personnel, work within the department.

The staff are responsible for the scheduling and operation of all conventional transit service within the City of Fredericton limits. In addition, staff schedule and administer the parallel transit service for people with disabilities in the city, which is operated by a private contractor.

A total of 23 transit buses and two mini-buses are operated in conventional service, while two mini-buses are assigned to the parallel service. Nineteen buses are required for peak service, while 11 are required during normal hours. Service is provided six days a week, generally on 30-minute peak and 60-minute off-peak headways.

Like many cities its size, the downtown core accounts for the largest proportion of Fredericton Transit's traffic: between 40 and 45 percent of all trips taken by transit. The University of New Brunswick's campus on the south side accounts for approximately 12 percent of all trips, and two major shopping malls on the south side make up the third major local traffic generator.

Transit plays an important role in the city, with service being provided up to 17 hours a day on some routes. All routes meet downtown at Kings Place, the largest commercial development in the city centre. Route-specific, on-street bays replaced curb-side stops at the facility in 1990.

Routes are designated by number and name, and by a north side or south side letter. For example, 16N-Marysville is a north side (i.e., north of the river) route, while 13S-Prospect is a south side route. North side buses leave at 10 minutes after the hour, and south side buses depart at 15 after the hour. Scheduled layovers allow all buses to connect at the Kings Place terminal.

Fredericton Transit is based in a city-owned facility adjacent to the local public works yard. The garage provides maintenance facilities and indoor storage for the 27-vehicle fleet, as well as administrative offices.

Transit staff are also responsible for maintaining most other city-owned vehicles, including all police vehicles, but excluding city works and fire vehicles.

Fredericton Transit currently recovers approximately 32 percent of its operating costs from farebox revenues.

With the exception of the mini-buses, the Fredericton Transit fleet is all MCI and GM, with five Classics, one 40-foot "New Look," and seventeen 35-foot "New Look" buses, including three rebuilt by Paling in 1991. The oldest bus is a 1968-vintage GM T6H-4521 that has been rebuilt, while the newest is a 1992-built MCI Classic.

The most recently-purchased bus is built to the same specification as buses delivered to the Saint John Transit Commission in 1992. The bus includes many of Ontario's Easier Access features, including the angled front seating, kneeling capability, vertical stop-request strips, and an oversize destination curtain. The bus is not air-conditioned and so includes a full-size rear window.

Most vehicles carry the newer orange and blue on white colour scheme, but a number of the "New Looks" are painted in a lighter-blue and white scheme.

The Province of New Brunswick does not provide a direct subsidy for urban transit, but instead provides block grants to municipalities, who must in turn allocate the funds. Fredericton Transit considers the purchase of replacement vehicles for its fleet to be part of its annual operating expenses, and budgets accordingly.

Transit has a bright future in Fredericton. The provincial economy is relatively strong and Fredericton's citizens are supportive of a high level of public services and high quality of urban life, including public transit.

Moncton

Codiac Transit Commission

Located along the Petitcodiac River, Moncton is home to 57 000 people in the city and over 105 000 in the metropolitan area. It is also home to the largest francophone community in Atlantic Canada, with about one-third of the population having French Canadian roots. Moncton was first incorporated as a town in 1855, but gave up its charter in 1862. It was re-founded in 1875, and in 1877 became the headquarters of the Intercolonial Railway. Moncton became a city in April 1890. (For more history, see the bulletin "The Street Railways of Moncton, New Brunswick," included with the November-December 1992 *Rail and Transit*.)

Several factors have combined to make Moncton one of the most attractive cities to business today. In the past few years, Moncton has gained a reputation as one of the best cities in which to conduct business in the country. Moncton's case is built on having the largest and best-trained bilingual community outside Québec. Many workers are graduates of the area's two universities – the francophone Université de Moncton and anglophone Mount Allison University in nearby Sackville. In 1990, the city re-elected its first Acadian mayor, Léopold Belliveau, to serve another term.

The work force is seen to be extremely stable, and the cost of doing business is considerably lower than in other parts of the country. Housing costs are also low. The province's telephone system, operated by NB Tel, is considered to be one of the most technically advanced in North America, and its efforts have been partially responsible for Moncton's economic growth.

Some consider the city to be somewhat unspectacular as a quality-of-life environment. Moncton

grew as a railway town, serving as a major CN hub for the region. On the plus side, the city is just 20 minutes away from the Northumberland Strait, where many local citizens have summer cottages along the warm, salt waters. Moncton is also generally fog-free and lobsters cost just \$8.80 a kilogram.

Until 1980, transit service in the community was provided by Moncton Transit, a private operator that still exists today as a charter bus operator. The Codiac Transit Commission took over operation of transit services in 1980, serving three communities – Moncton, Riverview, and Dieppe. Codiac Transit is a municipally-chartered organisation; the commission is made up of ten members representing the three municipalities served. There are a total of 29 drivers (including some part-time staff), five service persons, five management personnel, two mechanics, one body man, one stock clerk, and an administrative support person.



Codiac Transit Orion 01.504 No. 101 heads east on Main Street at Steadman Street, near Bore Park, on June 9, 1988.

Photo by Pat Scrimgeour

Eighteen routes provide service six days a week. Twelve are regular routes and the remaining six are peak-hour, weekday-only services. Service operates from approximately 6:30 a.m. to 6:30 p.m. Monday through Wednesday, from 6:30 a.m. to 11:00 p.m. on Thursday and Friday, and from 7:00 a.m. to 6:00 p.m. on Saturday. Headways range from every 30 minutes on two routes, up to one and a half hours during weekday off-peak hours. Generally, an hourly headway is considered the norm. The principal services are Route 1 and Route 2, which combine to give an all-day 30-minute headway, linking two of Moncton's major shopping malls with the downtown area.

Unlike Fredericton Transit, the system is not designed to operate using a "timed meet" downtown. Most buses pass by (and some routes do meet) at the Highfield Square/1111 Main location near the old downtown area, adjacent to a major central city shopping development. All buses are radio-equipped.

The Codiac Transit fleet currently includes 22 buses, including a group of seven early 35-foot Orion I buses. There are also eleven 35-foot GM "New Looks" and four

more recent Classics rounding out the fleet. The most recent Codiac Transit Classics carry a striking livery that includes a white base with deep red and gold striping and large Codiac Transit lettering. One bus has also been painted in an environment-related theme and one carries a total-paint application for a local radio station.

Of the 22 buses, 20 are owned by Codiac Transit, and two of the 1982 vehicles are operated by Codiac Transit, but are actually owned by the Town of Riverview.

The base fare is \$1.00, with 21-trip punch pass cards sold for \$19.00. A reduced cash fare of 70 cents and 21-trip punch passes for \$13.00 are available for seniors and students, while children four years of age and under ride free.

Transit ridership in Moncton remains relatively stable, at 1.3-million trips in 1992 (compared to approximately the same figure in 1991 and 1.2-million rides in 1990). If the city is successful continuing to build its economic base by attracting more new investment using its bilingual work force, lower labour and living costs, and the availability of advanced communications technology, then it follows that Codiac Transit will benefit as well.

By investing in marketing and promotion, Codiac Transit is counting on selling itself as a viable, economical alternative to the private car – not an easy sell in a smaller centre – but a challenge which Codiac Transit is facing head-on.

Saint John

Saint John Transit Commission

Not only is Saint John the oldest city in Canada, having been incorporated in 1785, but it is also New Brunswick's largest city. The area was first settled in the early 1760s and was also the home of Canada's first newspaper, the first police force, and the country's first bank.

The city is located along the Bay of Fundy at the point where the Saint John and Kennebecasis rivers meet and the former runs into the Bay of Fundy through the famous Reversing Falls. The city is laid out over an area that features a rugged terrain whose shape is defined by the various bodies of water that surround it, including the Bay of Fundy, Saint John Harbour, Grand Bay, and Kennebecasis Bay.

How to read the numbers in Saint John

Bus 7901 – most industry people “in the loop” would know that bus 7901 is the first bus of the 1979 order. If you said that about Saint John Transit 7901, you'd be right. In fact, after a while, some Saint John citizens figured that out too.

The problem: how to number the buses so that people wouldn't think they were riding on an old bus? It might also be very useful for supervisors to be able to tell how many seats each bus had too – perhaps not so critical for regular transit service, but a must on sightseeing tours!

The result: the Saint John Transit five-digit fleet numbering system. Since 1985, Saint John Transit buses have been assigned five-digit fleet numbers. The first two digits indicate the number of seats, the middle digit indicates the year of purchase, and the last two numbers are the sequence number within the fleet. For example, the bus shown on Page 7, Saint John Transit 48238, has 48 seats, was purchased in 1992, and is the 38th bus purchased by the Commission.

The population of the city is approximately 80 000 in an area of 323 square kilometres. The metropolitan area includes just over 120 000 people. Eighty-nine percent of its population lists English as its native language, while just 0.3 percent name French and 10.4 percent are bilingual.

One gets a good sense of how old the city is as one travels through the streets of the city. It is an industrial centre, sometimes thought of as “blue collar” because of the dominance of the Irving family group of companies over the economy. Irving operations in Saint John include two pulp mills, an oil refinery and numerous gas stations, the Saint John Shipbuilding operation, a hardware distribution company, and the corporate headquarters for the Irving companies. Other industry includes two breweries, the world's largest paint brush factory, food processing, and the Port of Saint John.

Like so much of the local economy, the Irvings have influenced transit operations in the city. Local bus service was provided for many years by City Transit – an Irving-owned operation. Intercity bus service in the region was provided by another Irving operation, SMT Eastern – still in operation today.

However, by the latter half of the 1970s, as in many North American cities, urban transit services found themselves in severe financial difficulty. Buses in the City Transit fleet were maintained at an old railway roundhouse in extremely poor condition, and the buses too were beginning to show their age. In 1976, the City of Saint John found itself in the position of having to pay its first municipal subsidy for transit service.

By late 1978 the groundwork had been completed for a public takeover of transit service in the city. A new, independent, provincially-chartered body had been formed – the Saint John Transit Commission – to take over urban transit service in the city effective January 1, 1979.

A number of buses were transferred from the Irving operation to the new commission, and one of the first orders of business was to acquire 15 new buses for the start of the public operation. Money was not plentiful in the early days and arrangements were made for 15 GM T6H-4523N buses to be purchased by Central and Eastern Trust and leased to the transit commission. Since that original purchase, a total of 25 additional new buses have been acquired directly by the system.

The Saint John Transit Commission is an independent commission, made up of eight people. By its charter, there can be no more than two politicians on the Commission, and in fact there have been none since 1982. The City of Saint John, is, however, most supportive of transit. The current staff includes 53 drivers, 17 maintenance staff, three despatchers, three administration staff, two support staff, and the general manager.

The basic adult cash fare is \$1.00 with multi-ride punch tickets sold at the rate of 21 rides for \$19.00. Those fares have remained constant for the last four-and-a-half years.

For a city its size, the transit system does remarkably well. In 1991, it recovered 57.5 percent of its operating budget from farebox revenues, exceeding its target of 55

percent. Ridership in 1991 totalled 2.6-million rides, up 8.6 percent over 1990. In 1992, total ridership rose again to 2.7-million.

Basic service is provided 12 hours a day, seven days a week (although the service is very limited on Sundays). Approximately 11 000 trips a day are taken, including approximately 8000 to and from the downtown area and 1500 school trips.

In addition, five routes run until 10:00 p.m. and two routes run until midnight during the week. A major trunk route (actually the combined Routes 1, 2, 3, and 4) provides combined ten-minute headways in peak hours, and 20-minute service in off-peak hours. On most other routes, the basic service is every 30 minutes peak and every 60 minutes off-peak.

Thirty-seven buses are required for peak operation, 12 in the off-peak, 12 on Saturday, and only two on Sunday.

The routes are structured to fit the physical setting of the city. As noted, the major trunk route provides the heaviest service, running east-west through the downtown area. Other routes generally link into the trunk corridor at one of three points – King Square on the east side of downtown, Market Square on the west side of downtown, or Simm's Corner.

Just to make matters interesting (and perhaps a bit more viable financially), Saint John Transit also operates sightseeing service in the city. The port not only serves cargo ships from around the world, but has developed into a major port of call for passenger cruise vessels from around the world.

Many mornings, especially during the summer, a large number of Saint John Transit buses can be found after the morning rush hour down at the docks boarding loads of avid sightseers in town for at least a short visit. As many as 25 tours a day have been run by the system, sometimes stretching resources close to the limit. Even in late September as many as seven or eight buses are loaded for the three-hour tour.

Saint John is a great place to be if you're a fan of the "New Look" and the Classic. The fleet currently includes 43 buses – all of GM and MCI heritage. Besides the 14 surviving 35-foot buses from the original 1979 order (one was scrapped after an accident), the Saint John Transit fleet includes two more 35-foot buses (one from City Transit days and one acquired second-hand from a private company in the Northwest Territories to replace the wrecked bus), eight 40-foot GM buses (two from City Transit and all T6H-5307N models), and 19 Classics from GM and MCI.

The fleet wears a smart white, red, and blue colour scheme, with most of the older buses sporting cream-coloured roofs.

With the co-operation of the city, a plan was put into place that calls for the acquisition of two or three buses annually to ensure the fleet is replaced at a constant rate. The Saint John Transit Commission works on a three-year capital budget to help ensure the availability of sufficient funds.

The standard bus in the Saint John Transit fleet today is the 40-foot Classic equipped with many of Ontario's Easier Access features, including the kneeling

feature, the front angled seats, additional interior lighting, and the large destination curtain. The rear bench seat is a moulded fibreglass unit, but other seats are upholstered. A single-width rear door is standard, equipped with the McKay gate. A Recaro driver's seat is provided and DataFare AES fareboxes (similar to those used by the TTC in Toronto) are installed.

All of the Classics are powered by the Detroit Diesel 6V92TA engine. With many steep hills in the city, Saint John was an early customer of this engine. An inspection of the earlier Classics will show that there is no high-level exhaust pipe present. A large, low-level pipe is used, indicating the presence of a turbocharged engine.

Buses are maintained at a modern facility located west of the downtown on Fairville Boulevard. The facility was opened in 1982 in a former industrial facility. The federal Urban Transit Assistance Program provided the funds for the garage and offices. In the fall



Saint John Transit Classic TC40102N No. 48238 in September 1992, on a sightseeing trip at Fort Howe, located high over Saint John harbour.

Photo by David Onodera

of 1992, the facility was officially dedicated the Lorne F. Lawless Transit Centre, in memory of the Commission's longest-serving employee.

Saint John's fortunes are linked to those of the Irving family businesses. At the moment the economic picture in the city, and indeed in the province of New Brunswick as a whole, is better than in many areas of the country, as the Irving operations are generally performing well.

The challenges for the future lie in being able to maintain existing service levels, while meeting the challenges of accessibility and urban mobility in the future. At the moment, specialised transit services are provided by a non-profit carrier with some assistance from Saint John Transit, especially in the area of vehicle maintenance.

There is no doubt that changes are coming to Saint John Transit, and soon. Over the next few years, the fleet will take on a different look, changing from an all New Look and Classic fleet, particularly with the low-floor wave looming on the horizon.

This article previously appeared in an expanded form in *CUTA Forum*, December 1992, March 1993, and June 1993.

Research and Reviews



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This is Canada: last month, it was winter; this month, it is almost summer. The spring showers, warm sun and the greening of the fields encourages one to get out to explore the countryside and that I did!

Sherbrooke Expo Trains 94

Saturday, April 16, dawned warm and overcast, but the weather people said that Sunday would be stormy, so this would be my day to go to the Eastern Townships to do a little exploring and to visit the Sherbrooke model show. Sherbrooke is 150 kilometres east of Montréal. I took the quickest route, Autoroute 10 (Autoroute des Cantons de l'est), since I wanted to continue east of Sherbrooke after visiting the show.

The Club des modélistes ferroviaires de l'Estrie, which coordinated the Sherbrooke model show, had a very interesting mix. The show, in a sizable exhibition building at the fairgrounds, focused on railway modelling, but an added touch was a section on radio-controlled model airplanes and boats. This, like most model shows I have visited in Québec, had some photos, paper goods, and memorabilia, but as their name states, they focus on modellers.

This show proved interesting, for as I was standing talking to Roger Boisvert, a UCRS member from Trois-Rivières, and looking through his collection of photos of steam power, a Mrs. Carr of Danville came along and was asking if anyone had a photograph of the Britannia Mills station. An interesting question, since several months ago I was asked what I knew about this station by a CN librarian. Being me, I approached Mrs. Carr and related my story, since apparently there is a group in the area who are interested in constructing a replica of the station for a community centre. Mrs. Carr's interest in a photograph related to the fact that her husband's mother had been the first telegraph operator at the last Britannia Mills station.

Britannia Mills was a small station on the St. Lawrence and Atlantic Railroad about seven miles east of Saint-Hyacinthe. This company, along with its U.S. counterpart, the Atlantic and St. Lawrence, became Canadian National's line from Montréal to Portland,

Maine. The Canadian company was amalgamated with five other companies to become the Grand Trunk Railway Company of Canada, effective July 1, 1853. The U.S. company was leased on the same date for 999 years by the Grand Trunk Railway Company of Canada. The full route opened on July 18, 1853, although some segments had been opened as early as 1848. The portion from Saint-Hyacinthe to Richmond, Québec, through Britannia Mills, was opened on September 11, 1852.

The GTR Inventory of 1907 indicates that a first-class frame station at Britannia Mills was opened in 1893. The single-storey station sitting on wooden posts and sills was 27 feet by 73 feet, with an iron roof. The open platform was 2200 square feet and this stop had a wood frame baggage house 12 feet by 20 feet as well as a frame freight shed 16 feet by 20 feet with a loading platform on one side.

The Eastern Townships in spring

The warm weather was chasing the winter's snow rapidly towards the streams and rivers, and periods of heavy showers added more water to this race towards the lakes and ocean. The result was that the waterways in many locations had no choice but to let water flood over their banks. Such was the case even in Sherbrooke as I came out of the model show. Sherbrooke is located along the banks of the Rivière Saint-François at the confluence of the Rivière Magog. CN's Sherbrooke Subdivision (the St. Lawrence and Atlantic Railroad) follows north-south along the banks of the Rivière Saint-François from Richmond south through Sherbrooke to Lennoxville.

CN's large brick station is located about a block from the west bank of the river. The problem on this visit was that the waters were occupying the open area on the river side of the station.

This station, built in 1890 is 33 feet by 156 feet, consisting of a two-storey centre portion with rambling single-storey sections on each end, all with steep hip roofs and wide overhangs. VIA has it painted in pastel colours. This station and CP Rail's have been declared heritage structures under the federal heritage stations protection act.

The CP's Sherbrooke Subdivision, part of CP's Montréal-Saint John "short line" was constructed by the Atlantic and North West Railway and enters Sherbrooke from the west, along the Rivière Magog, and then

loops south along the Rivière Saint-François to Lennoxville, where both the river and the railway swing eastward. The CP station, built in 1901 and substantially added-to, was briefly described in the June 1993 issue of *Rail and Transit*. CP RS18 1819 was sitting in front of the station waiting for its switching work on Monday. Sherbrooke is also the junction with the Québec Central Railway's line that originally wound its way northeastward via Tring and Valley junctions to Harlaka, at Lévis, across from Québec City.

My next target was Scotstown, Québec, 43 miles east of Sherbrooke on the CPR. The station, recently declared a heritage station was the subject of a write-up in Montréal's *The Gazette* a couple of months ago.

This small Eastern Township community on the Rivière au Saumon first commenced its efforts to save the station in 1978, when it was first rumoured that the CPR planned to close the building by 1982. This portion of CP's short line east of Sherbrooke was started by the International Railway Company (Canada) and later acquired by the Atlantic and North West Railway. The simple frame one-storey station was constructed in 1888 between the main line and the Rivière au Saumon.

It really takes a trip to this site to put things into true perspective. East of the station, about 300 metres upstream, is a dam retaining a sizable mill pond. The river, west of the dam, on the day of my visit was charging in a vicious war dance downstream, splashing angrily at the pier of CP's bridge as it no doubt has done each spring for the last 106 years. The mills that caused the construction of the dam are now gone, except for one large chimney. This chimney, about eight or ten feet square at the base, rises 60 feet or so skyward. The community has converted this piece of industrial archaeology into a useful monument, and has constructed a verandah all around it. This verandah is quite wide with a railing around its outer edge and provides a viewing platform for people to watch wildlife on the mill pond or to just stop and enjoy a summer evening's breeze. It has a roof that protects both people and the chimney's base.

The railway station is a boxy structure about 20 by 40 feet, with a gable roof, operator's bay window on the track side, and a medium overhang on that same side. The station has a concrete foundation that appears to have been added after the original construction and extends eastward beyond

the depot. This foundation, along with differences in the clapboard styles on the station, indicates that at some point there had been a connected freight shed on the east end next to the road.

The July 1908 issue of the *International Railway Guide* shows three passenger trains in each direction stopping at Scotstown every day.

The Gazette, in its article on this station, carried parts of a telephone interview with a Tom Riglar, now a Vancouver businessman who grew up in Scotstown. Mr. Riglar recalled that back in the 1950s, the station bustled with activity whenever he boarded a train to visit an aunt in Montréal.

"You'd hear the clickety-clack of the Morse code as you approached the building," said Riglar.

In those days, old-fashioned steam engines paused outside the station while their tanks were replenished from a giant water tower that has since vanished.

"Sometimes the engineer would invite us aboard for a peek at all his gauges and gadgets."

The community would like to turn the station into a museum and an art gallery for local artists.

Heading back towards Montréal, I stopped by East Angus on the Québec Central line, 17 miles east of Sherbrooke. This portion of the QCR was incorporated as the Sherbrooke, Eastern Township and Kennebec Railway Company in 1869 to construct from Sherbrooke northeast to connect with the Lévis and Kennebec Railway at Valley Junction (Vallée Jonction). The SET&K became the Québec Central Railway in 1875 and the QCR purchased the L&K in 1881. The SET&K opened the first 14 miles of its line east of Sherbrooke in 1874, but the connection with the L&K was not completed until 1881.

East Angus is a pulpwood-mill town on the Rivière Saint-François. Québec Central's single-storey concrete block station that was built in 1912 is still used by CPR maintenance forces. The station, about the size of a small bungalow, has a hip roof with one gable dormer projecting over the operator's bay window. Again, the July 1908 issue of the *International Railway Guide* lists eight trains a day using this station. There were two express, one passenger, and one accommodation train northbound, toward Lévis, and two passenger, one express, and one accommodation southbound, to Sherbrooke.

The adjacent freight shed, like the station, is of concrete block construction. This structure has two loading doors and a gable roof. The gables are finished in asbestos shingles and it is interesting to note the painted sign on one gable — FREIGHT SHED — in large capital letters, a real carry-over from

bygone days.

Not wanting to treat the railways unfairly, I decided to follow the CN (Grand Trunk) lines for the remainder of my journey back to Montréal. I skirted northward around Sherbrooke with the plan to follow down along the Rivière Saint-François to Richmond, the junction with GTR's original line (CN Danville Subdivision) to Lévis. High water was over the road along the east side of the Rivière Saint-François between Sherbrooke and Windsor, so I had to detour. The east side road for the 10 miles from Windsor to Richmond was open. This road parallels the CN Sherbrooke Subdivision (St. Lawrence and Atlantic) and the high water made the railway a causeway surrounded by water in many places. Knowing the power of nature, this setting made it easy to visualise trains all the way from a wood-burning 4-4-0, puffing huge clouds of smoke, creeping with a couple of swaying, creaking wooden coaches along the river, to a pair of massive F40PHs growling loudly as they gingerly pull the stainless steel cars of VIA's *Atlantic* along the same water-level route.

On arrival in the south end of Richmond, I found that due to the dangers of flooding, a dike was being constructed across CN's line at Mile 71.25. I am told that this location about a quarter of a mile south of the station has a long history of flooding. This flooding had delayed CN's Train 394 and CN GP9s 7070, 7020, and 7073 were sitting in the Richmond yard as testimony.

As I reached the eastern outskirts of Saint-Hyacinthe about 18:00, the sun was shining brightly, a real contrast from the heavy showers of earlier. Also, CN added a bit of action as SD40-2 5309 and GP40-2 9669 led two other units and a lengthy container train on a westbound march towards Montréal as I approached the Drummondville Subdivision.

Bel-Gaz

While it's not in the Eastern Townships, here is an update on Bel-Gaz Limitée in Saint-Félix-de-Valois. We discussed Bel-Gaz's new use of this former CP trackage in both the April and September 1993 issues of *Rail and Transit*. A trip through the area a few weeks ago revealed that Bel-Gaz has constructed a drive-through (double-ended) engine shed at its plant site north of Saint-Félix-de-Valois. Parked next to the new shed was a plough, and its orange paint scheme would lead me to bet that it was formerly owned by CN.

Brownies in 1872

About a year ago, my boss gave me a photocopy of a Grand Trunk Railway bulletin listing "Punishments Inflicted and Rewards Given" from June 1872. Being a computer pack-rat, I now have these on my computer's

hard drive. It has been 122 years since the GTR issued these directives, but have things changed? Let's look at a few.

What year? — A Montréal conductor was fined one day's pay for "Allowing two gentlemen to smoke in first class car on mixed train to the annoyance and against the protests of other passengers."

The two sides! — A Toronto conductor was fined two days' pay for "Not seeing that brakes were properly applied to his train. When standing on a grade at Limehouse Station, three cars broke loose from train and ran at a great speed down the grade until overtaken by Driver Brow one mile east of Norval."

The reward to Mr. Brow, a Toronto engineman, was three days' pay for "Promptness in securing part of Special Train which had become detached at Limehouse, thereby preventing serious damage to the Company's property."

Did the Limehouse incident cost the GTR anything? In noting the figures, one must ask how would the two days' pay for a conductor compare to the three days' extra pay to the engineman?

Origin of confusion! — Today, we sometimes hear the comment that trains should stop for vehicles at crossing — well, maybe, for in 1872 a Pointe Saint-Charles engineman was given an extra day's pay as reward for "Promptness in stopping No. 7 Train on observing a loaded cart stuck on a farmer's crossing near St. Anne's."

There are a few others that I will throw your way in future columns.

Confusion! — in Victoria, B.C.

This column has carried bits in the April, June, and September 1993 issues on the proposal in Victoria to convert portions of CN's abandoned line to use as a bikeway and walkway with space for a future LRT system.

One of the major stumbling blocks in this project has been over the Selkirk Water trestle. This body of water is navigable and hence there has been a squabble between the hiker/LRT proponents and the boaters on how each should cross the others' path. It has been proposed to put a hump in the bridge that would clear most boats, but not all.

Now, Gray Scrimgeour has sent along some comments on the next stage as the various levels of government try to out-circle all the other levels. The province owns the abandoned right-of-way (to protect for the future LRT), but has leased it to the Capital Regional District for use as a linear park. One of this park's uses is as a bikeway and walkway. Monies have already been spent towards these goals on either side of the Selkirk Water trestle.

Now to the real buck-passing. The Capital

Regional District has sub-leased the trestle over the Selkirk Water to the City of Victoria for rehabilitation as a bikeway and walkway. The city must now find \$250 000 to perform the work. Under the agreement, the region can terminate the sub-lease if the city does not improve the trestle. The city now considers that an application should be made to the Provincial Capital Commission for a grant and there is also consideration of trying to tap into the federal infrastructure grant programme to help pay for this work that the senior levels of government have passed downward.

Gray closes by totalling-up the costs that everyone is trying to get someone else to pay and then wonders if anyone has been thinking about the costs to the keep bridge in repair or who is going pay for a bridge-keeper to raise the span once or twice a week? And you thought Ottawa was confused!

Early excursions

Doug Brown forwarded some notes taken from August 1836 copies of *The Gazette* here in Montréal about early trips over the Champlain and St. Lawrence Rail Road between La Prairie and Saint-Jean-sur-Richelieu. See the January 1994 issue of *Rail and Transit* for a map of this area.

The first excursion appeared in the paper on Thursday, August 18, 1836, and was the result of a trip to Saint-Jean by a Moringhar and Macrimmon (possibly nicknames).

"Arrived at LaPrairie and had to wait some time the return of the locomotive and cars from St. Johns. At last they were seen approaching and a desire to view the whole in rapid motion, led us forward a short distance on the road to meet them.

"Whirr, Whirr, puff, puff — by they rushed with almost stunning impetuosity and lightning speed. The cars are of rather elegant construction and tastefully painted; on each, the emblazonry and armorial bearings of Great Britain and the United States, emblematical, we presume, of the connection of British and American interest and enterprise combined together in the completion of a work so much required and so important as this is.

"When we were on the point of starting for St. Johns, part of the machinery of the locomotive gave way . . . we were . . . left in a delightful dilemma, with the alternative before us of either walking to St. Johns (or) being dragged in cars thither by horses.

"The engineer, however, after some trouble, was enabled to put the engine into such a state as to put it in our power to proceed and accordingly we started, between four and five o'clock.

"We had not got more than a mile over the road, when the deplorable concern gave

way again. Another half hour suffices to get us into condition a second time to go forward, and rattling along in very good style indeed . . .

"The engineer (Giba Pangborn) is about as cool a fellow as we have seen for a long time. He did not appear in the least degree disconcerted nor seem to lose any of his stock of self-possession, notwithstanding the accidents and delays we met with, and he gave evidence of understanding his profession thoroughly."

The second account of a trip taken by Charles Kadwell was published on Tuesday, August 23, 1836.

" . . . we arrived at LaPrairie, when we found the locomotive and its tail, almost as long as Daniel O'Connell's, waiting our nobility. Scrambled ashore and secured a seat in the car immediately behind the engine, which saluted me with a puff or two of a vaporous substance, yclept steam, in acknowledgement of which I put up the window.

"By a certain instinctive feeling which is natural to all men, I found we were moving and soon increased our speed as Paddy would say, 'to the devil of a rate,' for the trees went as fast one way as we did another and to make the matter short we were soon at St. Johns and about 23 miles from Montreal."

Photo information

You may have noticed above this column and above the news columns that follow a new selection of photos.

The six photos above the *Research and Reviews* section are: the familiar view of CP Train 415 at Bolton, Ontario, by John Carter; the CPR station at McAdam, New Brunswick, by the old ferronut himself; former CPR 4-4-0 136 on the South Simcoe Railway, by Rick Eastman; the CTC panel at the CN Edmundston, New Brunswick, RTC office, by John Carter; the mezzanine of the CNR Hamilton, Ontario, station, by Pat Scrimgeour; and a CN northbound train leaving the Fraser River Bridge at New Westminster, B.C., by Howard McGarry.

The six photos above the *Transcontinental* section are: the eastbound VIA *Canadian* at Leancoil, B.C., on the CP Mountain Subdivision, by Pat Scrimgeour; the Calgary C-Train LRT near Franklin Station, by Ted Wickson; the CP Breton Turn switching the wheat pool elevator at Buford, Alberta, by Glenn Courtney; two CN westbound trains at Foleyet, Ontario, by Pat Scrimgeour; a westbound STCUM commuter train leaving Windsor Station in Montréal, also by Pat; and a Fundy Gypsum switcher in front of the Dominion Atlantic station at Hantsport, Nova Scotia.

Our editor tells me that he has counted six of the twelve pictures which cannot now be taken, for one reason or another.

Information Network

Ottawa trolley coaches

Question from: **Richard Carroll**

I know that streetcars in Ottawa last ran on May 1, 1959 (a bad year for street railways, as Montréal's operation ended that year, too), but I have never been able to find out what became of Ottawa's single trolley bus line, on Bronson Avenue. When were the trolley buses removed, and what became of them?

Reply from: **Ray Corley**

The trolley-coach operation ended on June 27, 1959. There were 10 coaches operating on the one route, and they were all Canadian Car and Foundry T48As, numbered from 2001 to 2010. Five, 2001–2005, were bought by the Kitchener P.U.C., and the other five, 2006–2010, were bought by the TTC in Toronto.

Passenger stations in Canada

Message from: **Pat Scrimgeour**

In the table in last month's *Rail and Transit*, I mentioned that the bus terminal in Québec was to be moved to the Gare du Palais in 1994. In fact, that move has already taken place, in February. A Québec government insurance office sits above the 1985-vintage train shed at the station, and the new bus terminal has been built to the east of this, easily reached from the VIA waiting area. In its new timetables, VIA has taken advantage of the new bus terminal and the possibly-impending cancellation of the *Saguenay*, as they list connections from Québec for Jonquière by InterCar Saguenay as part of the Québec–Montréal timetable.

Message from: **Art Clowes**

The CPR station in Trois-Rivières (or Three Rivers, as it was commonly known outside Québec in those days) was built in 1924. Several issues of *Canadian Railway and Marine World* that year chronicled the planning, approval, and construction of the station. The plans replaced earlier ones, from 1919, which were never adopted. A freight shed and office building were built along with the passenger station, designed by architects Ross and Macdonald of Montréal, and built by Thompson-Starrett Company. At the same time as the station work, the track layout in the area was changed, and the locomotive house was enlarged.

World Locomotive Orders, 1992-1993

Message from: **Tom Box**

In the list of locomotive orders on Page 16 of the April *Rail and Transit*, the Iranian Railways U30Cs should be shaded to show they were produced in Canada. These were the last units ever built at the MLW plant.

On the other hand, should the GEC Alsthom units for CFM — Mozambique be shaded? (*No; my mistake. —Pat*)

I notice the power ratings for a given model can vary a lot. For example, the GO Transit F59PHs are said to be 3200 horsepower, Metrolink's are 3800 horsepower, and CalTrans's 3900 horsepower (after conversion and round-off). GO's existing F59s are 3000 horsepower, according to the *Trackside Guide*. Are these numbers correct?

Message from: **John F. Legg**

The British Rail and SNCF Class 92 electric locomotives are rated at 5600 kW for 25 kV (AC) and around 3400kW for 750 V (DC), and not the 5000 kW stated. The 750 V (DC) rating may be revised in the light of running experience. These are continuous ratings.

The Eurostar Class 373 units are built to run under three voltages with ratings of 12 200 kW for 25 kV (AC), 5700 kW for 3 kV (DC) and 3400 kW for 750 V (DC). The 750 V (DC) rating may also be revised. It should also be borne in mind that of this rating around 1000 kW is required to run the on-board air conditioning, heating, and other ancillary services. These are the continuous ratings for a complete Eurostar formation. Strictly speaking, these are not locomotives but power cars. British Rail has classified the Eurostar as an Electric Multiple Unit. The power cars are permanently coupled to the trailer cars with the powered truck on the trailer car next to the power car being fed from the power car in a similar manner to the SNCF TGV-Sud Est sets. They will only be removed from the formation for maintenance purposes.

The Eurotunnel diesel locomotives are of class DE6400 with a power rating of 960 kW. They are similar in design to the NS (Nederlandse Spoorwagen) 6400-class. For use in the tunnel, these locomotives will be coupled in pairs, separated by a wagon containing an exhaust-gas conditioning plant.

GTR Rolling Stock

Request from: **Ken Davis**

I am modelling a Grand Trunk Railway baggage car and open-ended business car of the era between 1886 and 1905, and would appreciate any photographs of these or similar cars, as well as information as to what would have been printed on them: names, numbers, designations, etc. Please write to me at 126 Cedar Street, Orillia, Ontario L3V 2C7.

Churchill boxcar search

Message from: **Dave Scott**

The Hudson Bay Route Association has taken out advertisements in *The Western Producer* (see copy to the right), asking for information on the wheat boxcars refurbished under the sponsorship of the Manitoba government for use on the CN line to Churchill. The fragility of the line prevents the use of the much-heavier cylindrical hopper cars that are used to move grains through the rest of the

country. The Manitoba boxcars have remained strangely static during the recent wheat-car shortage. The Grain Transportation Agency and the railways say that the boxcars are no longer suitable for moving wheat in the south, and that few of the major terminal elevators can still handle boxcars.

Port McNicoll

Request from: **Scott Garrett**

From the late 1800s to the mid-1960s, the Canadian Pacific Railway owned and operated five combination passenger-freight vessels that operated from the CPR eastern terminus of Owen Sound, Ontario, to what was then called Fort William and Port Arthur, now of course Thunder Bay. The ships continued to sail this route until 1912. In that year, the CPR moved its eastern terminus to the newly-constructed railway community of Port McNicoll, on Georgian Bay. This new harbour at Port McNicoll was owned and controlled totally by the railway. It also provided better rail gradients for the heavy grain trains hauling that commodity from the brand new grain elevator. Freight and flour sheds were built on the adjacent side of the harbour. A wharf station was built and beautiful flower gardens decorated the wharf area. Other facilities built on the harbour were an ice house, laundry building, carpenter's shop, and boarding houses.

The five ships, *Alberta*, *Athabasca*, *Mani-*

toba, *Assiniboia*, and *Keewatin* continued to ply the route from Port McNicoll to the Lakehead until age and technology began to catch up with the ships. *Alberta* and *Athabasca* were retired in the late 1940s. *Manitoba* was scrapped about 1950. The last two remaining ships continued until 1965. In the later years, a "boat train" would make twice-weekly connections with the two surviving ships, *Assiniboia* and *Keewatin*. Twice a week, the train from Toronto would connect with the Wednesday and Saturday sailing for Fort William. The ships returned to Port McNicoll Monday and Thursday and connected with the train bound for Toronto.

I have heard and read that members of the UCRS were at Port McNicoll to photograph the last passenger train run in 1965. Does anyone have any prints available?

In addition to the freight and flour sheds, grain elevator, and wharf station, a large wooden railway trestle known as the Hog Bay Trestle was located at Port McNicoll. The bridge of just under a mile in length was the second-longest on the North American continent. It was demolished in 1978. There was also a second station at Port McNicoll. This station was used to take care of the freight business. Other structures typical of any railway community of the time were the roundhouse, coal chute, and several boarding houses. It is also interesting to note that by

WANTED



The Manitoba Buffalo determines Churchill boxcars.

We are trying to compile a total list of all Boxcars and their location. We request your help in this endeavour. The numbers normally start with: 428, 429, 445 or 446. There are six digits in each number. Remember to look for the Manitoba Buffalo.

REWARD

Your reward for sending us a listing of Boxcar Numbers, and the name of the Siding, will be a one-year membership in Hudson Bay Route Association.

Your Membership entitles you to our Newsletter, attendance at our Annual Convention and the opportunity to run for our Board of Directors.

Send or Fax your lists to:

Phone: (306) 782-3363

Fax: (306) 786-7760

HUDSON BAY ROUTE ASSOCIATION

211 Tupper Avenue, Yorkton, Sk. S3N 1L8

1960, three 2-8-0s at Port McNicoll were the last regularly-assigned steam locomotives in Ontario. The last steam engine to operate on a regular run travelled from Port McNicoll to Orillia on April 30, 1960.

I am attempting to preserve my hometown history as well as some of my family history. Some of my family worked for the CPR in some capacity or another over the years. I am interested in any photos that members might have of the CPR at Port McNicoll. Please write to me at 641 Bayview Drive, Midland, Ontario L4R 4Y7.

New fastest times on VIA Train 1

Message from: **Richard Carroll**

The new VIA timetable, effective April 24, contains two new best-ever times between cities on the CNR transcontinental route, and another new time that matches the best ever.

The 6 h 35 min time from Toronto to Sudbury Junction matches the best time on CN (the best time on CP to Sudbury was 5 h 45 min). The time from Winnipeg to Saskatoon has been reduced from 8 h 35 min to 8 h 20 min, an amazing time, with an overall average speed closer to corridor trains than to a typical long-distance train. Finally, the time from Winnipeg to Edmonton is also the best-ever, at 14 h 50 min.

Even with these reductions, the eastbound Train 2 is still faster than Train 1. Going back to the 1920s, the eastbound schedule of transcontinental trains has always been faster than the westbound schedule. This is in part because padding is required for westbounds to serve major cities at convenient times (except in Saskatchewan), and in part because traditionally the superior direction has been east or south, and those trains would have priority.

South Simcoe Railway, 1994 Schedule

Message from: **South Simcoe Railway**

This summer, trains leave from Tottenham, Ontario, every hour from 10:00 until 16:00 on the following days: Friday, July 1; Sundays from May 22 to October 9; Mondays May 23, from July 4 to August 29, September 5 and 26, and October 3 and 10; Tuesdays from July 5 to August 30, September 27, and October 4.

Fares are \$7.00 for adults, \$6.00 for seniors and students, \$3.00 for children, and \$28.00 for families (two adults and three children). All trips are scheduled to use locomotive No. 136, subject to availability.

Railfan day on the South Simcoe is Saturday, July 2. The day will feature night photo sessions, a twilight train, and several daytime events. The price for this special day is \$30.00, or \$10.00 for only the night-time events.

For more information, call 905 936-5815 or write to South Simcoe Railway, P.O. Box 186, Tottenham, Ontario L0G 1W0.

Books

More on Barney and Smith

In October, we carried a review of *The Barney and Smith Car Company Car Builders* as submitted by Bill Reddy. Now Jack Knowles has forwarded more details and comments on this book by Scott D. Trostel.

The book is a history of the Barney and Smith car building plant in Dayton, Ohio, which was once among the three top builders of luxury passenger cars, as well as producing large quantities of freight cars. Canadian Pacific and Canadian Northern were among the purchasers. At one point, the builder employed 2000 people, working in plants occupying 28 acres. Important customers included both of the sleeping car giants, Pullman and Wagner.

Later, Pullman opened its own car-building plant at Chicago and became a competitor. Barney and Smith did not take part in the mergers which produced strong combines in the car building industry, and thus declined to minor standing. After many years as a family-owned company, managed for the benefit of employees and the community, it was sold to investors with little knowledge of the business, who were slow converting to steel car fabrication. The builder had a lingering death, and closed in 1921. Prior to closing, the plant suffered great damage in 1913 by flooding. This also caused the loss of company records and photographs, forcing the author to resort to secondary sources for information. The story is nonetheless well told, and will appeal to those interested in old passenger rolling stock.

New book on Sandford Fleming

Chief Engineer is the title of a 185-page, six-by-nine-inch hard-cover book on the "Life of a Nation Builder - Sandford Fleming" written by Lorne Green. I have not yet read this book, but from a quick skim, it looks interesting. While I purchased my copy at The Book Company in Ottawa, I have also seen it at The World's Biggest Bookstore in Toronto. This book was published by Dundurn Press of Toronto. The book is numbered ISBN 1-55002-195-8 and the Canadian price is \$29.95 plus all those great taxes.

—Art Clowes

Two reference books

The annual revision and expansion of the *Canadian Trackside Guide* was published earlier this year. The guide, as every year, includes locomotive rosters for the major, middle-sized, and minor railways and industries, preserved equipment, passenger cars, rail-transit cars, cabooses, railway maintenance equipment, radio frequencies, train numbers and schedules, and station lists. New this year are maps of railway lines in

five cities, and you may recognise these maps, because they were adapted from maps which originally appeared in *Rail and Transit*.

Joining the *Trackside Guide* in the reference section this year is a new book, *The Street Side Guide to Urban Transit Fleets in Canada*. This is an attractive 72-page book, 5½ by 8½ inches, listing the bus rosters for almost all of the public transit agencies in Canada (the most notable missing fleet is that of STL in Laval, Québec). For each series of buses, the quantity, fleet numbers, model, and year built are shown, with explanatory notes. In addition to the buses, light-, heavy-, and commuter-rail vehicles are listed for Vancouver, Edmonton, Calgary, Toronto, and Montréal, and BC Transit's two SeaBus ferries are also listed.

Canadian Trackside Guide 1994 (ISSN 0829-3023) - Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1, \$16.95 plus \$1.40 GST and \$3.00 shipping. *The Street Side Guide to Urban Transit Fleets in Canada* (ISBN 0-9698053-0-6) - Canadian Transit Heritage Foundation, York/Toronto 1833 P.O. Box 30, 260 Adelaide Street East, Toronto, Ontario M5A 1N1, \$24.95, including postage.

—Pat Scrimgeour

Silk trains

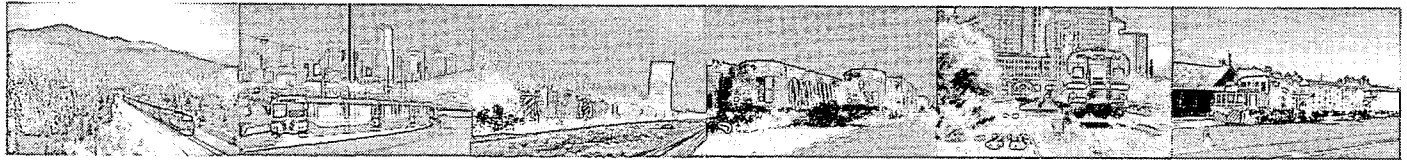
This book describes the transportation of the perishable but valuable commodity raw silk from Vancouver to the east coast of the U.S., from the late 1880s to 1941. The author has based much of the detail on the records of the Canadian National Railways, in Record Group 30 at the National Archives of Canada. Unfortunately, the corporate archives of Canadian Pacific Railway possess no known references or photographs of silk trains. The text, then, is fairly brief.

There is an outline of the role of the CP *Empresses* in starting this trade route, followed by a description of the development and economics of the CNR silk service. The silk trade through Canada declined from about 1930 (special freighters were built to carry silk from the Orient through the Panama Canal directly to the eastern U.S.). The trade ended abruptly with the start of World War II in the Pacific.

The book includes 14 photographs (only one of a silk train) and reproductions of some pertinent letters and telegrams, plus five pages from the May 13, 1928, CPR public timetable.

Silk Trains: The Romance of Canadian Silk Trains or "The Silks," by Bernard Webber. Published by World Works Publications, Kelowna, B.C., 1993. Paperbound, 8" by 8", 128 pages. Available from Bernard Webber, 6205 - 91st Street, R.R. #1, Osoyoos, B.C. V0H 1V0. Price, \$18.95, including GST, plus \$2.95 shipping.

—Gray Scrimgeour



THE RAPIDO



EASTERN CANADA

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CP RAIL SYSTEM

CANADIAN ATLANTIC RAILWAY

CP will announce by the end of May the company with which it will negotiate for the sale of all or part of its network east of Sherbrooke, Québec. Six proposals from the list of bidders were submitted in mid-April, after which CP narrowed the running down to Guilford Transportation Industries and a group of Canadian and American investors based in Bear, Delaware, called Cantrak.

Guilford only wants to acquire the line east of Mattawamkeag, Maine, but Cantrak proposes to acquire all track east of Sherbrooke, and possibly as far west as Delson and south to Newport, Vermont, and operate a passenger service if VIA service is discontinued.

The province of New Brunswick has passed a bill allowing railways in the province to be incorporated as any other business after completing a regulatory agreement on safety issues. This eliminates the requirement for the passage of a separate bill. Changes in the rules also means that new railways operating only within the province would fall under provincial jurisdiction, eliminating the binding of labour contracts under federal law.

Applications filed with the federal court for permission to appeal the NTA ruling allowing CP to abandon the CAR were rejected in April. Other legal avenues are being examined by the objectors, which include the Saint John Port Corporation.

The NTA has ruled that CP is ineligible to receive a \$13.5-million rebate for its losses in running the CAR after abandonment was approved. The NTA decided that the CAR is a main line, and that only small sections can be classified as branch lines.

—*Financial Post, Journal of Commerce, Globe and Mail*

OTHER EASTERN SALES

CP has filed notice with the NTA that it has reached an agreement to sell the Dominion

Atlantic Railway. The new railway will be operated as the Windsor and Hantsport Railway. CP is also in the final stages of negotiations for the sale of its Lyndonville Subdivision, from Newport to Wells River, Vermont, and is considering proposals from a number of companies to take over the Saint-Gabriel Subdivision between Joliette and Lanoraie (seven miles) in Québec.

TORONTO COAL TRAINS

CP ran at least two coal trains through Northern Ontario to Toronto during the month of April. The coal was being shipped from Line Creek in Alberta to Zugg Island, Michigan, for National Steel Corporation. The first train had 45 cars of coal along with 37 miscellaneous cars for Toronto on April 10. The coal cars were dropped at Lambton Yard where they departed the next morning to CSXT in Detroit. CSXT handled the coal to the Delray Connecting Railroad for delivery to National Steel. The second train, on April 17, contained 64 cars and operated to Toronto Yard because Lambton was too congested.

These trains are being handled through Ontario instead of Chicago because of traffic bottlenecks in Chicago and on the CSXT line between Detroit and Chicago.

ABANDONMENT APPLICATION

Notice of intent was filed with the NTA on March 30 to abandon the St. Mary's Subdivision between St. Mary's and Zorra, Ontario. The line is used usually twice a week by one of the road switchers from Woodstock. Last year, the line averaged less than five cars per week in and out of St. Mary's.

ANGUS HALF SOLD

CP is preparing to sell half of the remaining former Angus Shops to a community group that is going to turn it into an industrial park. The Rosemont Petite-Patrie Community Economic Development Corp. has offered CP \$10-million, and both parties expect to come to an agreement in the next few weeks. Up to 2000 people will be employed in the new industrial park, which may also provide more customers for CP.

Angus Shops, which closed in 1992, have been used for a number of different things, including auto auctions and by the Cirque de Soleil performing group. There was a possibility that the Cirque would remain at Angus, but costs to remove contaminated soil were too excessive for the group.

—*Montréal Gazette via Jacques Messier*

SHORTS

The Bridge Line Division suffered a washout

at Port Henry, New York, on April 29. Amtrak service between Montréal and Albany was cancelled. • HH-US achieved the best on-time performance for Amtrak trains for last year, with 87.9 percent of the trains on time. • CP and the City of Côte-Saint-Luc have signed an agreement to provide four new exits through level crossings in the CP yard in case an emergency requires evacuation of the city. —*E. C. Schroeder, The Suburban*

CN NORTH AMERICA

FLOODS DISRUPT SERVICE

Flooding and ice jams in many rivers in New Brunswick and eastern Québec, particularly in the Matapédia Valley, disrupted CN and VIA service in April. On Saturday, April 16, 1994 at 23:50, high water was reported in the Restigouche and Matapédia rivers, causing water problems at Mile 13.25, near Matapédia, and between Miles 28 and 30, near Glen Emma, on the CN Mont-Joli Subdivision. VIA sent its passengers by bus from Mont Joli. A 66-foot-long steel bridge at Mile 19.5, near Clark Brook, was moved 30 feet by ice and high water, pushing it against a highway bridge.

On the Napadogan Subdivision, high water was reported at Mile 126, near Juniper, due to a blocked culvert. CN Trains 130-15, 132-15, and 307-16 were allowed through the area at maximum speed of 5 m.p.h. After the trains passed, a two-hour work block was issued to correct the situation. Train 310-16 was also delayed by the problem.

The Sherbrooke Subdivision between Richmond and Windsor, roughly Miles 61 to 71, was in danger of being flooded with water from the Saint-François River. The water level in the river increased at a rate of four inches per hour, rising two feet overnight. As a precaution, a dike was constructed across the right of way at Mile 71.25. CN Train 394-16 and VIA Train 11-17 were delayed.

The next day, April 17, 21 loaded ballast cars were placed on the bridge at Mile 12.3 on the Mont-Joli Subdivision to secure the bridge. VIA Train 16-16 and CN Train 312-16 were delayed.

VIA Trains 16 and 17, the *Chaleur*, were replaced by buses between Mont-Joli and Gaspé beginning April 18, and the *Ocean* was diverted through Edmundston, over the CN Pelletier and Napadogan subdivisions. VIA service returned to normal on April 25.

—*Art Clowes and Tom Box*

LOCOMOTIVES TO BE RECOVERED

The municipality of Nakina, Ontario, has asked CN to remove railway equipment, including four locomotives, that fell into Green Lake in 1992 at a track washout. Nakina is concerned about the quality of its drinking water.

CN is paying more than \$350 000 to a diving company to remove the locomotives (GP40-2 9588, SD40-2 5278, and C630Ms 2007 and 2005), a flat car, and several pieces of pipe. The locomotives will be lifted to the edge of the lake with flotation devices and then cut up and hauled away for scrap.

A washout on July 19, 1992, caused a freight train to plunge into the lake, killing two crew members. The locomotives were thought to be buried in silt, but an underwater inspection conducted after the water level had dropped five feet found that the units were resting on the bottom of the lake.

—Thunder Bay Times-News via David Scott

CAPREOL SHOPS TO CLOSE

CN has told Capreol town council that it plans to close the shops in Capreol, putting about 75 people out of work, unless a private buyer is found. A CN official said that the railway operates five shops and only needs three. In total, CN employs 300 people at Capreol. Local politicians are hoping to convince Prime Minister Chrétien to overturn CN's decision about the closure and stop its proposed merger of operations in the east with CP. The other shop to be closed is in Prince George.

DERAILMENT

Three crew members were injured, two of them seriously, after a train derailed at 13:15 on April 25, north of Nipigon, Ontario.

The accident occurred at Mile 89.6 on the Kinghorn Subdivision, when Winnipeg to Toronto Train 336 hit a hole in a section of track at Orient Bay on Lake Nipigon. The two locomotives, SD40s 5163 and 5107, fell into the hole and became partially buried, and the first 15 cars of the 72-car train derailed. It took nearly two hours to rescue all of the crew members, who were taken by air ambulance to Thunder Bay hospital. One was later flown to a Toronto hospital for surgery unavailable in Thunder Bay.

An estimated 3000 gallons of fuel leaked from one engine's fuel tank, of which 1600 gallons had been recovered by the following Saturday. Clean-up crews are optimistic that all spilled fuel will be recovered, aided by ice still covering the lake. The remaining fuel and crankcase oil in the locomotives was drained to prevent any further contamination of the environment. There was 300 feet of track damaged in the derailment, and the only commodity involved was unbleached paper rolls.

The Winnipeg auxiliary crane was dis-

patched for the clean-up, which was hampered by the terrain in which the accident occurred. Crews could only work from the west end of the derailment because the ground was too soft at the east end. By late in the day on May 1, the last car was cleared to the side of the right of way, but the locomotives were still in place. The line was expected to be reopened by May 6, and in the interim, traffic, normally two freight trains per day, was detoured over CP track.

SARNIA OPERATIONS

CN is planning to mothball one of its ferries at Sarnia, shifting the larger traffic through the expanded tube of the Detroit River Tunnel. The diverted traffic will use the CN Caso Subdivision and then the GTW Mount Clemens Subdivision back to Port Huron. In turn, CN is planning to reroute Trains 382 and 383 (Toronto-Flat Rock, Michigan via Windsor) through Sarnia, and they would also use the Mount Clemens Subdivision from Port Huron to Detroit.

ATCS DEMO TRAINS

CN operated a number of ATCS demonstration trains from Toronto to the Brantford area in the first two weeks of April, for various government and industry officials. The train, usually powered by GP40-2 9631 or 9565, consisted of inspection cars *Sandford Fleming*, *Coureur des Bois*, and Car 94. It operated each day from MacMillan Yard, east on the York Subdivision to the Bala Subdivision, and then south to Union Station to pick up passengers before continuing on to Brantford. At Brantford, the motive power switched ends and took the train to Garnet on the Hagersville Subdivision for the demonstration. The reverse route was used back to Toronto.

—Dave Stremes and Phil Hall

FONTHILL SPUR ABANDONMENT

There have been no objections to CN's application to abandon a 5.6-mile segment of the Fonthill Spur on the Thorold Subdivision in Ontario. This line carried CN's last inter-urban electric railway until 1959. Once approval is received for abandonment, the line will be offered for sale to the Ontario government and then to local municipalities.

—Financial Post

SHORTS

CN has called for bids to dismantle and remove rail, ties, turnouts, and other track material from the second main track of the Caso Subdivision from Mile 19.47 (near Hewitt) to Mile 168.33 (near Fargo). The Caso is for the most part now single track. • On the weekend of April 23 and 24, someone bombed a CN signal bungalow at Gloucester Junction on the Newcastle Subdivision in New Brunswick. This explosion was the fourth bombing or attempted bombing in four weeks in the province.

VIA RAIL CANADA

NEW TIMETABLE

A new VIA timetable came into effect on Sunday, April 24. There were very few changes from the winter timetable, but budget cuts could mean that the next timetable will have many fewer trains.

• *Québec-Montréal* — Train 23 runs six minutes slower and Train 22 runs five minutes faster.

• *Ottawa-Toronto* — Train 43 leaves Ottawa five minutes later. Almost all trains run seven minutes slower; Train 43 runs six minutes slower and Train 44 two minutes slower. This is padding added to the schedules to allow for summertime track work, and the extra time is in most cases added between the last two stations.

• *Montréal-Toronto* — Most trains are 10 minutes slower; Trains 66 and 67 are unchanged, Train 61 is eight minutes slower, and Trains 68 and 69 five minutes slower. Again, this is padding, usually added between Guildwood and Toronto westbound and between Dorval and Montréal eastbound.

• *Toronto-Windsor* — Train 79 leaves Toronto 20 minutes earlier. Train 72 leaves Windsor 20 minutes earlier and Train 76 five minutes earlier. All trains run five minutes slower, to allow for track work.

• *Toronto-Sarnia* — Train 89 leaves Toronto 20 minutes earlier and runs 10 minutes slower. Train 689 and Train 88 also run 10 minutes slower.

• *Toronto-Niagara Falls* — Train 92 runs 40 minutes later; this will allow connections from the new Amtrak *Niagara Rainbow* overnight train from New York (see the separate news item below). Train 98 leaves Niagara Falls 45 minutes earlier and runs five minutes faster to Toronto.

The appearance of the timetable is basically the same as that in use since January 1992, except that there are no longer fold-out pages in the inside covers, and in a new departure, the back cover has been used for advertising.

—Tom Box

VIA WANTS HIGH-SPEED TRAIN

The chairman of VIA has asked the federal government to help build a high-speed train service between Windsor and Québec City for VIA to operate. Marc LeFrançois told a large business audience that the trains VIA now operates will never lure travellers back from cars and airplanes.

VIA carries one percent of all intercity traffic in Canada, but it has a larger 13 percent share on VIA's busiest line between Montréal and Toronto. Studies conducted by VIA since 1981 have suggested that trains could win back passengers if the service were fast, comfortable, and reliable. Construction

and rolling stock would cost \$8.5-billion over 10 years, after which the service would be profitable, VIA calculates.

VIA says the high-speed line should be built by private interests, but Ottawa must also continue to provide subsidies for 25 years. The provinces of Québec and Ontario would each need to contribute \$75-million a year for 10 years to build overpasses and underpasses separating the high-speed railway from highways. This is equivalent to less than two percent of the provinces' transportation budgets.

In its proposal, VIA has opted for TGV technology, which could go between Montréal and Toronto in two hours and 20 minutes, compared with the current time of four hours. Fares would also be about 30 percent higher.

—Financial Post

NEW AMTRAK TRAIN

The *Niagara Rainbow*, an Amtrak overnight train from New York to Niagara Falls, Ontario, will start operating June 17. The train will operate from New York as Train 65 on Fridays and Saturdays, departing at 22:30 and arriving at Niagara Falls at 07:15 the next morning for a connection with VIA Train 92 at 08:30 for Toronto. The return train connects with VIA Train 95 and departs from Niagara Falls as Train 62 at 20:45 on Saturdays and Sundays, arriving back to New York at 07:45 the next morning. The cost of a round trip ranges from a special price of \$58 (U.S.) to the regular price of \$170 (U.S.).

STCUM

DEUX MONTAGNES WORK

The Deux-Montagnes commuter line in Montréal will be shut down again this summer as part of the line's overhaul and expansion. Service will be provided as follows:

- April 9 to May 6 — No weekend service between Roxboro and Deux-Montagnes.
- May 7 to June 12 — No weekend service at all. Regular weekday service.
- June 13 to June 26 — Weekday rush-hour service only.
- June 27 to August 28 — No service.
- August 29 to September 18 — Weekday rush-hour service only.
- September 19 to October 30 — No weekend service at all. Regular weekday service.
- October 31 — Full service resumes.

A similar service shutdown is planned for the summer of 1995, after which there should be entirely new rolling stock in service.

Work that was done in 1993 included:

- Track rebuilt (100 pound jointed rail replaced with 115 pound CWR) from Deux-Montagnes to a point just north of Vertu.
- Viaduct at Grenet (just south of Val-Royal) rebuilt.
- Portal Heights and Mont-Royal stations rebuilt (new drainage systems installed,

platforms repaved, platform lengthened at Portal Heights, shelters installed on the platforms).

Work that is to be done in 1994 includes:

- Restoration of the track between Val-Royal and Central Station, including the Mont-Royal tunnel.
- Renovation of the Laurentian Boulevard viaduct (just west of Val-Royal).
- Rebuild the Roxboro station.
- Construct a new electric power substation.
- Install new catenary supports.
- Build new rolling stock (58 cars, 29 of which are self-propelled).

Work that will be done in 1995:

- Rebuild other stations.
- Renovate Central Station facilities.
- Install new signalling (CTC) and power systems (change from 2400 V DC to 25 Kv AC).
- Test new rolling stock.

Once the work has been completed at the end of the summer of 1995, travel time will be reduced, in all cases, by approximately 50 percent.

A new timetable came into effect on Sunday, April 24. Two evening rush-hour trains to Val-Royal which were cancelled on December 6 are reinstated. These are Train 915 (17:35 departure from Central Station) and Train 917 (18:15 departure). Because of the return of Train 917, the departure time of Train 951 to Deux-Montagnes was changed from 18:20 to 18:30.

Diesel units that were used through the winter to assist the electric units in providing a reliable service have all been discontinued. When the diesel service began, Trains 915 and 917 were cancelled. The afternoon rush-hour short-turn trains to Val-Royal are now six cars long, as opposed to the four-car trains that operated before December.

The other big change is that almost all of the deadheads, northbound before and during the morning rush hour, and southbound during and after the evening rush hour, are being converted to revenue service. The only remaining deadhead will be Train 946 from Deux-Montagnes to Montréal, which is the return trip of Train 945.

Train 929 does not accept passengers between Sainte-Dorothée and Deux-Montagnes, and Train 931 does not accept passengers between Val-Royal and Roxboro. These two trains used to run as a single deadhead from Central to Roxboro, where it split in two, with one section continuing to Deux-Montagnes and the other returning downtown. There are now two separate trains for the entire northbound run.

There are now 28 departures and 27 arrivals daily at Montréal on weekdays. From Central Station, nine trains go to Val-Royal, two to Roxboro, and 17 to Deux-Montagnes.

—Tom Box and Marc Dufour

OTHER RAILWAYS

QNS&L LOCKOUT

Employees on the Québec North Shore and Labrador Railway have been locked out of work since the end of February. Employees and their families marched in the streets of Sept-Îles, calling for the Iron Ore Company of Canada to return to the negotiating table in April. Workers said they are willing to return to work if the lockout ends, but IOC refused until the workers took a secret vote on the company's last proposal.

Since the strike began, there have been two open votes on the motion of a secret ballot, and both times the motion failed. A small group of employees persisted, however, and a secret vote was held on April 28 which resulted in another "No." The two sides have asked a mediator to step in.

—Le Soleil

CSXT ABANDONMENT APPLICATION

CSX Transportation has filed its notice of intent with the NTA to abandon its Blenheim Subdivision between Oldcastle and Harrow, Ontario, the last of its track in Essex County. The tracks between Harrow and Ruthven are already removed and CSXT applied in March to abandon the line from Blenheim to Ruthven. The line between Oldcastle and Harrow has not been used since 1991 when it was disconnected from the rest of the CSXT track through other abandonments or sales. Even at that time, there were no customers on that section of the line. The Blenheim Subdivision between Harrow and Arner was abandoned in 1991, and the tracks to Ruthven were abandoned a year later. CN also purchased CSXT's track from Walkerville to Oldcastle and track through Leamington in 1991, leaving the track to Harrow isolated from the rest of CSXT.

—Windsor Star

CB&CNS DERAILMENTS

The Cape Breton and Central Nova Scotia suffered three derailments in a four-day period in April.

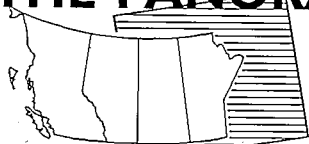
On the evening of April 2, a train travelling through the Stellarton yard hit a frost-swollen switch and derailed. The derailed cars were carrying 90-tonne steel ingots, which made clean-up slow due to the weight of the cargo.

On April 4, two trains side-swiped one another around 02:00 just west of the Bridge Street crossing in Stellarton. The trains were travelling in opposite directions when cars on the two trains touched, resulting in two empty cars derailling. The line was reopened later that night.

The third derailment was caused by a frost-related track failure on April 5 near Westville. Two cars carrying caustic soda and carbon black to Michelin Tire in Granton derailed.

—Montréal Gazette via David Scott

THE PANORAMA



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CANADIAN PACIFIC

DERAILMENT AT SPIRAL TUNNELS

On April 18, there was a major derailment at the upper end of the upper Spiral Tunnel, east of Field. Over a dozen loaded potash cars at the rear of the train left the track. It appears that a brake bar positioned horizontally between brake shoes on a truck failed and caught against the track, causing it to spread and the cars to derail. On April 23, there were still two cars stuck in the tunnel. Potash was being transferred from the stuck cars to other cars so that they could be moved. For the six days that the tunnel was closed, trains were detoured from Calgary either through Golden via Lethbridge and Cranbrook or through Edmonton and Kamloops on the CN main line. The first train through the tunnel after the derailment was Extra 5619 East, which left Field at 15:15 on April 24.

—Carl Schnurr, Kevin Fletcher,

B. A. Keay, Jacques Messier, Vancouver Province

VANCOUVER COMMUTER TRAINS

The Vancouver *Province* has published news that the B.C. government and CP Rail are close to a deal that will see double-decker commuter trains running between Vancouver and its northeast suburbs. Technical details such as track improvements are still being negotiated, but these talks should be completed within a few weeks. Glen Clark, minister responsible for BC Transit, said "It looks right now like it'll be CPR crews (running the trains) and BC Transit will do the ticketing and stations."

The proposal calls for five trains each morning, 15 minutes apart, to run to downtown Vancouver from Mission, 64 km east, with stops at Haney, Pitt Meadows, Port Coquitlam, Coquitlam, and Port Moody. In the afternoon, the trains would run in the opposite direction. The ride from Mission to downtown would take about 75 minutes. From Coquitlam, the ride is expected to be about 20 minutes faster than the current 55-minute bus ride to downtown Vancouver.

Track upgrading will cost as much as \$65-million and BC Transit will also have to spend up to \$28-million for stations and parking lots. Taxes and interest charges will push the total capital costs as high as \$103-

million. Bus fares from Coquitlam to downtown Vancouver are \$3.00. Proposed fares for commuter rail would be \$4.00. Clark said the new service will attract new business riders who don't want to ride buses.

CALGARY COMMUTER TRAINS?

In order to relieve transportation problems for the south end of the city, the Calgary Transportation Authority and the City of Calgary are looking into launching a train connecting the Anderson LRT station to 162nd Avenue and potentially running all the way south to Okotoks. The train would run on CP Rail tracks, which are now in moderate use for freight, using one or two VIA cars with capacity for more than 100 passengers each. Negotiations are under way with both companies. The rush-hour only train would run for six months to see what ridership there would be.

Possible stops are at 146th Avenue, where the city plans to eventually build its Midnapore C-Train station, and at 162nd Avenue, the site of the planned Shawnessy station. The south leg of the city's C-Train system now ends at the Anderson station, just north of Anderson Road and west of Macleod Trail.

—Calgary Herald

VIA RAIL CANADA

SUMMER TIMETABLE

The summer timetable for the E&N has been changed for Friday evenings and Saturdays. The northbound Friday 18:00 trip has been cancelled, and Saturday service between Victoria and Courtenay will be the same as weekday service, leaving Victoria at 08:15 and Courtenay at 13:15. On Sunday, Train 199 leaves Victoria at 12:00 and Train 198 leaves Courtenay at 17:15 — as on the winter ski-train service. Restoration of full Saturday service should stimulate tourist trips during the summer.

Small changes have been made in the times of the *Canadian*. Times at various intermediate points may vary from the previous timetable by five to ten minutes, but Toronto and Vancouver times are unchanged for Train 1. Train 2 arrives in Toronto 10 minutes later than before. Waiting rooms are now shown as being provided at Redditt, Evansburg, Valemount, Blue River, Clearwater, Ashcroft, Boston Bar, and Hope, as well as the places that previously had waiting rooms.

There were no changes to times for the services in northern Manitoba, but waiting rooms are now listed at Plumus, Gilbert Plains, and Grandview. There were also no changes to the schedule of the *Skeena*, but the lack of checked baggage service has been highlighted, and ferry connections are now shown at Prince Rupert for Port Hardy and Skagway.

—GS, Tom Box

PRIVATISATION PROPOSAL

Railx Inc. of Friday Harbor, Washington, has asked Transport Canada to allow it to negotiate with VIA to purchase VIA's rolling stock, inventories, and schedules in the four western provinces. Their condition is that VIA lay off all its employees west of Winnipeg so that Railx could hire back those it wanted, with no union cards. Railx would retain the right to resell marginal services to third parties.

"The federal government would be interested in any proposal from a provincial government or any other party," Transport Canada spokesman Rene Mercier said. He said the department needs more details on the offer. Mercier also warned that in considering privatisation, the government would be concerned about the impact on services and implications such as employment.

Malcolm Andrews of VIA said that as far as he knows there are no plans to sell off any part of the company. Lorne Bradley, a Vancouver businessman speaking for Railx, said that Minister of Transport Douglas Young has not responded to his letter sent in mid-March. Bradley said Railx would cut or sell any lines that didn't draw enough passengers and concentrate on tourist trains through the mountains between Vancouver and Calgary and Edmonton.

In a related story, the Vancouver *Sun* reported that the people of Smithers, B.C. are concerned that the *Skeena* will be taken off when VIA service cutbacks occur, possibly later this year. A rumour in Smithers is that the line could be taken over by Amtrak or a private-sector American operator, to keep the tourist connection with the ferries sailing out of Prince Rupert to Alaska.

—Globe and Mail via Rick Jeffs; Montréal Gazette; Victoria Times-Colonist; Vancouver Sun

TOURIST RAILWAYS

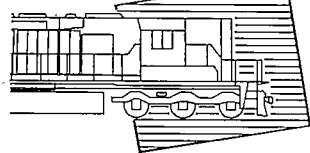
KETTLE VALLEY RAILWAY

B.C. Minister of Tourism Bill Barlee said on April 29 that the government is negotiating with CP Rail to acquire 16 km of the Kettle Valley Railway between Penticton and Summerland. Barlee said a 1924 Shay used 60 years ago in the Cowichan Valley will operate on the line after being restored by the B.C. Forest Museum near Duncan. The Kettle Valley Heritage Society will operate the service, starting some time in 1995.

The Shay is Mayo Lumber No. 3, donated to the Forest Museum with the proviso that it be kept in the Cowichan Valley of Vancouver Island, where it last served commercially. Volunteers associated with the museum and restoration of the locomotive are angered at the suggestion of the locomotive leaving Vancouver Island, and have pledged "massive opposition" to removal of No. 3.

—Victoria Times-Colonist, Patrick Hind

MOTIVE POWER



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DIESEL DIVISION ORDERS

The table below is a list of the orders that GM Diesel Division completed during 1993, and a current list of work they are undertaking this year. The list only covers work in the first half of the year; watch in this column for news of further orders.

In some places, this list differs from the information in the *World Locomotive Orders 1992-1993* in last month's *Rail and Transit*. Where the two are different, this table should be considered correct.

DIESEL DIVISION NEWS

GM continues to deliver new Burlington Northern SD70MACs. While the majority of them are being painted prior to delivery via CN, some are leaving the plant in primer and are being shipped by CP to VMV at Paducah, Kentucky, for painting, prior to delivery.

Also being delivered through April were the SRA GT46CWMs. These units are moving over CP through Toronto to Vancouver Wharf, for shipment to Australia. SRA 9009-9011 and 9014 departed from London on

GM DIESEL DIVISION, LONDON – SUMMARY OF LOCOMOTIVE ORDERS FOR 1993-94

Contract	Qty	Model	Serials	Customer	Numbers	Delivery	Notes
908737 C737	10	GT22LC-2	908737.1-10	CFM <i>Mozambique</i>	D301-D310	Aug 1993	• Red, white, and yellow, metre-gauge • Completed Jun-Jul 1993, shipped by CN in Aug 1993
908738 C738	6	SDL40-2	908738.1-6	SNIM <i>Mauritania</i>	C111-C116	Sep 1993	• Light blue and cream
908750 C750	8	GL18B	908750.1-8	SNTF <i>Algeria</i>	040.DH 06-13	Jul 1993	• One part of a three-part order for 1992-96 delivery • Tested in Aug 1993, shipped by CN in Sep 1993
916218 C218	6	SD70	916218.1-6	NS	2501-2506	Apr 1993	• Originally an order for four
916246 C246	30	SD60M	916246.1-30	Conrail	5500-5529	Dec 92-Feb 93	• Conrail Quality logo
926330 C330	14	SD60M-ICE	926330.1-14	Conrail	5530-5543	Feb-Apr 1993	• Integrated cab electronics and micro-air brakes
926331 C331	1	SD60M-I	926331.01	Conrail	5544	Apr 1993	• Isolated cab
926335 C335	75	SD70MAC	926335.1-75	BN	9400-9474	Nov 1993-	• Original order for 10 • Total increased to 350 – DD's largest order
926345 C345	4	F59PH	926345.1-4	SCRRA Metrolink	870-873	Apr 1993	• An optional increase to Order 906128
936428 C428	25	GP60	936428.1-25	SP	9770-9794	Nov 93-Feb 94	
936432 C432	25	SD70	936432.1-25	NS	2507-2531	Nov-Dec 1993	
918266 C266	31	GT46CWM	918266.1-31	SRA <i>Australia</i>	9000-9030	Apr 1994-	• Dark blue • Numbers originally planned as 9301-9331
918273 C273	1	JT26CW-SS (Class 59)	918273-01	NP UK	59.201	Jan 1994	• National Power • Blue, grey, and yellow
926339 C339	9	F59PHM-I		Caltrans	2001-2009	For May-Jul 1994	• To be built with lightweight, streamlined shell
926354 C354	7	F59PH-2	926354.1-7	GO Transit	562-568	Apr 1994	• First Canadian order under the GM Locomotive Group name; A-series serial numbers not used.
928303 C303	10	JT42HCW		IE <i>Ireland</i>	091.201-210	For Mar-May 1994	• Iarnrod Eireann (Irish Rail)
928793 C793	8	SD38-2TC		OMC <i>Venezuela</i>	1044-1051	For Apr-May 1994	• Orinoco Mining Co.
936433 C433	25	SD70		NS	2532-2556	For Apr-Jun 1994	
936438 C438	25	SD70M		SP	9800-9824	For May-Jun 1994	
936455 C455	75	SD70MAC		BN	9475-9549	For May-Jul 1994	• The second part of the order for 350
946501 C501	21	SD80MAC		Conrail		For Apr-May 1995	• Replaced an order for 26 GP60M-I and 4 SD70MAC

—Compiled by Don McQueen

Train 504-20; 9016-9018 left on Train 504-25 and then headed west on Train 409-28; and 9015 and 9019 left London on Train 510-27.

GM has also been shipping GO Transit's new F59PHs. GO 562-564 arrived in Toronto on April 6, and 565 and 566 followed on April 23. Soon to follow from GM are Southern Pacific SD70s 9800-9824.

CP RAIL SYSTEM

SIX-AXLE MLWs

As of April 30th, 20 of the briefly-retired six-axle MLW units had been returned to service:

C630M	4503
M630s	4555 4563 4573
C636s ... 4704 4709 4715 4730 4738 4743	
4706 4712 4716 4734 4739	
4707 4713 4723 4736 4740	

C636 4743 is the most well-travelled of the re-activated units, having made trips to South Edmonton on Train 403, and from there to Vancouver, returning east on Train 472-23. After its return east it headed onto the D&H on Train 556-27. C636 4704 had also ventured into Alberta, arriving in Lethbridge on Train 971-30, and then heading north to South Edmonton on Train 961-02.

C630s 4557 and 4559 and C636s 4718 and 4729 were expected to be placed back in service early in May.

LEASED POWER

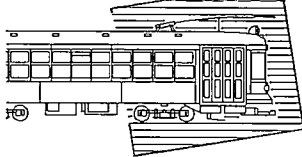
From Helm Leasing, CP has received HLCX GP40 301 (ex-Rock Island) and HATX GP40-2s 506, 507, 508, and 509 (ex-Guilford, Boston and Maine). From Precision National, CP has leased seven former Missouri Pacific SD40-2s. PNC 3011 and 3013 moved east from Chicago on Train 504-29; PNC 3021, 3064, 3065, and 3107 came on Train 504-26 with CP SD40-2s 5754 and 5654; and 3026 is yet to come. Other changes to the lease fleet: HLCX SD40 3093 was off-lease in late February for engine repair at the Livingston Rebuild Centre on Montana Rail Link; HLCX 6200 has replaced HLCX 6100 on CP.

QUÉBEC NORTH SHORE AND LABRADOR

NEW EQUIPMENT DELIVERED

April was a busy month for the QNS&L for equipment acquisitions. On April 18, CN delivered to Montréal Wharf the three new GE Dash 8-40CMs, numbers 401-403 (serial numbers 47637-47639). On April 21, CN delivered QNS&L SD40-2s 304-307, rebuilt at AMF. And, after a final test run in Toronto on April 11, the six Budd cars from VIA, RDC-1s 6101, 6115, 6121, and 6125 and RDC-2s 6203 and 6218, were moved to Montréal on Train 398-16. All of the equipment was then being made ready for shipment to Sept-Îles.

IN TRANSIT



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TORONTO

WINTER WOES

Severe winter weather in Ontario, now only a memory, had its share of crippling effects on transit. In Toronto, the combination of very cold nights and freezing rain and snow caused the TTC to opt for overnight storage of subway trains in the subway tunnels rather than in the open yards on more than 50 occasions, compared to only half a dozen in a normal year.

Main line storage is initiated when the weather forecast calls for temperatures to drop below -16 degrees, or when sleet, ice, or a major snow storm is expected. Up to 37 trains on the Yonge-University-Spadina line and up to 30 trains on the Bloor-Danforth line are parked overnight at the platforms of underground stations. This begins after the last regular trains have finished for the night, and requires extra operators to volunteer for overtime, to move and park the trains, and to operate the buses that pick up the train crews from the stations and return them to the carhouse. Early the next morning, more volunteers are required to shuttle crews to the trains. The effort is costly, but has been effective in reducing the incidences of trains failing with frozen doors or motors early on their first trip out of the carhouse on a cold, icy morning.

One effect of greater-than-normal main line storage that lasts throughout the year is that many operators have reached their annual overtime limits, and this can result in reduced regular bus service, some of which is always operated on overtime.

COLD HALTS ISLAND FERRIES

The weather was also unkind to transit service on the water in Toronto. For the first time since 1986, the ferry service to the residential community at Ward's Island was cancelled for an extended period. Usually the passage of the *Ongiara*, the only one of the island ferries to run in the winter, keeps the route clear of ice for most of the winter, but this year the ice was too thick.

Instead, the two TTC buses kept on the island and operated by Metro Toronto Parks employees were used to shuttle residents between Ward's and the Toronto Island

Airport, where they could cross the Western Gap on the *Maple City* ferry, reputed to be the shortest regularly-scheduled ferry trip in the world.

For many years, the TTC has supplied Metro Parks with one or two buses, which are rotated to and from Danforth Garage for inspections and maintenance. The buses are used throughout the year by Metro Parks to carry children to school and employees to the water-filtration plant.

—Metro Matters

APPROVALS AND FUNDING

After much politicking, two of the Rapid Transit Expansion Projects received the official go-ahead from the Metro Toronto government.

Four projects had earlier received confirmation of funding from the provincial government — the Sheppard subway from Yonge to Don Mills, the Eglinton subway from Eglinton West Station to Black Creek Drive, the Spadina subway extension to York University, and the Scarborough RT extension to Markham and Sheppard — and awaited approval of Metro's smaller financial contribution. The municipal government wanted to reduce expenditures in order to avoid a tax increase for 1995, however, and had earlier decided to spend money on both a trade centre at the Exhibition grounds and a convention centre expansion near the SkyDome. This reduced its willingness to fund all four rapid transit projects.

Out of the arm-twisting and lobbying that resulted, just the Sheppard and Eglinton projects were voted funds. The provincial government has maintained pressure on Metro to go ahead with the other two lines, and is trying to arrange for federal infrastructure funding for the Spadina extension. The Scarborough RT extension may join the Waterfront West LRT and the Bloor-Danforth westerly extension on the back burner.

Construction on the Sheppard and Eglinton lines is beginning this summer, and we will have more details in future months.

STEERING ARM FAILURES

The TTC's entire fleet of Wheel-Trans Orion II accessible buses was temporarily withdrawn from service in April, because of possible defects in the steering arms of the buses. The problem was reported by the bus manufacturer, Ontario Bus Industries, after identical vehicles in Sweden suffered failures. It took more than two weeks to inspect the entire 133-vehicle fleet, and replace any arms that showed signs of cracks or failures. The process was slowed by lack of replacement steering arms from the manufacturer, in the U.K.; when the problem was first found in Sweden, operators there bought up the supply of spares. To get around the lack of parts, the TTC tried both to weld defective arms, and fabricate new arms itself, both with

limited success. While the fleet was out of service, the TTC leased and borrowed as many accessible taxis and buses from private operators as possible, but many customers were unable to travel at all.

TRACK REHABILITATION PROJECTS

The streetcar track rehabilitation season has begun, with replacement of tangent track on Queen between Bay and University, including the specialwork at the York/Queen intersection.

As in the past two years, for major track reconstruction projects, streetcar service is removed for a six-week period, and service is replaced with buses to minimise the need for customers to transfer. This approach results in better and longer-lasting track, as the crews can be more thorough without having to clear the way for streetcars every few minutes, and the setting concrete is not disturbed by having heavy streetcars passing over top.

Tangent track that will be rebuilt:

- Queen Street, from Bay to University — March/April/May
- Queen Street, from Connaught to Coxwell — May/June
- Bathurst Street, from Dundas to Nassau — June/July
- Howard Park Avenue, from Roncesvalles to Parkside — September/October
- Gerrard Street, from Broadview to Carlaw — October/November
- New track for the Spadina LRT, from College to Sussex — July-November

Special trackwork that will be rebuilt:

- Queen and York, in association with the Queen Street West tangent work, above; curves for northbound movements on York Street only will be rebuilt, one of the first times two-directional trackwork will not be retained on a one-way street
- McCaul Loop — June/July
- King and Dufferin, including a new east to north connection, which will not jeopardise the crossover on Dufferin just north of King — August
- Queen and Bathurst — September
- King and Bathurst, rebuilding of existing "grand union" all-way junction — October
- Wolseley Loop — October/November

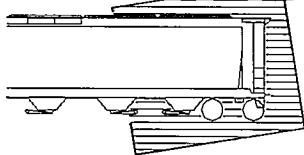
ALBERTA

TRANSIT FUNDING CUT

Extensive cuts in provincial spending recently announced by the Alberta government will hit transit. All provincial operating subsidies to Edmonton Transit and Calgary Transit will be eliminated, immediately. This means an annual loss of \$6.2-million for Calgary and \$5.0-million for Edmonton. For the smaller transit operations in the province, the complete reductions will be phased in over three years.

—CUTA Forum

ROLLING STOCK



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FREIGHT CARS

CN NORTH AMERICA

Canac, CN's consulting and sales division, has transferred some cylindrical hoppers to new numbers. CNLX 10020 (202 42-0 3800, was CNIS 368499, built 6-74) was seen on CP at Woodstock on January 30, with the Environmental Mode logo. Cars have also been seen in the 9000-series: CNLX 9026 in Fostoria, Ohio, on February 26, and CNLX 9013 (formerly CN 371275) in Woodstock on April 1.

Some of these CNLX hoppers have interesting backgrounds. Take for example CNLX 5297, at first appearing to be a drab weathered grey unmarked cylindrical. The 200 49-9 4550 LO was built at Hawker Siddeley, Trenton, N.S. (HS-T) in 4-88 as CGLX 982. Canadian General Transit leased it to CN as 378982 until 1986, when it was relettered as CGMX 378982. However, by the end of the 1980s, the car had been returned to CGT as CGLX 5297, and by 1992, the lease went to Canac as CNLX 5292.

XMs in the CNA 419700-series are black with white marks, but have no logos. They are Berwick-built boxcars from 1978. What is interesting is that these cars were originally built for Columbus and Greenville (CAGY) and then went to CPAA as 209000s before showing up as CNA cars. An example: CNA 419744 (159 50-6 XP 5277 BFF-BWK 11-78) was previously CPAA 209053.

CP RAIL SYSTEM

CP 204500s that were formerly CPAA have been repainted from the original Maryland and Pennsylvania dark blue and yellow to oxide brown red during 1993. One example is CP 204577 (154 60-4 XM 5037 BFF-RV 5-76), originally in the MPA 9200-series, reconditioned and repainted by the now-defunct Septa Rail in Montréal, 2-93.

The D&H Oneonta car shop is painting 21 60-foot MILW high-cube boxcars and 53 SOO regular-height 60-foot boxcars with "system red" paint. The cars are being lettered CP Rail, but no flags are being applied. The high-cube cars will be used for paper rolls and the other cars will be used for auto parts, pulpwood and glass.

NS AND CSX CABOOSES

A list of Canadian-assigned vans on Norfolk Southern: all are class C-32P (P indicates

propane-heated), lettered for Norfolk and Western, built by International Car Co., Kenton, Ohio (IC-KTN CR), 4-76 to 9-76. Car numbers are 555001, 555009, 555019, 555020, 555023, 555029, 555076, 555077, and 555099. All are labelled for "Canadian Operations Only."

All remaining CSX Transportation bay-window vans are painted for Chessie System and stencilled "International Assigned Service, must be returned to Detroit. International Caboose in US & Canada Service." Five still have C&O reporting marks, and all were built by Fruit Growers Express in Alexandria, Virginia (FGE-AX RFP) during 5-80 and 6-80. In service are 904111, 904117, 904121, 904125, and 904156. Also, 903303 is currently in the U.S., being repainted to CSX colours.

CN van 79813 has been repainted, with silver stacks, a black roof, black undercarriage, and bright orange with white lettering. It was seen on eastbound Train 422 in Kitchener in January. The black box shows CN-GC 11-93; GC used to be the shop code for Capreol, but lately the code application has been abused, VT becoming PHS for Port Huron Shops and CN-TA meaning Talbotville.

INDUSTRY NEWS

NATIONAL STEEL CAR SOLD

National Steel Car was sold in March by its parent, Dofasco, to 2970422 Canada Inc., an investment management firm. The name will not change. NSC is also very busy with over 3000 freight cars on order — many for export to the U.S. New cars seen from NSC include some centre-beam bulkhead flatcars and well cars for TTX. In the TTZX 861100-series are yellow and black FBCs built in 3-94.

TRENTON WORKS BUSINESS

Trenton Works of has won three lucrative contracts worth more than \$15-million, for the refurbishment of more than 190 auto-racks for CN, the construction of 70 tank cars for a Montréal-based leasing company, and the construction of 100 centre-beam 73-foot lumber flatcars for CN. Trenton expects to increase its workforce by 500 employees to handle the additional work, which is expected to continue until August. —B/I Wire

BACK COVER

TOP — Five Saint John Transit buses at King Square, one of two major downtown transfer points in Saint John.

—Photo by David Onodera, September 1992

BOTTOM — CN eastbound Train 492 is seen near Sunnyside station in Toronto, led by CFA16-4 No. 8744, later renumbered as 9344. The C-Liner was only two years old when this photo was taken on May 24, 1955.

—Photo from the Paterson-George Collection

