

Rail & Transit



DECEMBER 1994



Newsletter of the Upper Canada Railway Society

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ON THE CALENDAR

Friday, January 20 – UCRS Toronto meeting, 7:30 p.m., at the Metro Archives theatre, Spadina Road at MacPherson, just north of Dupont subway station. Dave Spaulding will make a presentation on railway stations.

Wednesday, January 25 – The North Toronto Historical Society presents a talk by Ray Corley, "From horsecars to subway: rail transit on North Yonge Street." At the Northern District Library, 40 Orchard View Blvd., north of Eglinton subway station.

Friday, January 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, February 17 – UCRS Toronto meeting, 7:30 p.m. Reg Button will show photographs of railways around Hamilton from the 1950s to the present.

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

COVER PHOTO

CP Rail ran a Grey Cup train from Calgary to Vancouver on November 24, on the normal schedule of the *Rocky Mountaineer*. The train is seen here passing Grotto Mountain, between Gap and Canmore, Alberta. Six Great Canadian Railtours coaches followed GP38-2 3025 and GP38AC 3016, CP steam generator 400901, an un-numbered GCRC steam generator, and GCRC baggage car 9488.

—Photo by Bob Sandusky



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Newsletter

THANKS TO CONTRIBUTORS

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Completed December 13, 1994

Sold-out Passenger Trains and Other Observations

By Bob Sandusky

Living in Calgary has its rewards but eventually there creeps into one's soul that longing for a relaxing, enjoyable (and affordable) passenger train experience. One of my resolutions this year was to satisfy this wish but I had not yet decided how. The following is an account of compromise and fulfilment.

Watching CN in Western Alberta

A tentative opportunity to ride the *Skeena* on May 4 arose first. I planned on short notice to drive my son Noel and a college chum to Jasper so they could be in Burns Lake, B.C. the following morning, in time for a summer job planting trees. I enquired about sleeping-car space for me, but I was told that roomettes were sold out. After reaching Jasper the possibility of exploring the CN Yellowhead Pass route and making sense out of the tangle of lines between Redpass Junction and Valemount seemed more interesting. Thus I bade farewell as my son embarked on his trip and I set up for a shot of the departing train. Accelerating into a setting sun was F40PH 6448, with coach 8124, Skyline dome 8509, and sleeper *Butler Manor*. Returning to the station, I took note of an identical consist from the previous eastbound *Skeena* parked just east of the station . . . both awfully short, I thought. The long-exhibited 4-8-2 appeared to have been vandalised by the removal of its Elesco feedwater heater . . . surely an unsightly scar for the eyes of visiting tourists. The yard was never quiet for long. In my motel that night the sound of moving freight was the periodic lullaby.

The next day's reward was a double-track procession of trains headed by a variety of SD40, -50, and -60 types and Dash 8s, punctuated by GP9 4006 with a short, eastbound consist of lumber. Number 1 itself passed Moose Lake about two hours late with 6441 and 6404 trailing one baggage car, three coaches, two Skylines, four sleepers, one diner, three sleepers, and one *Park* car. No longer a trail of steam. After 34 years, the technology transition from steam heat was complete. Exploration of the Tete Jaune Cache area showed how out-of-date my maps were, as new railway lines had been added to form a long triangle from the Robson, Albreda and Tete Jaune subdivisions (see the map in the October 1993 *Rail and Transit*). A quick inspection of Valemount noted a VIA plastic sauna sitting by the cement platform where the CN station used to be. One block north was the previous frame station, of Canadian Northern design, serving as the Valemount and Area museum, complete with a length of track and speeder. On the front "lawn" was CN caboose 79726 sitting on the sandy earth at a tipsy angle. (Good candidate for a volunteer levelling effort.)

I decided to return home via Edmonton, and so I was in Edson early the next morning and checked out Centennial Park which contained the Edson station, two mine cars, and CN wooden caboose 77704. Two eastbound CN freights headed into the rising sun, drawn by 2445-5558 and 5314-5512 respectively. By 08:00, I reached Whitecourt, hoping to catch the morning eastbound way freight on the Sangudo Subdivision. Upon entering town

I noted a light but impressive through-truss bridge carrying the CN line over the McLeod River. Sure enough, in the yard just east of that were SD40s 5127 and 5112 just starting the day by knocking a train together. They left town about 08:45. I knew there were some trestles on the line, so I pressed on ahead to find the first one. Approaching Mayerthorpe one could be seen just west of town crossing the Little Paddle River. Picking my way through Mayerthorpe I eventually found the east end of a curved trestle about 40 by 1000 feet. Due to bridge work at the south abutment there was a 20-minute wait for the train to clear. It crossed at about 10 m.p.h. and the structure creaked mightily. For a few minutes after the last car passed the trestle "uncreaked" itself back into shape . . . a novel sound experience.

At Rochfort Bridge, Highway 43 ducks under the north end of another very long trestle over the Paddle River itself. This is a tangent structure about 90 by 2000 feet, with a 150-foot steel trestle section over the river.

The train was upon me immediately. Another five miles east is Sangudo itself, where the Pembina River is crossed by a bridge perhaps 50 by 800 feet. This structure incorporates at least four different construction styles. The west 300 feet is timber trestle. The next 450 feet appear to be a pair of modified Warren deck trusses separated by a 90-foot plate-girder span supported by cantilevers off the two deck trusses. The last 50 feet or so is timber trestle. A quick access is from the west side of the river and a slower one is from the east side through town. Taking the slower route I was still there ahead of the train.



CN SD40s 5127 and 5112 crossing the Pembina River immediately west of Sangudo, Alberta, on May 6, 1994, eastbound from Whitecourt to Calder Yard in Edmonton. The trestle, truss, and girder spans make an interesting combination.

The train ran into Edmonton non-stop and there was one further bridge view at St. Albert where a 30-by-300-foot trestle crosses the Sturgeon River. (Just west of this is a grain elevator restoration project which appeared to be well-along.) Sometimes this freight meets a westbound one between Whitecourt and Sangudo, but not this day.

Riding and chasing the Esquimalt and Nanaimo

A second chance to ride the rails came in June when my wife and I decided to travel to Victoria and back. Given this year's Supreme Court decision on Vancouver Island passenger service, the E&N Dayliner run was definitely an endangered species in my mind. I purchased a ticket before leaving Calgary. This would be my fourth visit to the island, but only the first time riding the E&N.

On June 23 we arrived at Nanaimo and immediately went over to Wellcox Yard, having spotted the Seaspán railway-car ferry entering the harbour at the same time as our *Queen of Alberni*. There were five CP GP38ACs in the yard, Nos. 3001, 3002, 3004, 3005, and 3008, and soon 3005 with its 10 idler flats began to draw the strings of assorted, box, tank, hopper, and lumber cars from the ship. Cabooses 434532 and 434575 in the yard were presumably the only ones on the island. There is no engine house here, only open tracks, three with oil drip containment for locomotives and an inspection pit. Inquiry about freight service suggested that a typical week could see a train to Victoria on Monday and back Tuesday; a switcher working the ferry on Thursday; a train to Port Alberni on Friday and other days as required. No specific schedule was mentioned for Courtenay.

South of the yard I saw chopped-nose RS3 8427, ex-CP, ex-Crown Zellerbach, now stored for the Ladysmith Railway Historical Society. As it was near time for the RDC, we left to chase the train from Nanaimo. Heavy traffic made it touch-and-go so we called off the pursuit at Parksville and dropped over to Qualicum Beach to see the 2-8-2T preserved beside the station as Bloedel, Stewart and Welch No. 4. Luckily, it sits under a pole barn, suitable for the climate. The station had all windows boarded-over but was in good condition and open for waiting passengers.

From there we drove to Port Alberni, following the branch completed in 1911 and viewing the spectacular wooden trestles on the north side of Cameron Lake. The weather closed in and rain began. Macmillan Bloedel SW900 No. 16 could be seen switching the large mill which dominates the port. The former railway station at Kingsway and Argyle streets is the terminus of a tourist-train operation and, while it was closed, it showed signs of ongoing refurbishing. Beside it were two short steel CN cabooses and an aging coach (former CP 2238). At the north end of town is a wooden engine house for the heritage rail collection and inside were two steam locos under repair. Interestingly, the shed also contained a yet-to-be restored 1882 Jackson and Sharpe business car which began life on the Credit Valley Railway in Ontario. The number of freight cars in Port Alberni makes this the mainstay of railway operation on the island.

Returning south and on to Victoria, a quick check of the CN ghosts showed only the trestle over Selkirk Water, its bascule span pointing skyward. The only CN activity had been an intermodal truck at Qualicum. Even the little CP yard off Store Street in Victoria had disappeared and all tracks removed to the VIA station. I recalled a scene from 1986 of CP SW8 6701 working this area, working cars around Lionel-tight curves between factory walls.

The next morning, June 24, we arrived at 07:45 at the VIA station at Pandora and Store. The property is quite small and waiting space was at a premium. There was

already a large crowd gathered, consisting of equal parts of youngsters and adults. Given that it was a Friday, the former appeared to be on an organised school outing. A nearby lunch truck was drawing children like a Pied Piper and I bought a snack for later. Upon entering the station the woman behind the counter said that the train was sold out. How fortunate I'd purchased my ticket a week before. When I admired a photo on the wall she quickly identified it as Morant's Curve and said she knew its namesake. The building is of the VIA era and architecturally interesting with its high, iron-decorated roof, coloured-glass murals, and ornamental support columns.

The blast of a horn announced the arrival of RDC-1s 6135 and 6148 and effectively cleared the track of children. The conductor, sporting an impressive array of souvenir buttons on his vest (he said he had hundreds at home) placed the youngsters in the trailing car while the rest of us boarded the lead one, 6135. The interior was quite clean with orange carpeting and maroon, aircraft-style seats with fold-up tables. Not having been in an RDC since commuting days in Montreal 22 years before, the motor sounds brought back old memories but I was happy to have modern seats. The crowd was a cheerful mixture of white hair and dark, from an 80-year-old lady out on her birthday ride (with balloons) to younger hikers.

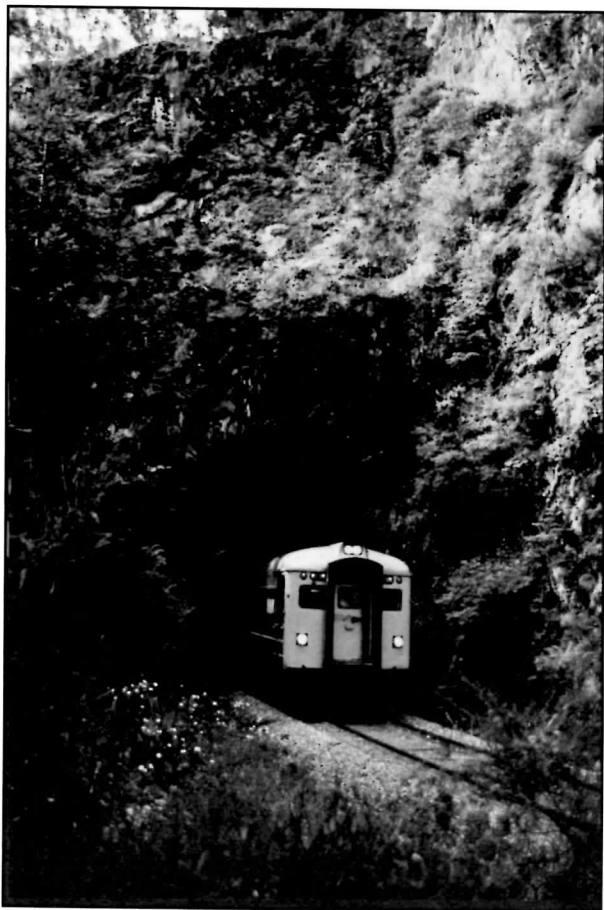
We left on time and got a brief view of fishing boats and seaplanes before stopping at the roundhouse and shop to drop off a couple of carmen. A third and spare RDC, No. 6133, sat by the shop. I noted that it was marked as wheelchair-accessible whereas our two were not. While the train was theoretically sold out, there were several empty seats, whose need became apparent as we made several stops at wayside shelters where suburban residents boarded. The structures themselves were VIA-era with a prominent roof supported on cross-beams on vertical posts, all sheltering a wooden bench and deck. We passed Esquimalt naval shipyard and an abundance of vessels. At Langford, a work crew waited with their road-railer. Then the 1.7 percent climb through Goldstream Provincial Park to Malahat summit began as we navigated the Niagara and Arbutus Creek bridges. The former is really one of the hidden delights of the island and after a rain there is another Niagara Falls. About one kilometre past Arbutus is the island's only tunnel, perhaps 30 to 50 metres long. Proceeding up to Malahat summit gave some good views of Saanich Inlet far below.

Coming down from Malahat, Car 6148 was almost emptied at Shawnigan Lake, where children, backpacks, and teachers unloaded and filed on up the road. We passed an E&N-style shelter at Cobble Hill, and also a Burro crane with work crew in one of the periodic short sidings. Another quaint old shelter with windows appeared at Cowichan and flowers abounded, including wild lupins. The wooded sections of line were lush with tall grass and ivy waving in the wake of the passing train. Staring at a moving point in the passing greenery suddenly gave the impression that the front of the RDC was like a ship ploughing through a green sea.

We entered Duncan and drew up beside a large station, now a museum set back 10 metres from the line and surrounded by gardens and totem poles. The latter were recent, one depicting a man in a wheelchair supporting an eagle. The peak of the station roof bore a weather vane resembling an E&N D-4 with a Danish nose cone.

As Chemainus approached we passed the M&B 2-6-2T with its logging car in a park and drew up at the stop which consisted of a rather ornate VIA shelter on each side of the track. The larger one on the northeast side partly covered the end platform of an ex-CP caboose serving as a visitors' centre. The impression of the town was striking. Wall murals and shops were numerous. The murals covered many subjects, but logging, railway, and shipping themes were frequent. As the mill industry slowed down, tourism and theatre were promoted. The rest of the children got off here. Moving north to Ladysmith there was no stop but there was a glimpse of the railway vehicle collection on the spur tracks across from the station. The former Comox Railway and Logging Co. ended here. Some of their equipment appeared to be still on site, including the well-known log unloader converted from a Shay loco, as well as the interlocking tower from the former E&N level crossing. Other equipment once here has been moved to Port Alberni or Nanaimo. The logging line seemed to have been removed locally but north at Brenton it appeared as though some remained.

North of Cassidy the train slowed for the Nanaimo River bridge, particularly to let passengers have a good look at the spectacular bungee jump over the gorge. At Nanaimo's large stucco station we had a 20-minute stop (with the ever-present snack truck at hand). Here another school group boarded 6148. Not a single siding here. Leaving, we passed a very long wall mural depicting an E&N train. The exit from town was slow with many level crossings and lots of horn.



VIA RDC-1s 6135 and 6148 on northbound Train 199, emerging from the Esquimalt and Nanaimo's only tunnel on June 25, 1994.

Parksville came soon and the children got off. Most of the station windows were boarded up. There was time to take a photo and note the derelict water tank and small maintenance yard just southeast of the station. Past here, we crossed French Creek on the controversial trestle which closed the upper portion of the line for two years from 1975. As we traversed it at the top permitted 40 m.p.h., the engineer's radio indicated that 3008 was in the area. At Qualicum Beach many of the adults in 6135 got off. From here to Courtenay there were many trestles and bridges, all of which were largely hemmed in by trees.

At Courtenay was a clean, grey and white, shingled station with a short brick platform. The arrival and departure board was headed up with the title "Esquimalt and Nanaimo Railway." The yard contained a passing siding and two spurs with only a couple of tank cars in sight. A "Buns on the Run" truck was nearby, attending again to hungry travellers. Some passengers remained for the return trip and we took on a few new ones.

On the return journey we passed three GP38ACs at Parksville, where they were switching box cars at the wye. I assumed they had returned from a morning run to Port Alberni. At Chemainus we took on the returning school outing, but generally there were a few less patrons throughout the return journey. The lady with balloons got off in suburban Victoria and we returned to Pandora Street just after 17:45, more or less on schedule. This was a pleasant surprise after having read a few stories about legendary late arrivals. (In 1991 I had waited here for an evening arrival which, due to a breakdown on the Malahat, never came.)

This trip is to be recommended and I hope it may be able to survive an uncertain future. The population of the island is increasing and construction of new sections of highway may further harm the railway business. Certainly a lot of freight traffic has gone to trucks and there was not much on-line revenue seen, with the exception of the Port Alberni line.

Could one visualise the island with only a Wellcox-Port Alberni line? (I was getting the same uncomfortable impression that I had when touring Newfoundland in 1984.) Here's the picture. On the E&N were roughly 27 sidings or spurs between Victoria and Courtenay (ignoring Victoria yard and the Wellcox spur). Of that, only 12 appeared revenue-related and of those, seven contained a total of only 16 cars. That was 14 spotted between Esquimalt and the south end of Nanaimo and the other two at Courtenay. Not exactly a picture of health.

Early the next morning we drove north ahead of train time for a mountain scramble to locate the tunnel. Luckily the first stab through the forest was not far off the mark. The distant RDC horn blast from around Arbutus Creek soon echoed around the mountains hauntingly. A few minutes later, 6135 and 6148 eased their way once more through the curved hole and resumed speed northward in what appeared to be another sold-out trip.

Toronto to Calgary on the Algoma Central and Prairie Dog Central

In August, after an unexpectedly hectic summer, I found myself in Toronto attending to a number of family matters and faced with the prospect of driving back to Calgary alone. But I quickly formulated a plan to break the journey with a trip on the Algoma Central. Recent re-

ports about the ACR sale to Wisconsin Central filled me with unease. Could this be another endangered species?

On September 13, I passed through Samia, taking time to visit the new CN tunnel excavation. An observation deck overlooks the portal but a better view is obtained from the pedestrian bridge over the CN line. The construction site seemed quiet for a working day. I didn't realise at the time that *Excalibore* had been *hors de combat* for several months. Oh, well; its namesake wasn't meant to be pulled backwards by ordinary people either. A westbound freight passed under and some time later the *International* with three Amfleet cars behind VIA F40 6445.

An hour later I came upon the very modern Amtrak station in Flint, Michigan, and turned in just as 6445 rolled up again. Upon its departure another headlight appeared from the west and the eastbound counterpart arrived behind VIA 6447 and three more Amtrak cars. Driving up U.S. 75 a little later I had a hunch about the Algoma Central, and from a rest stop phoned the ACR's reservation office. The agent said that the next day's Agawa Canyon tour was almost sold out, so I made a booking then and there. Phoning a few hotels for a room proved futile, but eventually I got something on the U.S. side.

The next morning required an early start to catch the 08:00 departure. It was dark and cloudy as I came over the International Bridge and looked over to see the St. Mary's Paper Co. GE switcher below. At Station Mall the crowds were gathering and a very long passenger train stretched from the end of track at the centre of the mall, westward around the curve at Gore Street. I joined the long ticket line at the station which, surprisingly, moved along quite rapidly. When my turn came the agent quickly located my ticket and coach reservation in a box and handed it to me with wishes for a good trip. She said it was a sell-out and they were now issuing tickets for the next day. That took all of about 20 seconds and I was out of there.

The motive power hadn't arrived yet, so there was time to find my seat in Car 18 (Coach 3243), fourth from the rear, then stroll up the platform. The coffee and snack vendors were busy as the crowds rolled in. Several tour buses had made their contribution. This was mostly a retiree crowd from what I could see. Reaching the end of the train I was astounded at its length and set out to document the consist. Steam Generator car 76, coaches 5441, 5442, 5514, 5474, 5571, 5494, 5512, 3210, 9302, and 3230, diners 505 and 504, then coaches 3239, 3228, 5545,

5610, 5483, 5468, 5519, 3243, 3236, 3228, and 9301 were there; an impressive count of 24 cars. Every one except the steam generator had been repainted in the tasteful new scheme of silver-grey with yellow, dark grey, and maroon stripes. Lettering was maroon and beside each side door was painted a black bear silhouetted against a yellow sun. I noticed that all recently-acquired coaches had been fitted with rain gutters above the side windows to match earlier stock. A young lady with a squeegee and bucket was making sure all coach windows were clean. The call to board came before the motive power.

As we departed at a dark 08:00, a series of public-address announcements made passengers both welcome and informed about the train and the passing scene. The Canadian and U.S. shipping locks were pointed out, then we were told that the Canadian lock suffered a structural failure in 1987 and was now an historical site. That's one solution. Next we were told about St. Mary's Paper Co. and how most of its pulpwood was hauled from 150 miles north of here by the Algoma Central. (I read in the *Globe and Mail* that evening that the mill's receivers were about one week from closing it down.) Then we got a rundown on Algoma Steel, its 60 percent employee ownership, and its products. Finally the ACR shops at Steelton got a mention. Some interesting equipment greeted the passing eye, such as two sets of articulated former Southern Pacific coaches, an ex-D&RGW coach, one or two wooden cabooses (surplus?), the sole SW8, No. 140, and GP7L-M 100. Looking ahead on curves I concluded that we were being hauled by newly-acquired GP40s 190 and 191.

Once climbing clear of suburbia and past Odena, our speed picked up and the ride was smooth. Fall colours became more prominent and the cloud cover lightened. An announcement called for full breakfast in the diner for Coach 11. Well, seven more to go. Near Glendale we drew to an abrupt stop. The crew wasn't sure why. Did someone pull the air? The passengers around me were oblivious of the cause and could only assume we stopped to admire the beautiful foliage which by now was truly breathtaking. After the air was up we proceeded on our way. The spectacle was not the brilliant orange one associates with autumn, rather it was the total combination of the first four of the seven visible colours of the spectrum and a generous portion of reds. The passengers could not get enough of it and the videos rolled. That trip will be relived in many households in the future.

At Searchmont, grade-school children were let out to wave at the passing train. Obviously an important occasion. Somewhere past Achigan, Car 18 was finally called for breakfast. Both diners were working full out and the pancake mix was flowing in the galleys. I was seated across from a British man who worked in Lansing, Michigan, and had flown himself and his visiting sister in his own airplane to the Sault for the trip. They were enjoying themselves. Our breakfast was served almost immediately and we were soon carrying our second coffee back to our coaches.

We arrived at Canyon, Mile 114, on schedule and the sun was trying its best as 190 and 191 ran around the train, leaving Car 76 on the north end. The two-hour stop allowed just enough time to see everything. There was time to climb the stairs at the north end of the yard to the observation platform, then return via souvenir car 502 (ex-D&RGW) and explore the well-tended park, winding



Algoma Central's newly-acquired GP40s 191 and 190 on the Agawa Canyon tour, Train 3, at 08:15 on September 15, 1994, approaching Second Line West.

up at the south end of the yard to have a closer look at the newly-painted GP40s.

Algoma Central is a unique railway that still paints its locomotives in the original 1951 garb, and it looks good. When the book is written on diesel presentation, the ACR should get a special mention.

After the last boarding call we had to await the arrival of the northbound through passenger train, which arrived on time at 13:25. GP38-2 205 trailed steam generator 75, baggage cars 308 and 300, coaches 425 and 428, and snack-coach 511.

With our seats reversed for the return trip, I now had companions, a retired couple from Illinois. It seemed like one of their few trips into Canada and they were very pleased that they had come. We passed no other trains this day and returned to Sault Ste. Marie on schedule at 17:00. The train was emptied and moved off to Steelton by about 17:40. At 18:00, No. 2 rolled in, looking somewhat like No. 1. GP38-2 204 with steam generator 77, baggage cars 301 and 309, coaches 421 and 422, and snack-coach 511 again (which presumably had been dropped off No. 1 after we left Canyon). Adding up the day's notes it seemed that 35 of the ACR's 43 passenger-related pieces of rolling stock had been in use that day.

The next morning was heavily overcast and the Canyon tour seemed to be about three cars short of the day before. I took a brief look at the CP yard north of Wellington Street. SW1200RSs 1213 and 8153 were switching in the vicinity of a fresh patch of gravel indicating where the recently-demolished station had been. A Wisconsin Central transfer run was down the yard and turned out to be one of their unusual SDL39s. It left town trailing a yellow bay-windowed caboose, still lettered GB&W but with the WC's shield added. I wondered if the ACR would look this sad after a period of WC ownership.

Crossing back into Michigan, I headed west, stopping off at Soo Junction (no longer a Junction) to inspect a two-foot gauge tourist line which runs home-made passenger coaches six miles to Hunter's Mill and a river tour to Taquamenon Falls. This unusual operation uses Plymouth 0-4-0 gas locos and has been here for many years. Further on, at Munising Junction, I found two more WC SDL39s navigating the unusual switchback junction with the Munising Branch.

Now, even down in this country, the Algoma Central link persisted. As I paralleled the Wisconsin Central Bessemer branch I spotted some ACR coaches off in a marsh. Walking down the line, I found Siemens siding, which contained all the ACR passenger equipment sold to the Wisconsin and Michigan (June 1993 *Rail and Transit*, p. 16), along with an RS1, plus an ex-LS&I RS3 and caboose. Presently a dingy, unlettered westbound U23C (ex-LS&I 2304) came by with a short train. I followed it into Ironwood and there found three ACR wooden cabooses, 9503, 9514, and 9517. A trainman said that the passenger "operation" had been halted by high insurance costs.

With time running short it was on to Winnipeg via Proctor, International Falls (S2s there), and Baudette. A weekend in Winnipeg with a daughter and son-in-law provided an opportunity for a family outing on the Prairie Dog Central. This did not seem like an endangered species but suspecting another full train I decided to buy tickets early just in case.



Prairie Dog Central's 102-year-old 4-4-0 No. 2 wyeing Combine 103 on the stub of the former CN Inwood Subdivision at Grosse Isle, on September 18, 1994.

That Sunday morning in downtown Winnipeg was so quiet that the sound of No. 2's whistle could be heard periodically as it came from Transcona, wound its way past the VIA station, down to Portage Jct., over to St. James Jct., and up the Oak Point Subdivision to St. James station. I got there as the train arrived, ticket sales opened up, and soon there was a long line-up. The engine uncoupled and disappeared for a half-hour, then returned. By departure time the trip had been sold out. The 4-4-0 with its combine and four coaches looked spic-and-span. A television crew from Grand Forks, North Dakota, was along to do a story on it, too.

Departing on schedule at 11:00, we passed Polo Park Mall, a wye, then a lot of light industry. There are many cross streets to contend with, so the bell was going continually, as was the very mellow whistle. All this for about five kilometres, so the VCR people were smiling. Upon curving about 70 degrees left we followed the CP Carberry Subdivision for another four kilometres, hitting open country with a view of the airport to the south. Then we curved across the CP and headed due northwest all the way to Grosse Isle, a total distance of 17.8 miles in a running time of one hour.

The crowd on this train was a total community cross-section with lots of youngsters. The Vintage Locomotive Society crew was well in control as there was no running between coaches and a public-address system let everyone know what was happening. Before officially arriving at Grosse Isle the engine and Combine 103 wyeed on the stub of the former Inwood Subdivision. The wye property is owned by the province. Having never been cultivated, it contains over 140 varieties of plant life and is a heritage site. Perhaps that's why no one disembarked during the wyeing.

The 30-minute layover just allows time for a quick cab tour, some photos, and a chance to check out the food and craft display tables at trackside. My daughter bought two pies to top off our evening dinner and to leave a smile on face and stomach. There is no station remaining and no grain elevators so the Prairie Dog Central arrival appears to be the main event in this community. The return trip was on schedule. Near the airport we passed under the north-south flight path and watched as jet technology flew over 1882 steam technology. We arrived on time and the departing crowd looked quite pleased. This is a fun trip making any visit to Winnipeg worthwhile, but buy your tickets early to avoid the sell-out. ■

eurostar ON ITS FIRST DAY

By Erik Evrard (*Internet e-mail: evrard@desy.de*)
Via USENET rec.railroad

Eurostar high-speed train service began on November 14, 1994 from Brussels and Paris, through the Channel Tunnel to London. On that Monday morning, I arrived at the Brussels South station around 07:40, and headed for the brand-new Eurostar terminal. There were already a lot of people, but there weren't any queues. I had bought my ticket on October 24, the first day possible. To enter the terminal, I had to put my ticket into the automatic check-in gates (very high-tech, with colour video screens), after which I passed through the quick passport and security control. They use x-ray machines similar to the ones in airports. The whole procedure took less than two minutes, and because it was the first official trip, every passenger was offered a white rose.

There is a little bar at the terminal, but not enough tables, unfortunately. Coffee, tea, hot chocolate, and many other beverages are rather cheap: only 50 Belgian francs. From the terminal manager, I learned that there were 416 second-class passengers (584 seats available) and 70 first-class (210 seats available). Everybody waited quietly, while Frank Sinatra was singing in the background. There was a lot of Eurostar staff around, ready to assist the passengers.

At 08:12, fifteen minutes before departure, the glass doors which give access to Platform 1 were opened. Everybody boarded the train, assisted by the ubiquitous and friendly staff. On the platform, large and clearly-readable signs showed the car numbers.

At 08:23 they announced that the "EuroStar will leave in five minutes," and so it did. At 08:28, precisely according to schedule, the train left the station. Outside, it was dull and rainy, and gusts of wind blew raindrops against the windows. I later heard that the jetfoil, which connects the ports of Ostend, Belgium, and Ramsgate, England, was cancelled that day because of the strong winds.

All of the train announcements were made in Dutch, French, German, and English. There were two bars on board, and a minibar trolley provided snacks and beverages. First-class passengers get a full meal, which is included in the price of the ticket. The catering is in the hands of the Cross-Channel Catering Company.

The trip in Belgium was smooth but rather slow, because the old Brussels-Tournai line is used. It is expected that the high-speed line to the French border will be ready in 1997, and it will reduce the travel time to Lille from 1 h 10 min to only 25 minutes.

At 09:39 the train arrived at Lille, where a three-minute stop was made. Twenty-five passengers joined the train, and I think that nobody got off (although technically you can buy tickets from Brussels to Lille). From that point on, the announcements were made in French, English, and Dutch.

It was announced that British immigration officers would start to make their checks on board the train. All I saw was that two French border police officers quickly walked through my car. They didn't ask to see any passport or identity card.

In the meantime, the train reached the speed of 300 km/h, which is hardly noticeable, as experienced TGV passengers already know.

At 10:10, the train entered the Channel Tunnel. Apart from your own mirror image in the window, there's nothing to see. The whole trip in the tunnel takes exactly 20 minutes at the speed of 160 km/h. There is hardly any noise, and you certainly can't compare this to a trip on the London Underground! From then on, announcements were made first in English, then in French and Dutch.

At 09:30 local time – Britain follows GMT, the continent GMT+1 – we emerged from the tunnel into Kent, and the first incident happened. Just before the junction with the classical Dover-Folkestone-Tonbridge line, the Eurostar stopped unexpectedly. It was announced that this was an unforeseen stop, and that they were investigating the cause of it.

At that time I tried to use the telephones on board. The first one I tried was out of order, but the other three were fine. You can use all major credit cards, or a special Eurostar phone card, available at the bars. The instructions are in half a dozen languages. I made two phone calls to Belgium, and the connection was excellent.

Five minutes after the unexpected stop (a man said "This must be Britain," and continued to read the *Guardian*) the train started to move again. A faulty signal was the problem (a common problem in the U.K., I was told).

The train drove at speeds between 95 and 145 km/h, but sometimes, mainly near stations, below that. The British high-speed line is foreseen to be ready eight years from now, but this is the optimistic view. We passed through Tonbridge, Sevenoaks, Bromley South, West Dulwich, and finally arrived at the London Waterloo International terminal, where a brass band awaited us. The train was two minutes late (10:45 instead of 10:43), but nobody complained. Before leaving the terminal there was a passport control again. Again, there was a lot of Eurostar staff in the absolutely beautiful terminal.

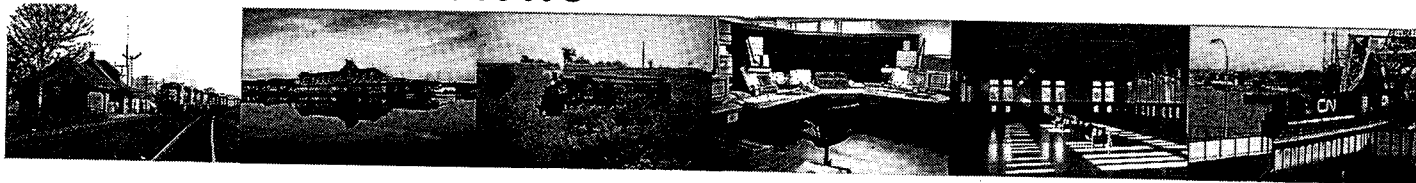
Some people watched the arrival of our train, but most were apparently more interested in the lottery booth, as this was the first day of the official U.K. lottery.

On the next day, I returned on the 10:23 Eurostar to Brussels. Because of a signal problem on the Bakerloo underground line, I nearly missed my train. I arrived around 10:19 at the terminal, and the Eurostar staff was very helpful in getting me through the check-in and security in a big rush. At 10:22 I jumped into the waiting train, which left shortly after. There were many fewer passengers on board on this trip; I estimate less than 200.

This train didn't call at Lille (it made a technical stop though), and there wasn't anything special to report. We arrived at Brussels South right on time at 14:38, and there was only a brief passport control (four officers of the Gendarmerie/Rijkswacht at provisional tables).

I immediately fell in love with this train, and I don't plan to take a ferry or a plane anymore to get to London. It is comfortable, not too expensive, and fast. In the near future there will be a lot more trains, and further in the future it will be faster – perhaps as low as two hours once the Belgian and British high-speed lines are built. ■

Research and Reviews



Just A. Ferronut's

Railway Archaeology

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Last month I mentioned that I was working on an article about the railway lines of northern Québec. Well, I am getting there, but there is enough material for at least two months. This month, I will concentrate on the lines that extended into the Lac Saint-Jean area and the independents of that area.

Railways of northern Québec

Back in July 1994, I covered some of the lines along the north shore of the St. Lawrence River between Québec City and Montréal. It is now time to take a peek at the railways north of this narrow strip of agricultural land along the river. In looking at this vast northern territory, we will travel from the foothills of the Laurentians as far west as Cochrane, Ontario, 72 miles west of the Québec-Ontario border.

We will look at the lines that cross the Laurentian Mountains and transverse the pre-Cambrian shield areas north of them. This rocky area, consisting of 50 percent lakes and muskegs, is best known for its raw materials, mainly forest products and mineral resources. The construction of many of the railways in the northwestern part of Québec (west of the Lac Saint-Jean basin) and the adjoining areas of Ontario was driven by the strikes of gold, silver, copper, and other minerals about the turn of this century.

The railways of northern Québec and eastern Ontario can be grouped by three quite separate reasons for construction. In Québec, the early pressures to open these northern lands resulted from the limited lands for farming in the St. Lawrence River valley and the province's growing rural population. The rich farming land around Lac Saint-Jean was one of these targets. In pre-railway days, this area was reached by travelling up the Saguenay River. It was soon realised that a railway would eliminate the problems of seasonal water transport and the deep rutted roads of land travel resulting from the narrow-tired heavy wagons.

A similar transportation story was developing at the same time in the rich clay-belt areas of northeastern Ontario around Lake Timiskaming, north of North Bay.

The second reason for railway construction was the "national issue" of envisaged

need for more transcontinental railways to ensure competition with the Canadian Pacific. That should no doubt read "greed!", since various politicians and railway promoters were more interested in filling personal coffers from the government subsidies than any real concern about shippers getting a good service or low freight rates.

The National Transcontinental Railway resulted from the Grand Trunk Railway convincing the federal government to play one-upmanship with the Canadian Pacific and the Canadian Northern. Québec, feeling left out of early plans, insisted that the eastern terminal for any Grand Trunk expansion venture should be in Québec, not North Bay, as first considered. In addition, there was also the on-going struggle between the business communities of Montréal and Toronto. This was particularly true in the struggle for the mineral and forest traffic, as the officers of the government-owned federal railway in Montréal pressured and promised the Québec government to support their endeavour against the efforts of the government of Ontario and those of the Canadian Pacific Railway. This influence probably helped to cause the rerouting of the NTR from its projected eastern terminal at tidewater on the Saguenay River to a route through Québec City and on to Moncton. The results of this conflict continued to shape northern Québec railway construction in the third group of railways until about the start of the second world war. This infighting caused many extra route miles that in more recent times have contributed to some of the area's railway abandonments.

The final type of railway construction extended over a much longer period of time than the first ones. While the early railway construction to the Lac Saint-Jean area was encouraged by the provincial government and the church to spread settlement, the latter two groups were entwined in national politics and corporate power-scheming woven around the expanding mining and forest endeavours of this northern land. The political influences around the National Transcontinental definitely influenced much of the construction in the final or mining development stage of northern Québec railway construction.

This northern land is a land of anomalies. Beside the 50 percent water and muskeg, there are miles of rock, and of large, rich agricultural clay belts. These clay belts are the home to many of the major forests and form hundreds of thousands of acres suitable for prosperous farming, especially those

related to animal grazing. These clay belts, formed of sedimentary material, exist in numerous wide river valleys and former areas of the larger and older lakes. It was the clay belt around Lac Saint-Jean that fed the first wave of railway construction, but the best known of these clay belts is the large crescent one that extends from the north end of Lake Timiskaming on the Québec-Ontario border north to Lake Abitibi and eastward towards Senneterre. An article in the October 1927 issue of the *Canadian National Magazine* states:

The peculiar thing about this country is that its advantages hold it back. The market for pulp-wood, the ease with which the settler can get work for his team [of horses], tends to draw him away from the farm and check the process of clearing the land. Still, year by year, the crop area grows and gradually conditions improve. Between Bell River, 15 miles east of Senneterre, and the Ontario-Québec boundary, a distance of approximately 135 miles, 6000 settlers have gone within the last few years — that represents over 600 000 acres of land, a not unsubstantial element in the increase of the productive area of the province.

This article also points out two advantages these pioneers had:

The clay belt is pioneer country, but it's not the same as the stubborn forests out of which our forefathers hewed the homes of the Province of Ontario. Here the settler starts with a railroad.

Armed with this background, let's look at the various railway endeavours as they were constructed to open and exploit this vast northern domain. Having served their role in the mining industry, their number is now in decline as the mines have been depleted or their current needs are better served by air and motor transport.

Quebec and Lake St. John Railway (Q&LSJ)

Rivière-à-Pierre to Roberval and Chicoutimi — CN Lac Saint-Jean and Roberval subdivisions. The Quebec and Lake St. John Railway Company, backed by the established "old families" of Québec City, saw their railway line reach Rivière-à-Pierre from Québec City on November 2, 1885. Construction continued northward; the line to the north of Linton was opened in 1886, and the last 7.6 miles into Lac-Édouard, about 112 miles from Québec City, was opened about January 9, 1888. The next 69 miles to Chambord was opened on June 18, 1888. This provided a northern terminal on Lac Saint-Jean, but almost bankrupted the company.

The Q&LSJ, however, showed its true pioneer spirit and added a few more cards to its house. The Saguenay and Lake St. John Railway Company had been incorporated to build a line from Chicoutimi to Lac Saint-Jean and was granted a federal subsidy. The Q&LSJ made a deal to acquire the privileges of this charter, complete with its subsidies, in exchange for \$6000 and permission for the Bishop of Chicoutimi to name a Chicoutimi resident as a director of the Q&LSJ.

With this extra source of money, the company was able to manage a 13.32-mile westward extension from Chambord to Roberval, which opened in December 1890. This line permitted the railway to make better steamboat connections to the communities bordering on Lac Saint-Jean. Again using the new-found subsidy, the Q&LSJ completed a line east from Chambord to Chicoutimi, and that line opened to traffic on July 17, 1893.

On November 15, 1906, Mackenzie, Mann and Company purchased a large block of capital stock of the Q&LSJ and gained controlling interest in 1907. This stock was turned over to the Canadian Northern Railway Company in 1914 and with the financial collapse of the Canadian Northern, this property became part of the initial group of railways folded into the Canadian National Railways.

CN still operates all of this Q&LSJ track-age north of Rivière-à-Pierre except for the

last 5.31 miles into downtown Chicoutimi. This short section of track with its steep grades was abandoned effective May 1, 1988, as a follow-up to earlier agreements with the Compagnie du chemin de fer Roberval-Saguenay that permitted joint access to the total terminal area. While 5.31 miles of track was legally abandoned, the western 2.1 miles in the Arvida area was kept as industrial track and is still operated as the Alcan Spur. CN had started its program to reduce duplication of trackage in July 1985 when it relocated its team track from downtown Chicoutimi to an industrial park located on the Roberval-Saguenay south of Chicoutimi.

VIA still operates tri-weekly passenger service on this line, although the CN abandonment did cause VIA to move its terminus to Jonquière, about 10 miles west (railway south) of the old station in Chicoutimi.

Roberval and Saguenay Railway

Chemin de fer Roberval-Saguenay (RS)

Port Alfred (La Baie) to Jonquière; spurs to Laterrière, Bagotville, and Grande Baie — RS Saguenay Subdivision — 19 miles (30.5 km) between Port Alfred and Jonquière

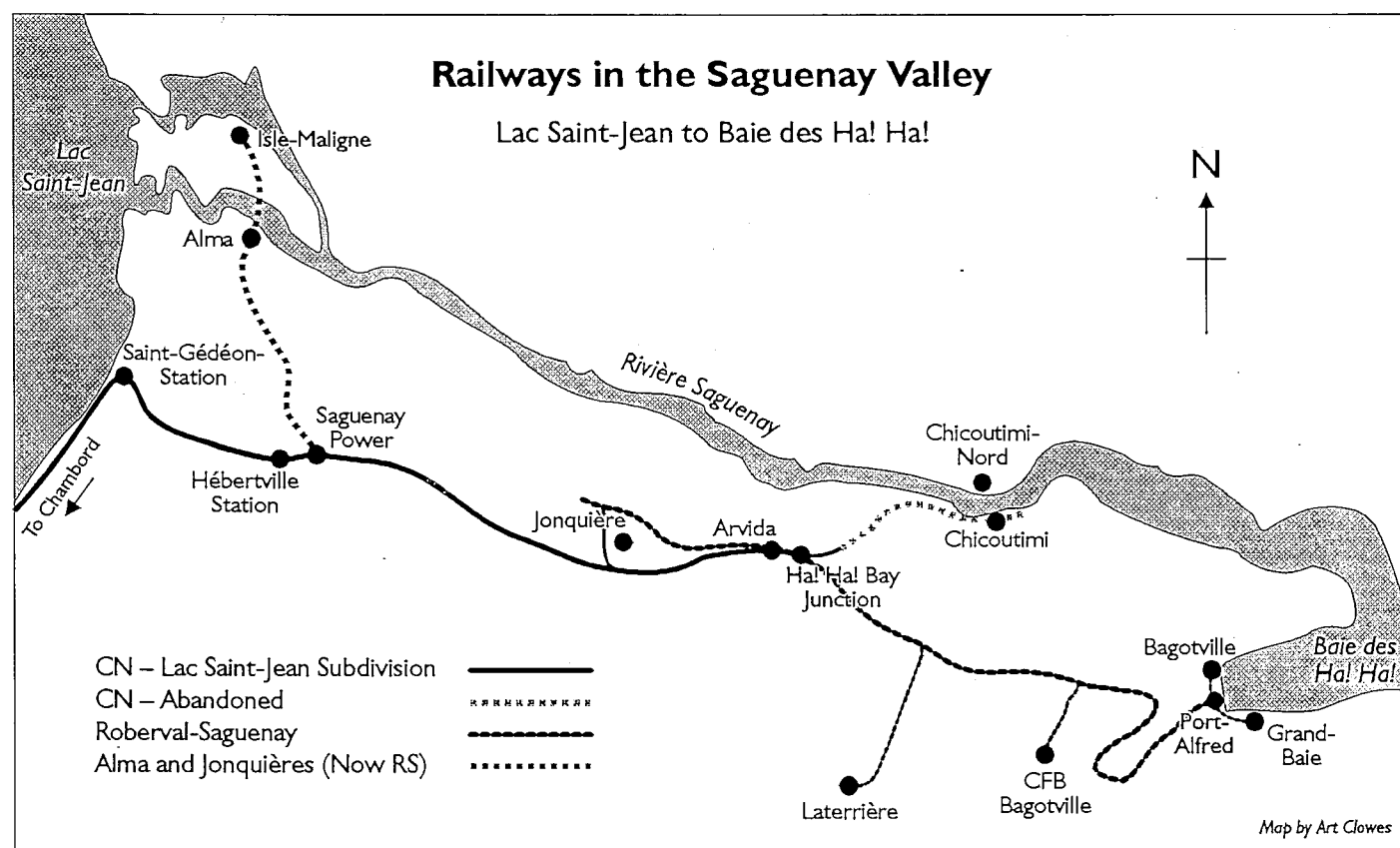
As previously mentioned, the second half of the 1800s saw the influx of settlers to the area around Lac Saint-Jean and the adjacent Saguenay River valley. So, about 1883, while the "old families" of Québec were pushing their Québec and Lake St. John Railway north to Lac Saint-Jean, the businessmen of

Chicoutimi and Bagotville were discussing the possibility of building a railway over the rough terrain between the two communities. This remained a dream and topic of discussion for about 25 years.

This dream started to become reality in 1908, when the Québec legislature passed and act incorporating the Ha! Ha! Bay Railway Company (Compagnie du chemin de fer de la Baie des Ha! Ha!). This provincial legislation permitted the construction of a line from a point on the Q&LSJ between Jonquière and Chicoutimi to Bagotville on the Baie des Ha! Ha! Construction didn't begin until 1910, but on December 10 that year, the first passenger train made a trip between Chicoutimi and Bagotville.

The Ha! Ha! Bay Railway Company was known locally as "Le chemin de fer à Dubuc," after its promoter and president, J. E. Alfred Dubuc.

It was during 1911 that the Roberval and Saguenay Railway Company was incorporated by an act of the Québec legislature. This act authorised the construction of a line from a point near Jonquière on the Q&LSJ, crossing the Saguenay River and passing around the north side of Lac Saint-Jean to rejoin the Q&LSJ at Roberval. The goal was to reach the bountiful forests along the Mistassini River, and the line would enable pulpwood and lumber to be brought out from the country north of Lac Saint-Jean to deep-water



navigation on the Baie des Ha! Ha! While there were generous subsidies for this line, most of it didn't get off the drawing board.

In 1912, another act was passed, and this one authorised the Roberval and Saguenay Railway Company to connect with and purchase the Ha! Ha! Bay Railway Company. Control was taken during 1913 and the complete Ha! Ha! Bay Railway was transferred to the Roberval and Saguenay Railway on January 1, 1914.

This small, isolated railway continued to serve the area until the creation of the Canadian National Railways, when efforts were made by its owners to have that new crown corporation take them over, but without luck.

The Roberval and Saguenay's saviour arrived in 1925 when the Aluminium Company of Canada (Alcan) purchased the company. This was the start of the heavy industrialisation of the Saguenay valley between the Baie des Ha! Ha! and Lac Saint-Jean. Alcan built hydroelectric generating stations on the Saguenay River, a port on the Baie des Ha! Ha! at Port-Alfred to receive bauxite and to ship refined aluminum, and refining plants east of Jonquière and at Alma.

Alcan's first President was Arthur Vining Davis, and the new town around their new plant east of Jonquière was named "Arvida" in his honour. This name uses the first two letters of each of his three names.

Railway service was suspended for much of the depression, beginning in 1930, between the Baie des Ha! Ha! (Grande-Baie and Port-Alfred) and Jonquière (Arvida).

The establishment of a Commonwealth Air Training facility near Bagotville resulted in a branch being constructed to serve it in 1943. This airfield is now Canadian Forces Base Bagotville.

The growing need for more railway service resulted in consideration being given in 1945 to study electrification to overcome the problems steam engines were having on some of the grades near Chicoutimi. This problem was overcome instead with the purchase of diesel-powered locomotives.

The Roberval and Saguenay Railway Company purchased the Alma and Jonquière Railway (Compagnie du chemin de fer Alma et Jonquière) on December 26, 1967, and took over its operation. The charter of the Alma and Jonquière was transferred to the Roberval and Saguenay in September 1968 and an amalgamated railway service for Alcan was commenced on July 1, 1971. The two lines are connected by the CN Lac Saint-Jean Subdivision, the former Q&LSJ.

The Roberval and Saguenay Railway Company is now called the Compagnie du chemin de fer Roberval-Saguenay.

With the construction of a new Alcan plant at Laterrière, south of Chicoutimi, in the late 1980s, the Roberval-Saguenay con-

structed a new branch south from their line between Port-Alfred and Jonquière, and the branch opened in 1989.

Alma and Jonquière Railway (A&J)

Saguenay Power to Alma (Isle-Maligne) — RS Lac-Saint-Jean Subdivision — 10 miles (16 km) between Saguenay Power and Isle-Maligne

The Alma and Jonquière Railway was incorporated by the Québec legislature to build a railway from Hébertville on the Québec and Lake St. John Railway northerly to Lac Saint-Jean between Grande-Décharge and Petite-Décharge, 20 miles, and from Saint-Joseph d'Alma easterly to Jonquière, 30 miles.

Indications are that service on the line from the Q&LSJ near Hébertville Station (Saguenay Power) 10.25 miles to the dock on Isle-Maligne (Grande-Décharge), near Alma, was started on March 19, 1923.

Canadian Railway and Marine World in 1927 stated that the Alma and Jonquière Railway asked the government for, and received, a five-year time extension for the completion of its 10.5-mile extension to Jonquière. This line was never built.

Also in 1927, Canadian National was negotiating with the A&J to get running rights over their line to Isle-Maligne in order that CN could build a line northward to supply new hydro projects and reach more forest lands. This also never got off the ground, so the Alma and Jonquière, like the Roberval and Saguenay, squeaked by until the coming of Alcan that provided the need for industrial switching around its Isle-Maligne plant and to the CNR.

As indicated above, the Roberval and Saguenay purchased the A&J on December 26, 1967, and took over its operation and merged their services and charters.

The merged version of the Roberval-Saguenay has 11 locomotives in operation, and with the current agreements with CN, enjoys access between the two parts of its company over CN's Lac Saint-Jean Subdivision between Saguenay Power (CN Mile 183.2) and Arvida (CN Mile 201.1). In addition to the earlier mentioned benefits for CN, these changes permit the Roberval-Saguenay to access 50 miles (80 km) of trackage from the Baie des Ha! Ha! to Isle-Maligne.

Concluding remarks for this month

While we jumped from the settler-driven railway to the industrial roads, I hope it made sense to cover all the railways in the Lac Saint-Jean area. With these private ventures out of the way and the area around Lac Saint-Jean covered, it is probably a good point to end for this month. This will mean that next month we can have a look at how the federal government built its railways and the railway squabbles for gold in western Québec. We'll also have next month a railway map of all of northern Québec.

Information Network

Item 48

Toronto transit history

Questions from: **Rob Pineault**

Replies from: **Scott Haskill**

Information from: TTC route records

When did the Asquith Loop, on Church north of Bloor, close?

Asquith Loop was last used for scheduled service on May 15, 1954, on the last day of CHURCH streetcar service. The next day, the service was by buses. The loop was first used for scheduled service on April 13, 1931.

What was the routing of the Avenue Road bus from Otter Loop to Wilson Avenue, when it was on a trial basis before 1954?

Danforth Bus Lines amalgamated some of their routes, beginning January 2, 1948. From this date, a route operated from Yonge Street via Yonge Boulevard, Wilson Avenue, Avenue Road, Melrose Avenue, Ledbury Avenue, Glengarry Avenue, and Avenue Road to Otter Loop. Between 6:45 a.m. and 10:00 a.m., trips from Otter Loop were extended via Melrose, Bathurst, and Wilson. Between 10:00 a.m. and 4:00 p.m. trips from Otter Loop were extended via Melrose to Bathurst and return. Between 4:00 p.m. and 7:45 p.m. trips from Yonge Street were extended via Wilson, Bathurst, and Melrose. Friday and Saturday service continued to 11:00 p.m. There was no service on Sundays or holidays. Buses ran on a headway of 30 minutes.

The TTC built and opened the new Glenview-Avenue Road Loop, later renamed Otter Loop, on November 14, 1936. The loop was used by EGLINTON buses (from Otter Loop to Mt. Pleasant and St. Leonards, via Avenue Road, Eglinton, and Mt. Pleasant) and HILL COACHES (extra-fare express operation to and from downtown, operated by Gray Coach Lines). EGLINTON buses had been extended to Glenview Avenue on October 21, 1931, and HILL COACHES from December 3, 1931, and both routes wye'd in the Glenview-Avenue Road intersection until Otter Loop was built.

The NORTOWN trolley coach route began on March 7, 1954, replacing EGLINTON buses, with service between Roe Loop and Doncliffe Loop via Avenue Road, Eglinton, and Mount Pleasant. Extra short-turn service in the rush hours operated between the unopened bus terminal at Eglinton Station and Otter Loop.

All NORTOWN trolley coaches operated through the Eglinton Station bus terminal beginning on March 30, 1954. The scheduled rush-hour short-turn to Otter Loop was discontinued on January 4, 1971.

What was the route of the York Mills bus in October 1948?

The York Mills bus began operation on October 18, 1948, from the North Toronto Terminal (Glen Echo Loop) via Yonge Street,

Mill Street, Campbell Crescent, York Mills, Old Yonge Street, and back south on Yonge Street to the North Toronto Terminal. This route was not named because it operated on York Mills Road, but because it ran to village of York Mills. The route was introduced because the NORTH YONGE buses that replaced streetcars that day were routed via Yonge Boulevard, rather than on Yonge Street through Hogg's Hollow.

On January 26, 1949, the NORTH YONGE buses were routed via Hogg's Hollow, and the YORK MILLS bus was discontinued.

The next YORK MILLS bus route began on September 4, 1962, operating from Glen Echo Loop via Yonge, York Mills, Victoria Park, and Parkwoods Village Drive. This route, operating from York Mills Station since it opened in 1972, still operates, as the 95A-YORK MILLS rush-hour branch.

Item 49

Birkenheads: The Crewe-type in Canada Message from: **Dana Ashdown**

I am grateful to Ray Corley for pointing-out the following amendments to my article in the October *Rail and Transit*:

- The four locomotives identified in Grand Trunk records as having been received in 1864 appear to actually have been built in 1861 and delivered in that year to the railway under lease from Peto and Company, according to an extant contract.

- Six engines were built by William Fairbairn and Sons, of Manchester, in 1861, presumably under sub-contract to Peto and Company to the Crewe-type plan, with 17 x 24-inch cylinders and 60-inch drivers, thereby bringing the total of all Birkenheads on the GTR to 60.

- Thirty Grand Trunk Birkenheads were rebuilt to standard gauge, not the 27 indicated.

Item 50

Historical notes on passenger trains

Message from: **Richard Carroll**

Jim Appleby's photos in the February-March *Rail and Transit* and David Kwechansky's article in the June issue drew my attention back to the CPR's streamlined *Royal York* and *Château Champlain*. As these trains ran between Montréal and Toronto for less than three months, it has been said that these may have been the shortest-lived named trains in history. Does anyone know of a train with a briefer life?

The other CPR service which lasted also for the same short time from October 31, 1965, to January 23, 1966, is now almost forgotten. But at least the operation of RDC trains Nos. 33 and 34 on the Toronto-Ottawa route can lay claim to a couple of speed records. They provided the best times ever between Toronto and Havelock (1 h 50 min, in both directions) and between

Toronto and Perth (3 h 45 min, eastbound).

Canadian Pacific was not offering much cheer to passengers in early 1966. Along with the discontinuance of the Toronto-Montréal and Toronto-Ottawa trains, January also saw the termination of the transcontinental *Dominion*, which had operated since 1930. But CN was accomplishing good things around that time. First, the Toronto-Ottawa service that CN began on January 24 was better in most respects than the CPR service it replaced. Then, the general timetable change of April 24, 1966, saw the insertion of a stop at Trenton for the RDC-equipped Brockville-Toronto *Ontarian*. This called for a 23-minute run for the westbound run to Cobourg - 31.4 miles at a start-to-stop average of 81 m.p.h. This was the first time the 80-m.p.h. line had been crossed in Canada.

Item 28

Do-it-yourself VIA reservations

Further comments from: **Pat Scrimgeour**

My item in April 1994 outlined the availability of VIA reservations for trains in the Québec-Ontario corridor through the U.S. airline reservation system Sabre. A news item in the November *Rail and Transit* noted that VIA had joined another U.S. system, Worldspan. Both Sabre and Worldspan are available to home users through CompuServe, and I recently spent some time poking through the VIA files on both.

The map on this page shows the stations to which VIA reservations can now be made. In fact, until this month, reservations could also be made to YSC-Sherbrooke and YSJ-Saint John on the route of the *Atlantic*. There seem to be several "airport" codes that have been added expressly for VIA, three-letter codes all starting with the letters "XL."

There remain some unusual aspects to the reservation systems, which must be an indication of the difficulties that the programmers are finding in squeezing train service into an airline system. For instance, XLK-Lévis is available on Worldspan but not on Sabre. And some cities along these VIA lines, such as XCA-Campbellton, YOO-Oshawa, YTR-Trenton, and XLZ-Truro, do not have VIA times in the systems. Sleeping-car reservations are in the system on the *Ocean* and *Chaleur* for dates after December 17, but there are no details on fares.

Item 37

Sculpture at Allandale

Reply from: **Dana Ashdown**

In the July issue of *Rail and Transit*, E. Murray Cleland asked what became of the bust of Fred Cumberland at Allandale station. It is now apparently on the manicured grounds of the Allandale Lawn Bowling Club, located on the south side of Highway 27 (Essa Road) in Barrie, not far from Allandale station.

VIA Stations - "Airport" codes for airline reservation systems

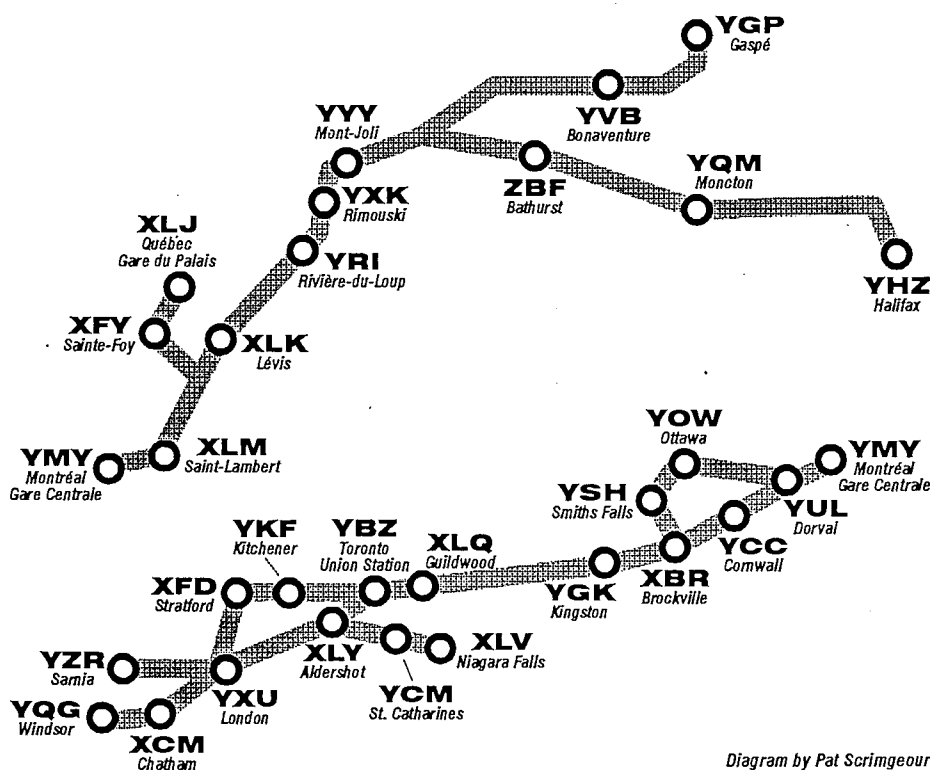
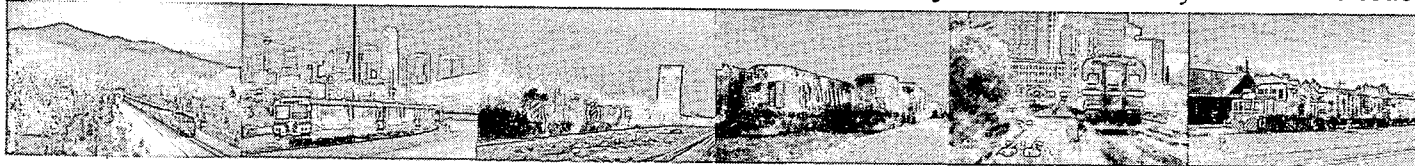


Diagram by Pat Scrimgeour



THE RAPIDO



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CN NORTH AMERICA

MURRAY BAY SALE

CN's Murray Bay Subdivision was turned over to the Société des chemins de fer du Québec at the beginning of December. The SCFQ is using two former CN SW1200RSs fitted-out at AMF and leased from Canac, Nos. 1303 and 1323.

The new short-line operator of the 87-mile-long line held a press conference in Clermont, Québec, the eastern end of the railway, to announce its plans to build an intermodal terminal there next spring. The railway has been meeting with trucking companies and offering to them the line's services between Limoilou and Clermont.

A tourist train will once again operate between Québec City and the Charlevoix region. Tourist trains operated over the Murray Bay Subdivision in 1984 and 1985, under the name *Le Tortillard du Saint-Laurent*, using GO Transit bi-level coaches. Tourist train organisers say they have signed an agreement with the SCFQ to operate the train starting next spring. The train would make one round-trip daily until autumn and then on weekends through the winter. —Le Soleil

MORE MERGER REACTION

A private investment dealer's conclusion that the CP offer to purchase CN in the east is worth zero or a negative amount is contained in an internal report prepared by CN. The same document states that the CN board of directors is strongly opposed to the proposal. The conditions that reduce the value of the offer include:

- A discount of \$300-million stemming from cash equivalents CN would have to transfer to CP. CP asks that the operations be transferred with working capital of \$300-million, that the book value of accounts receivable must be at least \$200-million, and that inventories and supplies be \$100-million.
- A tax break worth \$325-million. CP asks

CN to transfer at least \$1.3-billion in non-capital losses that the document states do not currently exist within CN. Non-capital losses are operating losses that can be used to offset regular business income in future years. In its offer, CP values the non-capital losses at 25 cents on the dollar. CN would have to structure a series of transactions to create tax losses and then transfer them to CP, which would require CN to obtain an acceptable tax ruling from Revenue Canada. CN said the structure of CP's tax proposal appears to be similar to that used by Olympia and York to facilitate their acquisition of Gulf Canada in 1985. The use of such a tax subsidy to facilitate the transaction led to a negative public reaction. The potential for a negative ruling on the CP proposal means the \$325-million contained in the purchase price in respect of these tax losses would appear to be significantly at risk.

- Traffic losses suffered by CN's western operations after a sale of eastern assets to CP would reduce the value of the western assets by \$300-million to \$1.4-billion.

- The impact of the operating cash flow target CP has stipulated for CN's eastern operations. CP would require CN East to have cash flow from operations of at least \$260-million for the year ending December 31, 1995. If the target is not met, CP would reduce the purchase price offer by \$4.23 for every \$1.00 of shortfall. Three factors, including potential CN revenue erosion in advance of a deal and CN's belief it will fall short of CP's cash-flow target by \$20- to \$30-million in 1995, would reduce the purchase price by \$300-million.

- CP's offer would stick CN with transition costs to a smaller company, as well as obligations and liabilities, associated with its former eastern network, of \$415-million. CN said CP's proposed eastern access agreement, under which CP would haul CN freight to the east for a fee, would chop its overall traffic share and eliminate the leverage shippers have over railway rates in a competitive environment. Certain commodities are virtually captive to railways, and shippers of finished motor vehicles, mixed traffic, and forest products, as well as freight forwarders, could face severe impacts.

The CN document suggests two alternatives to the CP proposal:

- A third railway company could be established to operate yards and terminals in Montréal and Toronto, and to perform line-haul services between those points and Winnipeg. Negotiations between CN and CP

failed to agree to upon such a deal.

- CN could retain its line from Winnipeg to Montréal and Toronto, and a terminal railway could be established to provide yard and terminal services to both CN and CP in Montréal and Toronto.

—Financial Post

TUNNEL BREAKTHROUGH

Excalibore broke through the crust of U.S. soil at 10:04 on Thursday, December 8, in Port Huron, Michigan. The mole chewed through a four-foot-thick concrete wall at the tunnel portal less than three millimetres off of the target. CN expects the 6130-foot-long tunnel to be handling revenue trains by the end of March 1995. The tunnel boring machine will now be dismantled and moved back to Toronto to await a buyer. There is interest in the machine from around the world, including for projects in Portugal, Argentina, and England. The \$200-million project took 406 days to dig, finishing about eight months behind schedule. The original St. Clair tunnel took 421 days to complete over 100 years ago.

Changes were also made to the CTC control in the Sarnia area on November 27 after a 12-hour shutdown. The control of the CTC in the area of the Sarnia yard was transferred to the RTC office in Toronto. It formerly was controlled by a TMD (train movement director, equivalent to an operator) in Sarnia. When the tunnel opens, the track through Sarnia to Port Huron will also be dispatched from Toronto. —Toronto Star via Rex Rundle

NS&T STREET TRACKAGE REMOVED

Railway access to the General Motors premises on Ontario Street in St. Catharines, Ontario, was dismantled in the summer. While isolated street track on Ontario Street still remains, the street trackage on Louisa Street and Welland Avenue, plus the grade crossing of Niagara Street, have been removed and repaved, and the short connecting sections of open track have been lifted. This CN line was the former Port Dalhousie Subdivision of the electrified Niagara, St. Catharines and Toronto Railway. Connected trackage now ends just east of Niagara Street, at the old NS&T brick freight shed, which still stands but looks very disused. The former passenger terminal site is now occupied by the Geneva Square development.

—J. D. Knowles, Bob Sandusky

NEW TIMETABLES

Both CN and CP issued new operating timetables for their entire Canadian systems this fall, along with new operating manuals. The

manuals include the timetable, the Canadian Rail Operating Rules, and each railway's general operating instructions. CN's book is in a small three-ringed binder format with all pages loose-leaf. Passenger train times are no longer shown in the subdivision tables, but are in a separate section.

Changes, other than physical appearance, to the Great Lakes Region timetable, Number 51, effective October 1, 1994, include:

- New station name added: MacGregor, Mile 57.9, Strathroy Subdivision.
- Siding at Courtland, Mile 89.7, Cayuga Subdivision, has been shortened from 3260 feet to 2750 feet.
- Station name Washago South has been relocated from Mile 98.7 to 98.6 on the Newmarket Subdivision.
- Station name Midland Junction has been relocated from Mile 42.7 to 42.6 on the Midland Subdivision.
- The following station names have been moved on the Bala Subdivision: Woodward, from Mile 106.9 to 107.0; Medora, 118.2 to 117.6; Ardbeg, 171.9 to 171.8; Drocourt, 189.8 to 190.1; Key Junction, 214.0 to 213.9; Bayswater, 222.1 to 221.4; and Burwash, 236.1 to 235.4.
- The following station names have been moved on the Ruel Subdivision: Bethnal, from Mile 95.5 to 95.4; Oatland, 176.5 to 176.4; Agate, 186.4 to 186.2; Fire River, 223.6 to 223.5; Minnipuka, 239.4 to 239.3; Albany Forks, 263.2 to 263.4; Macduff, 271.2 to 271.3; Penhurst, 279.2 to 278.9; and Shekak, 284.9 to 285.0.
- The following station names have been moved on the Caramat Subdivision: Lennon, from Mile 5.8 to 5.9; Leigh, 25.3 to 25.2; Otterdale, 51.4 to 51.3; Isis, 108.3 to 108.2; Bawk, 115.4 to 115.3; Penequani, 182.3 to 182.1; and Green, 225.5 to 226.0.
- RTC standby channel on the Newmarket Subdivision from Trout Creek to Capreol has been changed to Channel 4 (160.665 MHz) from Channel 3.

QUÉBEC BRIDGE

CN has agreed to pay half of the annual maintenance costs for the Pont de Québec (Québec Bridge) across the St. Lawrence River between Sainte-Foy and Charny. The cost amounts to \$3-million annually. The province of Québec said it will not pay the full cost of maintenance for the bridge, which is currently owned by the federal government.

—Le Soleil

CAPREOL SHOP SAVED

CN's Capreol work equipment shop has been saved. CN declared it surplus last February, along with one in Prince George. Employees were given lay-off notices effective January 31, 1995, in case a buyer had not been found. An Ontario engineering firm, Marsh Industries, has purchased the shop. —CP Wire

DERAILMENT

The last two cars on a CN freight train derailed in Port-Daniel, Québec (Mile 22.5, Chandler Subdivision), on November 30. One freight train a day runs on the Gaspé Peninsula, between Matapédia and Chandler, with an overnight layover at New-Carlisle. The derailed cars were placed in a siding so the minor track repairs could be carried out and VIA's *Chaleur* could pass.

—Le Soleil

HAMILTON STATION

CN expects to sign a deal for its station on James Street in Hamilton, to be redeveloped as a Chinatown complex. CN and Splendid Cathay Corporation have a few details to iron-out before the deal is signed. There was a conflict over who would get the use of a maintenance shed east of the station. Now the parties are focusing on "overbuilding" rights to the tracks adjacent to the station. The concourse of the station will be used as an Asian shopping mall.

Hamilton's local architectural conservation advisory committee has recommended that the city designate the station as a heritage property once CN sells it off. The building is currently protected as a heritage railway station, but that ends once the station is sold by the railway. Splendid Cathay must win approval for its project before Ottawa will approve the sale. The federal public works department will review final plans for the building and expansion and consult with the station subcommittee and city before making its decision.

—Hamilton Spectator

SAINT-JEAN STATION

The former Grand Trunk Railway station in Saint-Jean-sur-Richelieu, Québec, has been officially designated as an historic station by the Historic Sites and Monument Board. The station was built in 1890, and it "typifies the architecture of small railway stations of the period and deserves to be preserved," according to the board.

—Montréal Gazette

GRAHAM SUBDIVISION UPDATE

J. U. Calonego Construction Ltd., a Thunder Bay construction company, is attempting to purchase CN's Graham Subdivision from Thunder Bay to Sioux Lookout. CN was going to abandon the line on September 1, 1994, but agreed to wait until March 31, 1995, to permit any potential buyers to acquire it.

—Thunder Bay Chronicle

FARMER PROTEST

Farmers in Prince Edward Island are fighting against the conversion of abandoned CN rights-of-way into a trail system. They claim that they are the rightful owners under an 1872 act that stated the property would be returned to the adjacent landowners in the event of abandonment. The fight has continued for ten years, and the farmers now are planning court action.

—CP Wire

TIRE SHREDDER GONE

The CN Belleville tire shredder (see December 1993 *Rail and Transit*) has ceased operation and may be subject to a clean-up order. CN and the Town of Napanee said they will clean up storage sites in Belleville and Napanee before the order is issued. The tire-shredding operations ceased this year after the provincial government did not reissue approval permits. There are 5000 old tires and 11 railway cars full of shredded tires at the Belleville site, and another 5000 tires in Napanee.

—Canadian Press

TORONTO DEVELOPMENT PLANS

After a ten-month hearing, the Ontario Municipal Board has approved planning and zoning guidelines for an area known as "railway lands central," owned by CN Real Estate. A massive commercial and residential development is planned on the 111-acre tract of land to the southwest of the SkyDome. The destiny of this property, once home to the Spadina roundhouse and coach yard, has been debated for over a decade.

—Toronto Star, Rex Rundle

TORONTO TRAIN CHANGE

CN Train 547 has been replaced by Train 542. Both of these trains performed switching duties in the Toronto area, 542 originally working mainly the Uxbridge Subdivision, while 547 worked the Halton Subdivision. Now, Train 542 operates east from MacMillan Yard on certain days and west on others.

VIA RAIL CANADA

SAINT JOHN BUS

The bus service replacing service provided by the *Atlantic* between Saint John and Moncton, New Brunswick, begins on December 17. The service is being provided by SMT, New Brunswick's largest bus company, and is scheduled to keep connecting waiting times with the *Ocean* at Moncton to 30 minutes or less. SMT is also providing a connection from Fredericton with the *Ocean* at Newcastle three days a week.

BRIGHTON FOLLOW-UP

The LRC coaches and locomotive involved in the fire at Brighton, Ontario, on November 20 were not immediately moved to Montréal as reported last month. The equipment was moved to a siding at Brighton, where it sat until December 5, when the coaches were removed from the rails. The coaches that were damaged in the fire were Nos. 3349 and 3457.

CP RAIL SYSTEM

FATE OF OWEN SOUND LINE

CP will make a decision by the end of 1994 on whether it will end railway service to Owen Sound. The railway is considering several options: abandonment, sale to a

short-line operator, or changing the service provided. CN received permission to abandon its Owen Sound Subdivision last year and the CP line is losing \$1-million a year.

—Owen Sound Times and Financial Post

MORE CAST OBJECTIONS

CN has joined the fight against CP's attempt to acquire the container business of Cast Group Ltd. A notice of objection was filed with the NTA by CN, arguing that the CP-Cast combination would gain "a dominant position in the Montréal-North Atlantic overseas container route" and have an unfair competitive edge. Other objections have come from a former Cast company officer and Vitran, a trucking line that made a competing takeover offer. CP's takeover of Cast would bring about 80 percent of all container traffic through the Port of Montréal under single ownership.

The NTA began public hearings on December 5, which were expected to last about a week. CP responded to the objections by saying that there is a lot of competition against Montréal from other ports, such as Halifax and U.S. east-coast ports. The NTA can stop the purchase if it is against the public interest and must reach its decision by January 20. The Port of Montréal supports the acquisition by CP.

—Journal of Commerce, Financial Post, and Hamilton Spectator via Doug Page and Rex Rundle

CP ACQUIRES UP BUSINESS

Union Pacific has signed a letter of intent to sell its United States Pollution Control Inc. hazardous waste subsidiary to Canadian Pacific subsidiary Laidlaw Inc. The sale is for \$225-million (U.S.) in cash plus the assumption of certain financial and environmental liabilities. USPC runs landfills; distillation, solvent-recovery and fuel-blending centres; PCB management facilities; and an incinerator-ash and mineral-byproduct recycling operation. This purchase will make Laidlaw the largest manager of hazardous waste in North America.

—Financial Post

CIRCUS AT ANGUS

The circus is returning to a portion of CP's Angus Shops in Montréal. The Cirque du Soleil is setting up stages and seating arrangements for an upcoming presentation of its show, "Saltimbanco." The Cirque is investing \$400 000 in the show area, which can seat 2000. The show will run almost three weeks this month.

The Angus Shops closed in January 1992, and have been used by the Cirque du Soleil's artists for approximately two years. They have used the former freight car repair facility for administration, to manufacture sets and costumes, store specialised vehicles, and practice their routines. The public performances are taking place in the former locomotive

shop. Angus has also been used as a set for films and for large agricultural and automobile exhibitions.

—Montréal Gazette

SHORTS

Members of the United Transportation Union on the HH-US division of CP voted to accept a new contract by a 4-1 margin. • CP has begun to dismantle the ferry slip at Windsor, unused since May 1.

OTHER RAILWAYS

GO BACK TO BARRIE?

GO Transit may operate trains to Barrie again within the next couple of years. An Ontario government plan calls for the province to purchase the CN Newmarket Subdivision from Toronto to Barrie, which CN has applied to abandon. The only problem with the plan is that the government does not know yet where it will get the \$20-million required for the purchase. Once the line is purchased, it would be leased to a short-line operator.

—Barrie Examiner

CARTIER DERAILMENT

Five cars on a 27-car freight train derailed on the Cartier Railway on November 30, spilling nearly 60 000 litres of oil. Officials had not released the cause of the derailment and there were no injuries in the early-morning incident. Some of the spilled oil ran into a lake 75 metres away from the derailment. A clean-up began almost immediately after the derailment. Some cars carrying heavy oil may stay in place until spring, as the oil has solidified in the cold, making it hard to move.

—Le Soleil

ONR LOCKOUT

On the Ontario Northland, 250 Associated Shop Craft Union workers, represented by seven unions, were locked out of their jobs at 00:01 on November 28 at North Bay, Timmins, Cochrane, Englehart, Hearst, Moosonee, and Rouyn-Noranda. This has resulted in Northlander passenger service being cancelled between Toronto and Cochrane for the duration of the lockout. It has not affected freight service or the Little Bear mixed train between Cochrane and Moosonee. These same workers went on strike for six days in April 1992, and their contract expired on June 30, 1994. At press time, there were no talks taking place and none were scheduled, with wages being the main issue. The Northlander is not expected to resume operation until next year.

GEXR UNIONISED

The Brotherhood of Locomotive Engineers began to represent the 12 employees at the Goderich-Exeter Railway, the first short-line bought by RailTex in Canada, effective November 7. Workers approached the union because of problems with management of the railway.

Unions are now planning an organising drive at RailTex's other Canadian operation, the Cape Breton and Central Nova Scotia Railway.

—Traffic World

UNION SHORT-LINE AGREEMENT

The Brotherhood of Locomotive Engineers and the United Transportation Union have agreed to renegotiate necessary contracts, making the creation of a short-line railway in Ontario more feasible. A change in Ontario labour laws has hindered the creation of new short-lines in the province because of successor rights.

Under the new arrangement, successor rights will still apply to any short-line operator taking over unionised railway lines, but the new operator will only have to deal with one union. The workers on a new short-line will select which union they wish to represent them. Besides the UTU and BLE, the Brotherhood of Maintenance of Way Employees and the Canadian Auto Workers can also bid to represent workers. The successful union will then negotiate a contract with the new owner.

—Traffic World

ONTARIO ABANDONED R-O-Ws

The Ontario government has set aside \$2-million to keep abandoned railway lines in public hands. The announcement was made in Goderich on November 4. The province will make \$2-million in capital funding available in the Jobs Ontario program over the next two years to acquire, develop, and protect railway rights-of-way that have been abandoned. It is hoped partnerships will be formed with municipalities, conservation authorities, and public and private organisations that want to buy, manage, and maintain the railway corridors.

In September, the government concluded a deal with CP to buy the abandoned Goderich Subdivision between Goderich and Guelph. It will be used as a utility or pipeline corridor.

—London Free Press and Hamilton Spectator via Doug Page

ACR RESULTS

The Algoma Central Railway reported a net income of \$4.3-million in the third quarter of this year, up from \$2.7-million last year. The railway said the large increase was mostly in its marine group. Revenues rose to \$61.6-million from \$48.4-million. For the year to date, net income was \$5.66-million, which is almost the same as last year.

—Toronto Star via Rex Rundle

TOURIST RAILWAYS AND MUSEUMS

YORK-DURHAM EQUIPMENT UPDATE
Since the article on the York-Durham Heritage Railway appeared in the August *Rail and Transit*, the following developments have occurred in the matter of equipment.

Although the intention had been to move CP Rail C630M 4500 from Oakville to Uxbridge, as reported in the article, the private individual who owns it has decided instead to donate the unit to the Illinois Railway Museum at Union, Illinois. The same individual has acquired a 1950-vintage CN flat car, No. 662339, and a 1973 CN steel caboose, No. 79613, both of which have been moved to the Co-op siding at Stouffville, opposite the GO Transit station. The units carry the reporting marks CRXX but retain their original CN numbers. The flat will be sold to the YDHR, while the caboose will be retained in private ownership at Uxbridge.

Former Reading RS3 4485, which is now under its sixth ownership with its acquisition by YDHR, arrived at the Stouffville siding on November 14 from Red Rock, Ontario. The 1952-built unit, which was handled through CP Lease and CN MacMillan Yard (in that order) was most recently Domtar 68.

It is not yet known when the unit, the flat car, and the caboose will be moved up-line to Uxbridge, this presumably being dependent upon the conclusion of arrangements between GO Transit and York-Durham (through the municipalities) relative to occupancy of the line by YDHR. The Stouffville storage location is south of the southerly limit of the section of the Uxbridge Subdivision now owned by the province.

Nelson Aggregates CLC 50-tonner 07040, now at Uxbridge, had, as of the end of October, had its underframe repainted and the body primed by YDHR forces. The windows had been reglazed, and the batteries were being recharged. The body will be finished in a yellow and green livery with red pinstriping, these representing the YDHR colours.

—S. I. Westland

MONTREAL TOURIST TRAIN

A student group from the Université du Québec à Montréal and McGill University have proposed a tourist train to operate on track owned by Ports Canada at the Port of Montréal. The proposed operation would take one hour for the 3.7-mile return trip and the fare would be comparable with other port attractions. It is estimated that it would cost \$3-million to set up the operation and that it would attract 150 000 passengers a year.

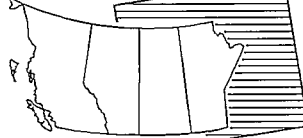
—Journal de Montréal

QUÉBEC PROMOTION TRAIN

A train will play a role in an innovative plan to raise Québec's profile in France. An exhibit train, the *Québec Express*, will visit several regions of France between now and the spring of 1996. The train will cost \$400 000 in the first year of operation, and will be financed by Tourism Québec, Industry Canada, regional tourist associations, and various private interests.

—La Presse

THE PANORAMA



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CN NORTH AMERICA

TRAIN KILLS SHEEP

A northbound CN freight train hit and killed 53 sheep that wandered onto tracks close to their farm near Oakbank, Manitoba, 10 km east of Winnipeg. "I just got back from a trip to Gimli when I noticed someone had unplugged the electric fence," said Dave Halldorsson. "When I saw that, I just said, 'Oh, no; my sheep are gone.' " It wasn't until CN police showed up at his door that Halldorsson learned his sheep had been walking on the tracks a short distance from his farm early in the evening of Thursday, November 10. Fifty pregnant ewes and three breeding rams were killed. To make matters worse, his sheep-herding dog, a border collie named Shep, was killed when he leaped at a train — on the same tracks where the sheep died — Saturday morning. The sheep, worth \$10 000, were more than half of the flock. The scene of the accident was grisly, police said.

—Toronto Sun

BRIDGE WORK MAY BE DEFERRED

Tests done at an advanced testing centre at Lehigh University in Bethlehem, Pennsylvania, indicate that CN can cut bridge replacement costs on its western lines by more than half. The tests found that CN can delay replacing many of the 312 bridges between Thunder Bay and Vancouver for another 20 to 25 years. In one year, the testing laboratory subjected pieces from the riveted bridges to the stress they would have in 90 years of railway traffic. CN is concerned about western bridges because of greater traffic and heavier loads there.

—Knight-Ridder/Tribune Business and Market News

HUDSON BAY RAILWAY

In an effort to increase traffic through the port of Churchill, Manitoba, federal human resources minister Lloyd Axworthy has directed a task force to search for alternative industries for Churchill. Studies conducted in 1992 suggest that it would cost CN a great deal (estimates are between \$46- and \$94-million) to rebuild the roadbed and repair the tracks on the line to Churchill. The track upgrading is needed if sufficient grain is to be shipped through Churchill to reach a break-

even cost for the harbour. Less than half the volume needed to cover costs was shipped in 1994. The port has not reached a break-even volume since 1987. The current cost to taxpayers of operating the port of Churchill is about \$21-million a year. Keeping the port operating as a grain port for the next 10 years would cost at least \$380-million. Novelties for 1994 were the first ship going to Mexico with grain, and the continued testing of an articulated hopper car (it would carry more grain and should be less prone to derailment). Currently, only boxcars are used on the Churchill line.

—Globe and Mail, Western Producer

VIA RAIL CANADA

CANADIAN SIDESWIPE IN KAMLOOPS

VIA Train 1, already running a couple of hours late, was in a minor collision in the CN yard at Kamloops at about 05:00 on December 4. The stationary passenger train was struck when some cars from an adjacent freight train derailed. Passengers were taken by bus to Vancouver, and the train carried on empty after the cars were rerailed, arriving Vancouver around 04:00 on December 5.

—Dean Ogle, Canadian Press

VANCOUVER STATION SIGN REMOVED

The large "CANADIAN NATIONAL" letters atop the Pacific Central Station in Vancouver were removed on December 6 and 7. In May 1993, Vancouver City Council voted to allow VIA to replace the large neon sign, a designated heritage structure, with a sign of a similar style reading "PACIFIC CENTRAL." City heritage planner Marco D'Agostini said that the sign must be replaced with a new sign in a style reminiscent of the old one. Two of the letters from the old sign are to be used in the new one, for continuity, and the rest are being moved to the West Coast Railway Association's museum in Squamish.

—Dean Ogle, Canadian Press, Victoria Times-Colonist, BRS Branchline

TOURIST RAILWAYS AND MUSEUMS

NEW CAR FOR ROCKY MOUNTAINEER

Great Canadian Railtours has announced that it is adding a luxury, bi-level, glass-topped dome car to the *Rocky Mountaineer* for the 1995 season, to operate between Calgary and Vancouver. The 74-seat car, costing \$2.8-million, is being built by Rader Railcar Inc., of Denver, Colorado. GCRC presently provides cold meals to people on its train, but the new dome car will have a full kitchen providing hot meals to 36 diners on the lower level. Additional features of the dome car are an open-air observation platform and an elevator to allow people in wheelchairs to reach the upper deck. A premium fare will be charged;

the one-way fare between Vancouver and Banff in the dome car will be \$945, compared with \$425 to \$525 for travel in the rest of the train. If the service proves successful, GCRG will order a second car, for service in 1996. Ridership on the *Rocky Mountaineer* was 26 000 passengers in 1994, compared to 21 000 in 1993.

—Victoria Times-Colonist,
Vancouver Province, Vancouver Sun

6060 TO STAY IN CANADA

There were plans for the Rocky Mountain Rail Society to lease former CNR 4-8-2 steam locomotive 6060 to the Grand Canyon Railway in Arizona. However, the Grand Canyon cancelled a tentative lease when it found it would have trouble transporting 6060 from the Alberta Pioneer Railway Association museum in Edmonton to its railway. RMRS had decided to lease the steam engine to make enough money for maintenance of 6060 when it returned. Many railfans in the west were upset that Alberta government money had been spent on a locomotive that might have wound up operating outside Canada.

—Edmonton Journal, BCRHA

CP RAIL SYSTEM

TRUCK HITS E&N TRESTLE

On December 7, a truck skidded into the trestle over Dumont Road at North Welling-ton, damaging the trestle on CP's Esquimalt and Nanaimo Railway. The VIA *Malahat* passenger train was replaced north of Nanaimo by a bus for one day. The accident happened about 20 minutes before a freight train was to cross the trestle; the train was able to stop safely.

—Victoria Times-Colonist

RESORT EXPANSION

Canadian Pacific's proposed hotel developments will be the last the company ever asks for in Alberta national parks, says a company spokesman. If the developments are approved, the company would agree in writing to a permanent cap on new developments within the parks. Among CP's proposals are an additional nine holes of golf at the Banff Springs Hotel, and possibly 200 additional guest rooms and associated staff housing; a convention centre at the Château Lake Louise and perhaps construction of an outdoor tennis court; and new housing at the Jasper Park Lodge for staff, development of 400 additional hotel rooms, and expansion of the golf course.

A CP spokesman said such improvements are needed if Canadian Pacific is to compete in a global marketplace. He said the projects would result in a net environmental gain for the mountain parks, with Canadian Pacific swapping 148 hectares (366 acres) of lease land for 30 hectares (74 acres) of new lease land adjacent to its golf course. Most of the 148 hectares are in the montane region, regarded as crucial for wildlife. Wendy

Francis, a spokeswoman for the Canadian Parks and Wilderness Society, said there's too much development in the parks already. "We want a permanent moratorium on the development right now starting with CP's proposals," she said. She said the effect of golf courses in the montane region simply can't be mitigated because it means a loss of winter grazing areas for wildlife.

OTHER NEWS

BCR TO USE LIGHTER RAIL

BC Rail has found that it will be able to save millions of dollars in track upgrade costs by using a new lighter-weight hybrid rail. The rail has a weight of 124 pounds to the yard. It is about \$2.00 a foot less expensive than the 136-pound rail used on nine percent of the BCR main line, and about \$1.50 a foot more than the 115-pound rail used on about one third of the main line. The new rail promises 50 percent longer life than the lighter rail in the mountain track sections.

—Vancouver Province

RELICS

A scrap yard on BCR is located about 50 miles north of Prince George near McEwan siding. There are 50 to 75 freight cars (including some 40-foot box cars) located there as well as the remains of RS3s 569 and 578 and C425s 800 and 812.

—Eric Kruse in Northwest Railfan

GRAIN EXPORTS UP

Grain exports for 1994 are about 40 percent ahead of 1993, and west coast ports are setting new records every month. More cars are available this year, there was an earlier harvest, the good quality crop this year needed less segregation at the terminals, and fewer cars were allocated to U.S. shipments.

—The Western Producer

MRL-BN COKE TRAIN REROUTED

The coke train from Billings, Montana, to Roberts Bank is now running via Pasco and Vancouver, Washington, because of the elimination of helper locomotives on Stevens Pass. The size of the train has been doubled to about 112 cars and it apparently runs only every two weeks now. This petroleum coke train originates at Billings and usually operates with all Montana Rail Link power, except north of Everett, where a Canadian-approved BN SD40-2 is added to the point.

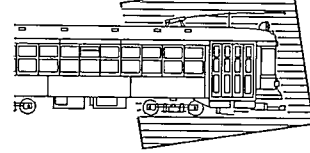
—Northwest Railfan, Dean Ogle

STRY TO DO MRL WORK

Dennis Washington, the man who has purchased the Southern Railway of British Columbia from ITEL Rail Corp., is also the owner of Montana Rail Link. MRL indicates that they may use the SRY shop facilities to provide services not only to its own equipment but to the railway industry in Canada and the U.S.

—Northwest Railfan

IN TRANSIT



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INDUSTRY NEWS

LOW FLOOR BUS LEGISLATION

Ever since the Ontario Government decreed that all new transit buses ordered or leased after July 1, 1993, must be low-floor and fully-accessible, the ministry of transportation has been conducting an extensive technical review in order to determine an appropriate vehicle specification for large, low-floor, urban transit buses. The ministry has been carrying out the review in consultation with the transit industry, including individual transit system managers, vehicle manufacturers, and representatives from transit user groups.

Work on specifying equipment and standards is still ongoing. In the interim, a low-floor transit bus in Ontario must meet the following specifications:

- A minimum length of 9.144 metres;
- At least two passenger doors on the right side, with the front door being at least 762 mm wide and the other door being at least 813 mm wide;
- A mostly level floor that, either by design or by the use of a "kneeling" feature, is approximately at the level of an urban curb-side or bus passenger platform during loading or unloading of passengers;
- A ramp having a slope of no more than four to one, to allow passengers to bridge the gap between the bus and the curb-side or platform;
- At least two readily-accessible spaces designated for personal mobility devices; and
- A system for securing personal mobility devices consisting of devices anchored to the bus or of compartments, or a combination of both, that limit the forward, backward, rotational, lateral, and vertical motion of every personal mobility device in the bus at their points of contact with the bus while it is in normal operation, including full throttle acceleration and maximum braking.

In addition, all buses ordered or leased after July 1, 1993, must be fully-accessible, low-floor buses, with the following "Easier Access" features, in order to receive ministry transit subsidy:

- A "kneeling" feature;
- Enlarged lettering, high-contrast destination signs, with yellow lettering on a black background;
- Lights over entrance and exit doors;
- Lights to illuminate the vehicle floor at entrances and exits;
- A minimum of two seats designated as priority seating;

- Bright yellow hand rails, grab rails, and stanchions;
- Yellow stanchions at each priority seat, with "stop request" buttons;
- Lowered "stop request" cords in bright yellow, or yellow "stop request" strips;
- Bright yellow nosing on flooring edge at entrances and exits, ramps, and interior steps;
- Grab rails at vehicle entrances and exits;
- "Stop request" signs; and
- A floor heater at the front entrance of the vehicle.

Other recommended Easier Access features include angled priority seating, under-floor lighting at priority seats, yellow "padded" stanchions at each priority seat, interior and exterior public address systems, and a floor heater at rear doors.

The Ministry has stated that the Easier Access logo is to be displayed inside the bus, in order to identify the Easier Access features, and that all fully-accessible, low-floor urban transit buses should display the international symbol of accessibility on the outside of the bus. Easier Access training is also to be provided to all transit operators. —CUTA Forum

NOVA BUS REORGANISES

Nova BUS Corporation has emerged as a larger force in the bus-building industry, and is now also a potential subsidiary of Bombardier Inc. Nova BUS, based in Saint-Eustache, Québec, has purchased Transportation Manufacturing Corporation (TMC), with plants in Roswell, New Mexico, and Schenectady, New York. TMC is the remains of the U.S. bus-building operation of General Motors, and its purchase by Nova BUS re-unites the former Canadian and U.S. GM bus plants. Nova BUS will re-open the closed Roswell plant, and will use all three plants to assemble the RTS model buses formerly produced by TMC, and the Nova BUS Classic and Nova LFS low-floor designs. The company expects the acquisition of TMC to allow it to compete in the U.S. market, which requires final assembly of buses in the U.S.

The same day as the TMC purchase, Nova BUS also sold 25 percent of itself to Bombardier Inc. for \$7.2-million. Bombardier had been eyeing the bus business for some time, and saw an opportunity to enter the market at a time of restructuring and change. The deal includes an option for Bombardier to become 100-percent owner of Nova BUS in 1998, and the option is likely to be exercised.

—Globe and Mail

BRITISH COLUMBIA

POSSIBLE LRT IN VANCOUVER

Newspaper reports say that the British Columbia government is about to announce a \$1-billion project to build a light rail transit line between Vancouver and Coquitlam, in the Broadway-Lougheed corridor. The system

would use light-rail cars similar to those in Calgary and Edmonton, and would not be built with Bombardier's ICTS technology, as used for the SkyTrain.

While officially still neutral on three potential Lower Mainland transit corridors, the provincial government has already decided on the general route and system, according to sources. The choice of a Broadway-Lougheed corridor and the light-rail system satisfies existing and future transit ridership demands in the northeast of the Lower Mainland. It also allows municipal governments along the route to achieve higher-density zoning at a time when residents are wary of continued growth.

"It is," said one elected municipal official involved in transit planning, "the only logical choice for the current provincial government, and they've already decided to do it. Whether they actually build it, as opposed to just announcing they're going to build it, is another matter." An announcement on the corridor can be expected any time between this month and February, to be tied-in with a possible election call.

The provincial government has said it is investigating three potential lines: Vancouver-Richmond; Vancouver-Coquitlam; and Coquitlam-New Westminster. Each one of the three potential transit corridors would cost about \$1-billion, according to the provincial minister of employment and investment. The province is waiting for the Greater Vancouver Regional District to endorse a route, and the province has stated that it doesn't want to impose its own decision on the Lower Mainland. However, said the minister, "I'm not optimistic because they [the GVRD] generally support all of them, and they don't make the tough priorities. They want someone else to do that."

Sources inside municipal government and BC Transit say the provincial government has already decided on the northeastern Coquitlam corridor and is prepared to officially announce its decision within the next few months. The precise route has not been determined. It will extend into Vancouver at least as far as the SkyTrain station at Broadway and Commercial, and could run further west towards the University of British Columbia. The eastern terminus of the light-rail line could be the subject of negotiations between the province and Coquitlam.

The government, for example, may announce it is prepared to build a transit line from Vancouver to Lougheed Mall, then bargain for zoning concessions in Coquitlam in return for extending the line to Coquitlam Centre. The government has received a report on the Broadway-Lougheed route that it recently hurriedly commissioned from a private engineering firm, but it has not made the results public.

Of the three potential corridors, only the Vancouver-Coquitlam line satisfies the provincial government on all levels. Existing ridership of bus and trolley-coach routes along the Broadway-Lougheed corridor is already as high as predicted best-case ridership levels on a Vancouver-Richmond rapid-transit line. Thus, a Broadway corridor is guaranteed to yield high ridership. Construction of the line would presumably draw new riders, plus it would have a dramatic effect on municipal zoning and subsequent high-density residential and commercial development along the route. Burnaby, for example, is reluctant to allow new high-density zoning on certain of its lands unless provision is made for upgraded transit to service such high-density zones. Coquitlam has already made it clear it will not agree to the kind of high-density zoning the GVRD is currently seeking to accommodate increasing population, unless rapid transit is first guaranteed. A recent municipal study indicated that 75 per cent of Coquitlam residents oppose further municipal growth, and the city council is not willing to allow new high-density areas without a firm provincial commitment to service any such areas with rapid transit.

Meanwhile, in Richmond, efforts to promote a new high-density town centre have not worked out as planned; indeed, the entire town-centre project seems to have come to a halt. Also, BC Ferries has announced it will not build a new fast-ferry terminal near the airport in Richmond, a facility that would require rapid-transit service to be successful. In terms of existing vehicle traffic patterns, the northeast corridor is plagued by greater congestion than the north-south corridor. Although traffic continues to increase between Vancouver and Richmond, it is increasing faster along the northeast corridor. Politically, the NDP provincial government would be announcing a \$1-billion transit system along a route that is largely NDP in representation. Richmond, on the other hand, has largely divested itself of New Democrats at all levels of government.

Light-rail technology offers the government certain engineering advantages as well. It can run at grade, in a tunnel, or elevated. Some combination of all three would be likely on a Broadway-Lougheed route, although it would have to be a dedicated line. Unlike SkyTrain, light-rail service requires drivers and a generally high level of staffing.

If the project goes ahead, there would be three different rail transit systems (the SkyTrain, the proposed BC Transit CommuterRail heavy-rail system, and this new LRT proposal) in the lower mainland, all developed within the last decade.

—Vancouver Sun and Financial Post via John Reay

KAMLOOPS CONTRACT

Laidlaw Transportation will be the new contract operator of BC Transit bus service in Kamloops, beginning in January. The city council vote in favour of Laidlaw, the lowest of two bidders, surprised the transit workers' union after at least five councillors earlier indicated they would vote against a BC Transit recommendation to accept Laidlaw over the current contractor, FarWest Coach Inc. Laidlaw was the low bidder in the original tendering process last year, but those bids were tossed out after the union representing bus drivers and support staff successfully lobbied against Laidlaw. That company had indicated it would cut wages, benefits, and jobs to allow it to make money on the contract. This year's new bids were subject to conditions recommended by a BC Transit task force that looked into the contracts in Kamloops and Kelowna. The task force recommended continuity of employment, seniority, wages, and benefits. The conditions were accepted by both bidders, and will form part of the contract. Laidlaw's final bid was \$153 000 lower than FarWest's.

—Canadian Press

TORONTO

NEW CHIEF SELECTED

Al Leach, chief general manager of the TTC since 1987, is leaving his \$150 000-a-year post at the end of 1994. Replacing him will be David Gunn, a U.S. native (but of Canadian ancestry) who has led Philadelphia's SEPTA, New York City's NYCTA, and WMATA in Washington, D.C. The search had been narrowed down to seven likely candidates, and Gunn was selected for his transit management experience, and pro-transit outlook.

—Toronto Star

SHORTS

Scarborough RT ICTS car 3000 was brought by truck to the TTC's Harvey Shops for work. This is a rare visit to the Toronto-gauge (4' 10-7/8") Hillcrest complex for the standard-gauge (4' 8-1/2") RT cars, which are normally maintained at McCowan Carhouse on the RT line. In what must be a first, 3000 was in the shops at the same time as Peter Witt car 2766, which is being cosmetically restored for January's centenary celebrations at Roncesvalles Carhouse. On November 28, 3000 was trucked back to Scarborough, and Car 3005 was brought to the shop, and moved inside the next day. • The TTC's InfoBus, recently acquired by the Canadian Transit Heritage Foundation, will stored for the time being at Ajax Transit's garage. • The four TTC trolley coaches sold to a private individual in Etobicoke (9221, 9335, 9339, and 9348) are now at a farm in Troy, Ontario, in a field on the north side of Highway 5, east of Highway 24. —Dave Morgan

MOTIVE POWER

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CP's NEW GE AC4400CWs

A CP press release indicates that the 40 new units now on order will be 4400-horsepower AC4400CWs. (Earlier information had indicated that the units would be 4000-horsepower.) The locomotives will be assembled at GE's plant in Erie, Pennsylvania, but some components will come from Canadian suppliers. The traction motors are to be manufactured at the GE plant in Peterborough, Ontario. CP said that \$20-million of the order will be spent in Canada and that GE would spend another \$20-million in Canada.

CP LOCOMOTIVE NOTES

Two of CP's ex-Kansas City Southern SD40-2s are at Ogden Shops in Calgary for overhaul and painting: 673 and 674 arrived at Ogden in mid-November, and are currently scheduled for release as 5418 and 5419 on January 17 and February 3, respectively.

Former GATX leased SD40-2 2009 has been renumbered as CP 5431. • D&H GP38 7311 has once again had its scheduled release date bumped, now to December 15.

Twelve Conrail SD40s, CRL 600-611, have been leased; six arrived on Train 523 on December 12, and four more on 523-13.

CN MOTIVE POWER NOTES

CN's leased LMS units (now known by railfans as "Llamas") 715-739 have arrived and are mainly seeing service in eastern Canada, and on international trains to Buffalo and Chicago. LMS units 700-714 and 740-759 have also emigrated from Conrail for service on Union Pacific. • The following former Union Pacific SD40s have been released from overhaul and painting at AMF and are on the road: CN 5364, 5365, 5367, 5368, and 5370 (these were UP 4095, 4100, 4108, 4091, and 4092, and carried temporary CN numbers 2000 higher, in the 6000- and 6100-series.)

ONR REBUILT F-UNIT IN SERVICE

Ontario Northland's rebuilt FP7, No. 2000, made its first trip to Toronto on Train 698 on November 21 and was in regular service on Trains 697 and 698, the *Northlander*, between Toronto and Cochrane, until the train was suspended during the lockout of shopcraft workers. • The ONR has received funding to upgrade 18 locomotives to accommodate a full train crew for cabooseless operation. They anticipate the start of cabooseless train operation in 1995.

Motive power news sources: BRS Branchline, Kevin Burkholder via CompuServe, CP Rail, Phil Hall, Gary Murray via FidoNet, Gordon Webster.

ROLLING STOCK

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TRENTON WORKS SOLD

The Greenbrier Companies, the fourth-largest railway car leasing company in the U.S., has agreed to acquire Trenton Works Inc. in Trenton, Nova Scotia. The proposal calls for Greenbrier to control a new company called Trenton Works Ltd., which will operate the Nova Scotia plant.

In the orders department, Trenton Works has signed an agreement with Tolko Industries to manufacture 200 boxcars for \$18-million. Tolko, of Vernon, B.C., will use the cars to serve a new lumber plant in High Prairie, Alberta. Other contracts in progress include 150 boxcars for CN, and 150 boxcars and 150 centre-beam flatcars for BC Rail.

CN HOPPER LEASE

CN is leasing 1000 covered hopper cars for seven years, to bring CN's fleet up to a minimum of 11 000 cars, which can be expanded to 16 000 when required, and to reduce CN's dependence on short-term lease cars during peak grain shipping periods. CN will take cars that are either newly constructed or used, and wants them by September 1995.

PRIVATE CAR SOLD

The *Northern Lights* business car (PLRX 1915) was sold this month to Kenneth Bitten of Classic Rail Cars Inc. The car was at Cooper Street on Toronto Harbour Commissioners track and was available for hire for stationary functions. The company that owned the car fell into financial difficulty and the car was auctioned off last month. It left downtown Toronto late in the evening of December 8 to CN's MacMillan Yard, and arrived in Buffalo, New York, on December 11. It is destined for Fair Lawn, New Jersey. The car was a former CN business car and was originally a Spokane, Portland and Seattle lounge-solarium observation car, built in 1915. —Phil Hall

BACK COVER

GODERICH-EXETER RAILWAY AT SEAFORTH, ONTARIO

TOP — GEXR GP9s 179, 178, and 177 on November 25, 1994. All four of GEXR's GP9s (180 is the other one) were originally built by GM for Québec Cartier Mining (Chemin de fer Cartier), in 1960.

BOTTOM — A westbound train in the distance approaches the London Agricultural Commodities grain elevator at Seaforth in July 1994. The elevator is one of the GEXR's most important customers, and has its own trackmobile to move cars on its siding. —Photos by Steve Gardner

