

Canada's Railway Magazine since 1945

# Rail & Transit



OCTOBER 1995





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### This issue

This month we feature news, history, and pictures of Canada's two newest commuter railways, in Montréal and Vancouver. Our coverage of the Deux-Montagnes line in Montréal includes photo coverage of much of the line's equipment and stations, including some rare views of the older equipment. Just A. Ferronut presents photographs and descriptions of the unique construction equipment used on the line during the recent rebuilding programme.

### Cover photos

On the front cover is a photo by Ted Wickson, taken at the loop at Val-Royal on a misty morning earlier this year. The veteran electric motors, with but a few more months of service ahead of them, are waiting to take a train south to Central Station, after having turned around on the loop.

The back cover shows the oldest and newest self-propelled cars on the Deux-Montagnes line. The top photo is a CN archives view of one of the two early electric cars home-built by CN for the line. The posed and pristine condition of car 15904 suggests that this is a builder's photo from the 1920s.

The bottom photo on the back cover shows the newest electric MU cars, built by Bombardier in 1994-95. Pat Scrimgeour captured the ceremonial first revenue train of the new equipment, at Du Ruisseau station on October 26, 1995, the day the line reopened for service after the rebuilding.



Above is a photo by Michel Belhumeur at Laval-sur-le-Lac station, showing a train typical of the Deux-Montagnes line towards the end of 2400 V DC operation. The 1914-era boxcab motors are hauling a train of comparatively-new 1950s coaches, leased from VIA and fitted with opening windows, to eliminate the need to maintain the on-board airconditioning. Also common during the rebuilding period was the sight of old and new plant; on the left are new masts, ready for the 25 kV AC catenary; on the right are the old lattice masts, from the original electrification of the line. This station was not rebuilt, and the new trains now pass this site without stopping.

This issue completed January 5, 1996

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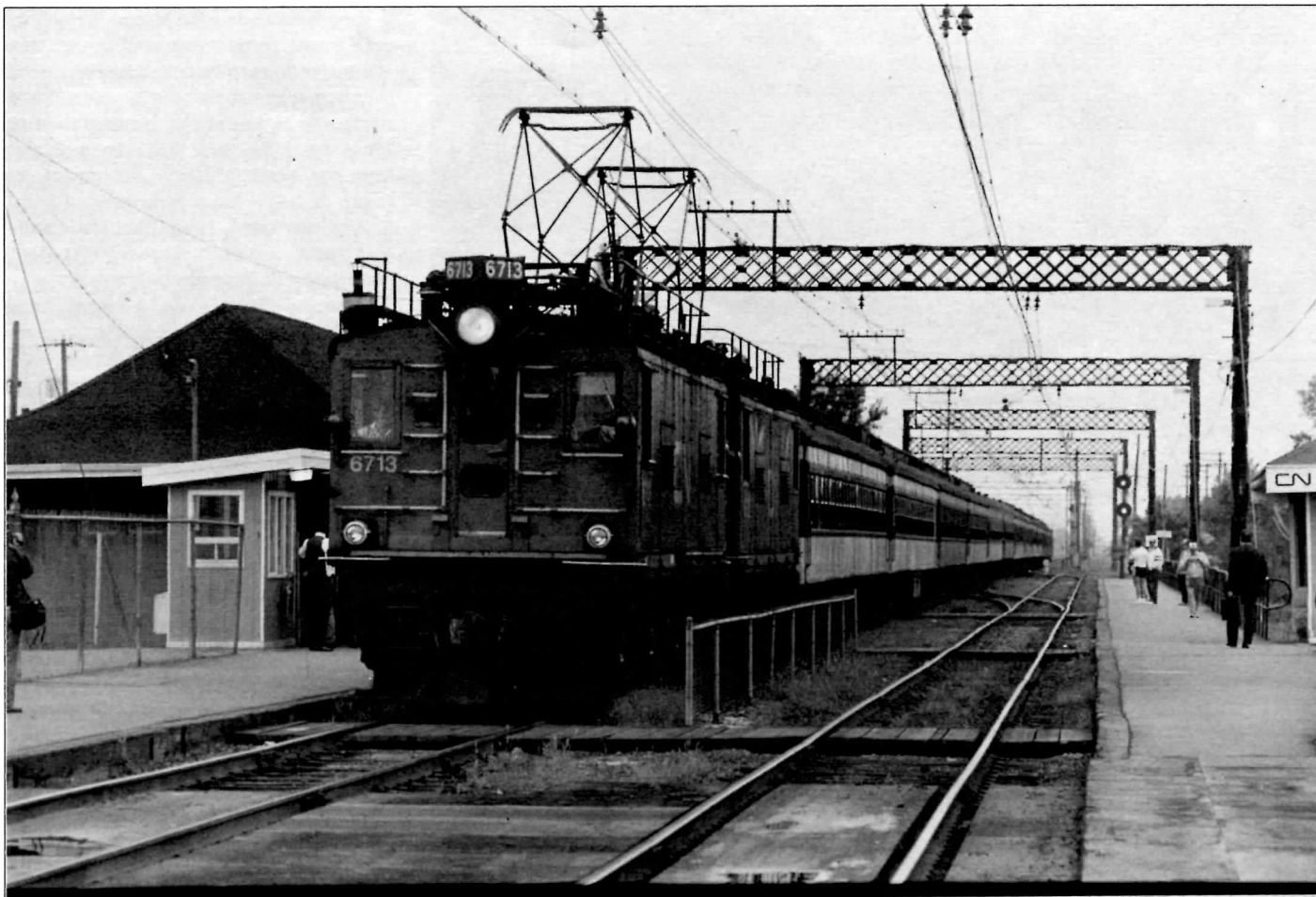
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# MONTREAL'S ELECTRIFIED RAILWAYS



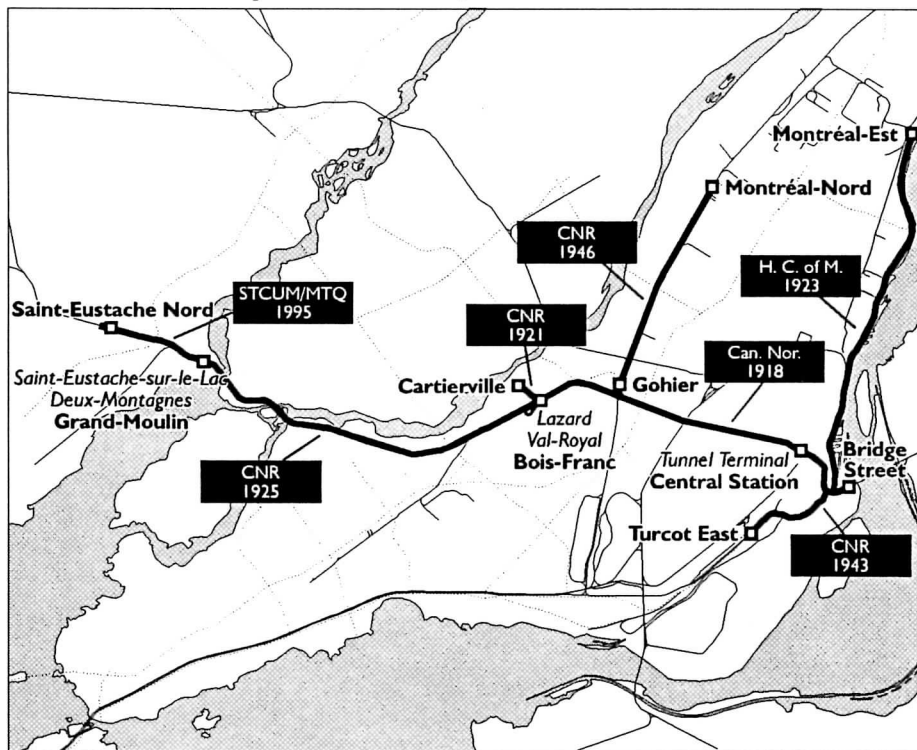
A train towards Montréal, led by Z-1-a boxcab 6713, one of the original Canadian Northern electric locomotives from 1918, at Val-Royal, in a photo by John Carter, from September 1988.

A connection with the history of Canada's railways was lost when CNR electric locomotives 6710 and 6711 brought a suburban train into Montréal's Central Station for the last time on June 2, 1995.

These two motors had taken the first train through the tunnel in 1918, were the longest-surviving locomotives in regular, continuous service in North America, and were the only locomotives remaining from one of the predecessor railways to Canadian National. Built in 1918, they predated diesel engines and outlasted locomotives built even 50 years later.

This is not a comprehensive history of the line. These pages outline, with photographs, tables, and maps, the expansion and contraction of a system of electrified railways in Montréal over a period of 80 years. More information on the construction of the line and the recent reconstruction is in Just A. Ferronut's Railway Archaeology column, later in this issue.

## Electrified railways of Montréal, 1918-1995







## Tunnel Terminal

The Tunnel Terminal was built by the Canadian Northern as a temporary station at the southern end of the Mount Royal Tunnel, until a new station was built as part of a major downtown development. Canadian National selected the site to consolidate its stations in Montréal, and planned to bring its trains from the west into the new station from the north, through the tunnel. Work began in 1929, but was suspended in 1931. It was not until 1943 that the Canadian Northern's aspirations were met by the completion of Central Station.

The top photo is of the Tunnel Terminal in 1940, when it was still in operation as the station for suburban and longer-distance trains to the north through the Mount Royal tunnel. Rue de la Gauchetière is in the foreground in this view looking to the north. The Canadian Northern name and insignia remain on the building, but the canopy is marked for Canadian National.



## Central Station

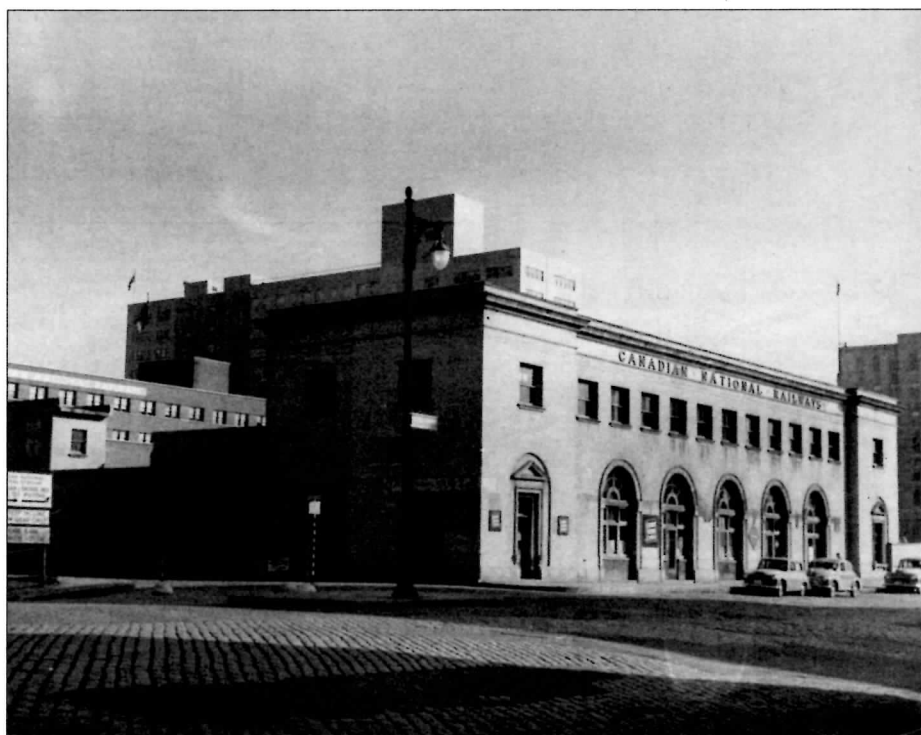
The new Central Station opened in 1943, but because of cost-cutting, it did not at first allow the complete consolidation of all of CN's passenger services. The new station was used for all long-distance trains and the suburban trains to the north. Suburban trains to the west continued to use Bonaventure Station until it was closed after a fire in 1948. Local trains from the southeast continued to use the Montréal and Southern Counties station until that service ended.

The new line to the south was electrified, and the wires were extended south from the new station to Bridge Street and to Turcot East. To eliminate noxious fumes in the station, electric locomotives replaced steam engines to move passenger trains in from these points. The overhead wires were removed when diesel engines replaced steam.

The centre photo on this page shows a train arriving into Central Station from the Mount Royal tunnel on April 30, 1950, behind GE boxcab 9101 (retired in 1995 as 6711). The tracks to the left are those to the Tunnel Terminal, by then no longer used for passenger trains. The view is to the north from Dorchester Boulevard (now boulevard René-Lévesque); this open area is now completely covered by Place Ville-Marie.

The lower photo is of the Tunnel Terminal building in 1950, when it was being used as an express terminal. The new Central Station is in the background. By this time, the Canadian Northern lettering and the canopy had been removed, and Canadian National Express heralds had been applied. The building was removed when the CN headquarters building was built on this site.

All three photos on this page are from the Paterson-George collection.



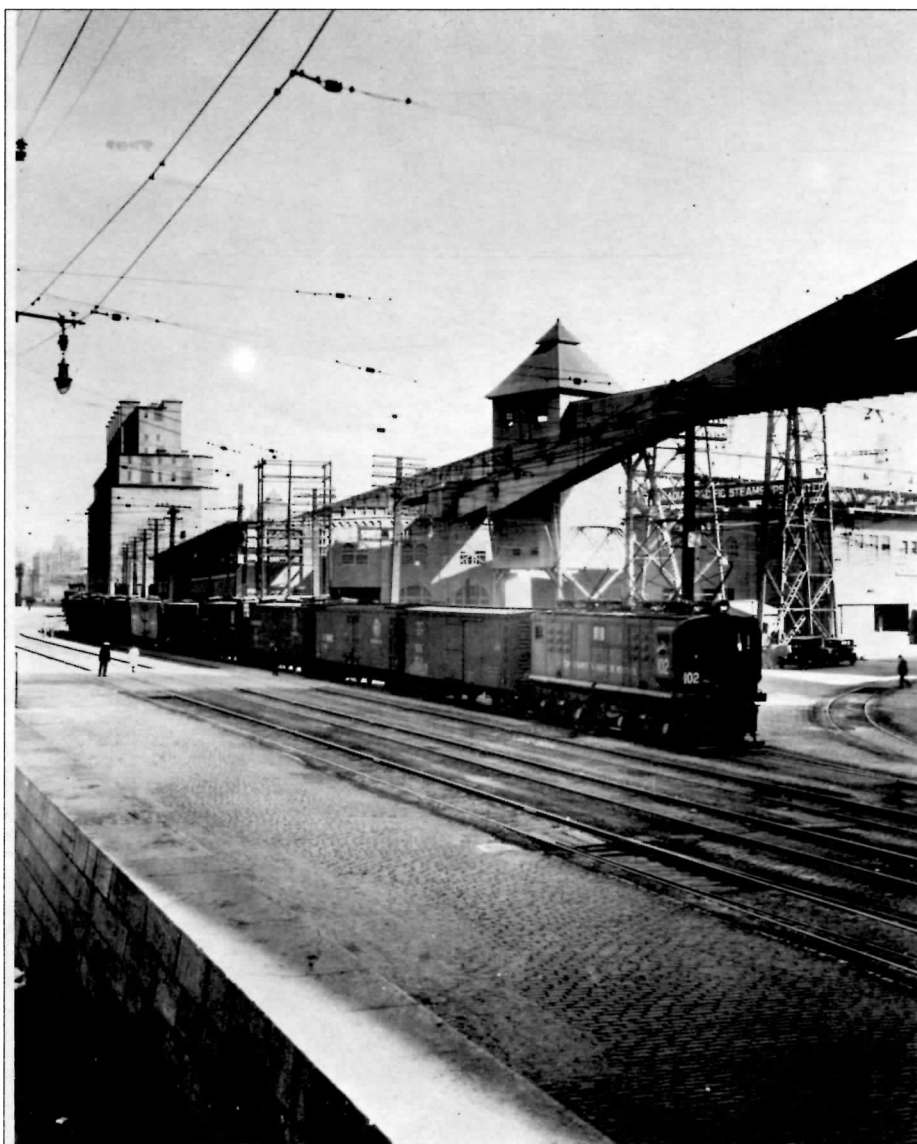


## Montréal Harbour

After the first world war, the Harbour Commissioners of Montreal electrified their terminal railway serving the port area, with the aim of increasing efficiency as traffic increased. Nine locomotives were built for the harbour railway by English Electric and Beyer-Peacock between 1924 and 1926, but limited electric operations on the railway's main tracks had begun in 1923, with two GE motors leased from Canadian National.

Electric operations at the harbour ended in 1940, and the nine locomotives were traded with the CNR for seven 0-6-0 steam locomotives. Between the 1920s and the 1940s, costs and technology had changed to the extent that electric operation was then more expensive. Operation continues at the harbour today with the Port of Montréal's small fleet of GM diesel switchers.

The photo, from the CN photo library, shows locomotive No. 102 (retired in 1995 as CN 6717, after having last run in 1993), lettered for the "Commissaires du Havre de Montréal," with a string of refrigerator cars on the western part of the harbour railway, near the Canadian Pacific Steamships wharf. The harbour's cold storage warehouse, which is still standing today, is the large building to the east, in the background.

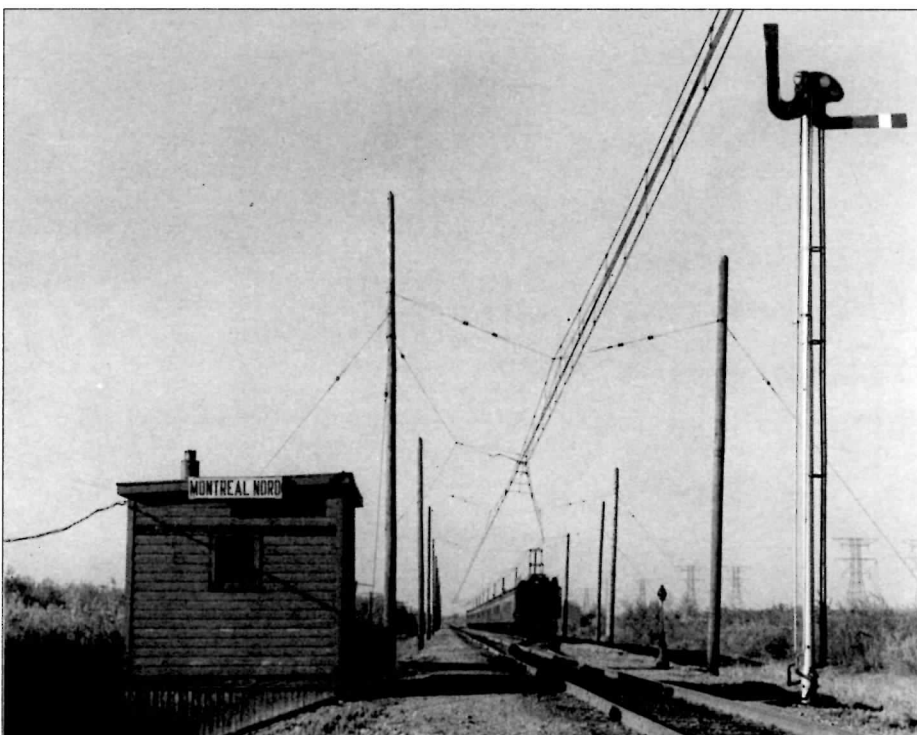


## Montréal-Nord

As part of CN's consolidation of its lines in the Montréal terminal area, construction of a line was begun in 1943 from Jonction de l'Est (Gohier) to Pointe-aux-Trembles. Suburban trains began running on this line in 1945, from Central Station to Eastern Junction, then east to Montréal-Nord. For a few months, these trains were diesel-hauled, until the electrification was completed in the winter of 1945-46. This extension, and the terminal switching at Central Station, required the expansion of the locomotive fleet beyond the seven original Canadian Northern boxcabs, and so the English Electric motors from the harbour were acquired in 1942 and the centre-cabs in 1950.

Service on this line was always less frequent than on the line to the north; after 1954, there were only two trains in the morning and two in the evening. Suburban trains on this line last ran in 1968. The completion of the Métro, with its connecting buses, had made the trip to downtown faster and more frequent than the train could be. The overhead wires were removed soon after the suburban trains ended.

The photo is from the Paterson-George collection, taken on May 26, 1950, at Montréal-Nord. The view is to the east, and the end of the overhead wires can be seen at the far end of the siding. A nine-car train waits in the siding, ready to head west, back toward Central Station.





## Equipment (1918 to 1925)

### The original GE boxcabs

This photo, from the Paterson-George collection, shows Z-1-a motor No. 9102 at the wooden platforms of the Tunnel Terminal on August 28, 1936. No. 9102 was delivered from General Electric as Canadian Northern 602, and was retired in 1995 as CN 6712.

The first four of this series, Canadian Northern Nos. 100 to 103, were built in 1914 by General Electric in Erie, Pennsylvania. The fifth of the same series was assembled by Canadian General Electric in Toronto in 1916. No. 105 came as a separate order, and was built at the CGE plant in Peterborough in 1915. All were thus completed some time before the tunnel opened in 1918.

The Z-1-a and Z-4-a boxcabs were overhauled in the early 1950s so that they had the same traction motors as the newer Z-5-a centre-cabs. The four GE 754 traction motors together generated 1100 horsepower.

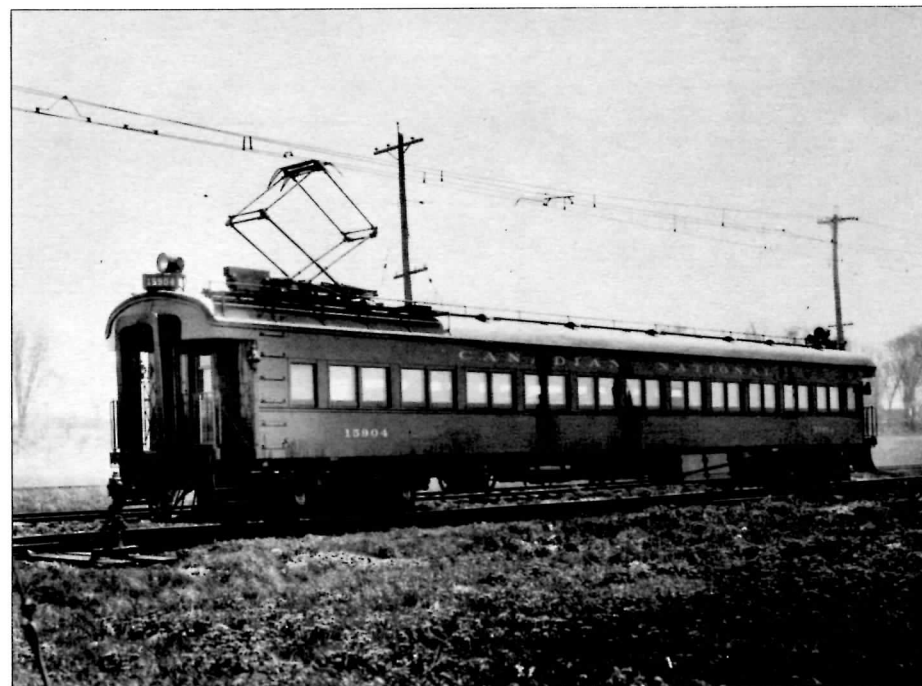


### The boxcabs from the harbour

No. 6716 (originally No. 101 of the Harbour Commissioners of Montreal, and retired by CN in 1995) and another English Electric Z-4-a are hauling a train away from Montréal at Val-Royal in this picture, taken by David Onodera in September 1992.

These locomotives were built together by English Electric and Beyer-Peacock in England between 1924 and 1926, and delivered to Montréal by ship. They were used at the harbour as Nos. 101 to 109 until 1940, and were traded to the CNR in 1942 for seven 0-6-0 steam switchers, CNR Nos. 7512 to 7518.

At 146 tons, they were heavier than the GE boxcabs, which weighed 87 tons. This, plus a more rigid frame, made them rougher-riding, and they were more commonly used for the slower-speed work switching the south side of Central Station.



### The 1925 MU cars

Multiple-unit car No. 15904, built by the CNR in the Pointe Saint-Charles shops, looks brand new in this photo from the CN photo archives.

Canadian National built two MU cars, 15903 and 15904, using electrical equipment that had been bought by the Canadian Northern but never used. Two wooden coaches from 1908 and 1909, which originally ran on the Grand Trunk Pacific, were heavily modified to become these two motor cars. They were powerful enough to pull several coaches uphill through the tunnel, and were the mainstay of the commuter service between Montréal, Cartierville, and Saint-Eustache-sur-le-Lac for most of their lives. The cars were retired in 1949, replaced by the new GE Z-5-a centre-cabs.



## Equipment (1950 to 1994)

### The GE centre-cabs

Ted Wickson's picture from September 1, 1978, shows 6726 and another Z-5-a with a northbound train near the siding at La Prairie.

CN bought these three locomotives new in 1950, to replace the 1925 MUs and to supplement the small fleet handling passenger trains at Central Station. When they were delivered, they were numbered 200 to 202; they were renumbered to become 6725 to 6727 in 1969, as part of a larger scheme associated with the computerisation of CN's records and car tracking.

In the last years, a pair of these was often used most as a "hauler" set, to bring diesel-powered commuter trains through the tunnel. The electrics would be cut off during the station stop at Portal Heights and run ahead to either the crossovers at Mont-Royal or those at Jonction de l'Est. A CN GP9 would then lead the train the rest of the way to Deux-Montagnes. Southbound diesel-hauled trains would coast through the tunnel and did not need electric pilots.

### The 1952 MU cars

This photo shows a standard off-peak train of one motor car, 6730, and two trailer cars at Laval-sur-le-Lac, across the Rivière des Mille-Îles from Deux-Montagnes. The photo is by Michel Belhumeur.

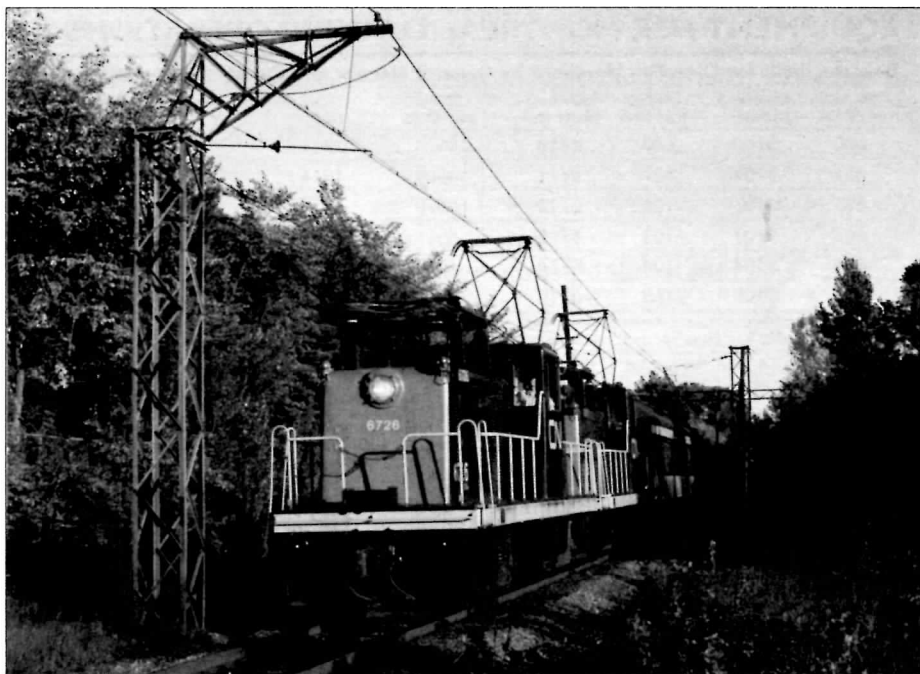
The six motor cars, M-1 to M-6, and the 12 trailers, T-1 to T-12, were built in 1952 by Canadian Car and Foundry in Montréal. Each car was 70 feet long, and was close in appearance to the 85-foot intercity coaches that Can Car was then building for CNR.

The cars ran in sets of three, with the motor car at the north and the two trailers at the south, with their control cabs facing south. The sets were combined to form trains of three, six, or nine cars. They would often run as two long trains during rush hours, mixed with the locomotive-hauled trains, and as shorter trains to provide all service at other times.

### The 1994 MU cars

This photo, taken by Ted Wickson on February 27, 1995, shows motor car 402 at the new yard at Saint-Eustache, before either the car or the shop was in service.

The new Bombardier cars were delivered in 1994 and 1995. They were tested on the newly-electrified section north from the old Deux-Montagnes station (now Grand-Moulin) through the winter and spring, and then further south as the 25 kV AC overhead replaced the 2400 V DC wires. Regular service began with the new cars in October 1995, but electrical problems with the cars led to the temporary suspension of service in December 1995.



## EQUIPMENT FOR MONTRÉAL ELECTRIC OPERATIONS

### Boxcabs, built for Canadian Northern by General Electric and Canadian General Electric

CAN. NOR. NUMBERS	CNR 1919 NUMBERS	NUMBERS FROM 1949	NUMBERS FROM 1969	SERIAL NUMBERS	YEAR BUILT	CNR CLASS	YEAR RETIRED
600	9100	100	6710	4608	1914	Z-1-a	1995
601	9101	101	6711	4609	1914	Z-1-a	1995
602	9102	102	6712	4610	1914	Z-1-a	1995
603	9103	103	6713	4611	1914	Z-1-a	1995
604	9104	104	6714	4612	1917	Z-1-a	1995
605	9105	105	6715	25326	1916	Z-1-a	1995

### Boxcabs, built for Harbour Commission of Montréal by English Electric and Beyer-Peacock

H. C. OF M. NUMBERS	CNR 1941 NUMBERS	NUMBERS FROM 1949	NUMBERS FROM 1969	SERIAL NUMBERS	YEAR BUILT	YEAR ACQUIRED	CNR CLASS	YEAR RETIRED
101	9180	180	6716	582/6234	1924	1942	Z-4-a	1995
102	9181	181	6717	583/6235	1924	1942	Z-4-a	1995
103	9182	182	6718	584/6236	1924	1942	Z-4-a	1971
104	9183	183	6719	585/6237	1924	1942	Z-4-a	1971
105	9184	184	6720	696/6328	1925	1942	Z-4-a	1971
106	9185	185	6721	697/6329	1926	1942	Z-4-a	1971
107	9186	186	6722	698/6330	1926	1942	Z-4-a	1995
108	9187	187	6723	699/6331	1926	1942	Z-4-a	1995
109	9188	188	6724	700/6332	1926	1942	Z-4-a	1995

### Multiple-unit motor cars, built by Canadian National from wooden coaches

GTP NUMBERS	CNR NUMBERS	NUMBERS FROM 1925	COACH BUILT	REBUILT AS MU	CNR TYPE	YEAR RETIRED
2012	3714	15903	1908	1925	EP-73a	1949
2015	3717	15904	1909	1925	EP-73a	1949

### Centre-cabs, built for Canadian National by General Electric

	ORIGINAL NUMBERS	NUMBERS FROM 1969	SERIAL NUMBERS	YEAR BUILT	CNR CLASS	YEAR RETIRED
	200	6725	30357	1950	Z-5-a	1995
	201	6726	30358	1950	Z-5-a	1995
	202	6727	30359	1950	Z-5-a	1995

### Multiple-unit motor cars, built for Canadian National by Canadian Car and Foundry

	ORIGINAL NUMBERS	NUMBERS FROM 1969	SERIAL NUMBERS	YEAR BUILT	CNR TYPE	YEAR RETIRED
	M-1	6730	1936-1	1952	EP-59a	1995
	M-2	6731	1936-2	1952	EP-59a	1995
	M-3	6732	1936-3	1952	EP-59a	1985
	M-4	6733	1936-4	1952	EP-59a	1995
	M-5	6734	1936-5	1952	EP-59a	1995
	M-6	6735	1936-6	1952	EP-59a	1995

### Multiple-unit trailer cars, built for Canadian National by Canadian Car and Foundry

	ORIGINAL NUMBERS	NUMBERS FROM 1969	SERIAL NUMBERS	YEAR BUILT	CNR TYPE	YEAR RETIRED
	T-1	6740	1936-7	1952	ET-69a	1995
	T-2	6741	1936-8	1952	ET-69a	1995
	T-3	6742	1936-9	1952	ET-69a	1995
	T-4	6743	1936-10	1952	ET-69a	1995
	T-5	6744	1936-11	1952	ET-69a	1995
	T-6	6745	1936-12	1952	ET-69a	1995
	T-7	6746	1936-13	1952	ET-69a	1995
	T-8	—	1936-14	1952	ET-69a	1960
	T-9	6747	1936-15	1952	ET-69a	1995
	T-10	6748	1936-16	1952	ET-69a	1993
	T-11	6749	1936-17	1952	ET-69a	1995
	T-12	6739	1936-18	1952	ET-69a	1995

### Multiple-unit cars, built for STCUM by Bombardier

CAR TYPE	NUMBERS	YEAR BUILT	BOMBARDIER TYPE
Motor cars, one control cab	400 to 456 (even numbers)	1994-95	M
Trailer cars, no control cab	401 to 449 (odd numbers)	1994-95	R
Trailer cars, one control cab	481 to 487 (odd numbers)	1994-95	L

## Equipment disposition

Following the retirement of the 2400-volt equipment in June 1995, most of the Z-1-a General Electric locomotives and the 1952 multiple-unit cars have been donated or sold by Canadian National to museums across North America. None of the Z-4-a English Electric motors nor the Z-5-a GE centre-cabs has yet been disposed of.

The first of the Z-1-a motors, 6710, has been taken by the Town of Deux-Montagnes. It will be displayed opposite the new station at boulevard Deux-Montagnes, but until the site is ready it is being stored in the STCUM yard at Saint-Eustache. No. 6711 is now at the Canadian Railway Museum in Saint-Constant, along with coaches 5062 and 5064. Z-1-a 6712 will be put on display adjacent to the Mont-Royal station, but is now in the municipal works yard of the Town of Mount Royal. No. 6714 has gone to the Shore Line Trolley Museum in East Haven, Connecticut. And No. 6715, the single one of the Z-1-a series to be built entirely in Canada, at the Canadian General Electric plant in Peterborough, is at the National Museum of Science and Technology in Ottawa.

Also at the Canadian Railway Museum are a pair of MU cars, motor 6734 and trailer 6742. The South Carolina Rail Road Museum, in Columbia, South Carolina, has three motor cars, 6730, 6733, and 6735, and one trailer car, 6746. Alberta Prairie Railway Excursions, based in Stettler, Alberta, have trailer cars Nos. 6740, 6741, 6744, and 6747. Four more trailers, Nos. 6739, 6743, 6745, and 6749, have gone to the Conway Scenic Railroad, in Conway, New Hampshire.

The remaining equipment is stored at CN's Taschereau Yard in Montréal: Z-4-a locomotives 6716, 6722, 6723, and 6724; Z-5-a motors 6725, 6726, and 6727; MU motor car 6731; and the remaining parts of Z-1-a 6713, Z-4-a 6717, and trailer car 6748, all out of service since 1993.

## Sources

Historical material for these pages was taken from several issues of the *UCRS Newsletter*, *Rail and Transit*, and *Canadian Railway and Marine World*, as well as *The Mount Royal Tunnel* by Anthony Clegg (Trains and Trolleys, 1963). Equipment information came from these same sources, plus several issues of *Extra 2200 South* and *Branchline*, and the CN brochure *Heirs to a Dream*.

The information and photos on these pages were compiled by Pat Scrimgeour, with assistance from Michel Belhumeur, John Carter, Art Clowes, Scott Haskill, David Onodera, Al Paterson, and Ted Wickson. News came via the Internet from Tom Box, James Hay, Vernon Erle Ikeda, and Bob Scheurle.



## 1995 Re-opening

The line between Montréal and Deux-Montagnes was closed for reconstruction work during the summers of 1993 and 1994. Each year, the transit systems in the Communauté urbaine de Montréal, Laval, and Deux-Montagnes co-operated to have a bus service replace the trains. The Railway Archaeology section in this *Rail and Transit* describes the reconstruction project. In the summer of 1995, the closure extended until October, but when the service resumed it was with all new equipment, running under new overhead wires, governed by new signals, and stopping at four new stations.

The first train of the re-opened line was Train 922, which left the new Deux-Montagnes station at 05:30 on the morning of October 26, 1995. The four Bombardier MU cars which made up the train were 454, 447, 443, and 450. (By the time this lightly-used train arrived at Central Station at 06:25, there were three UCRS members in the lead car.) Later in the morning, the same four cars made up a special train which was used for the official opening. The photo on this page, by Pat Scrimgeour, is of this inaugural train loading at Du Ruisseau station.

From October 26 until November 30, limited service operated on the line on a temporary schedule. There was no service during the evenings or on weekends, to allow work on the line to continue. Speeds were restricted to 20 m.p.h. in several areas where lineside fencing had not been completed.

Regular service began in the evening on Friday, December 1, 1995, but within days, problems were being encountered. On December 4 and 5, some trains were delayed or cancelled because of equipment problems. From December 6 to 8, the service was reduced to only four inbound trains in the morning and four outbound trains in the afternoon. Full service resumed later that week, but cancellations and delays were still common. There was no service again on the weekend of December 16 and 17, and only four inbound and four outbound trains ran on December 18 and 19. The service was cancelled completely from December 20, with a planned resumption on January 8.

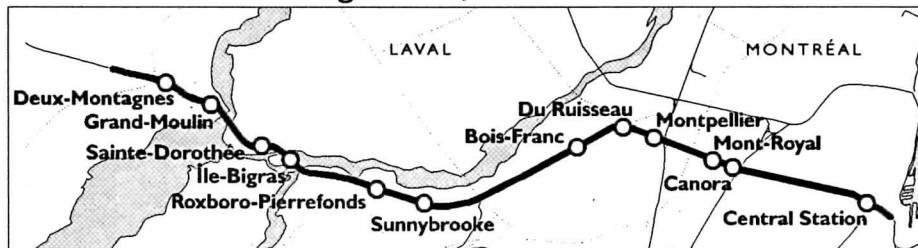
Two problems were cited in the Montréal press. One was with moisture entering the control cabinets and causing problems with the electrical system. The other was with the traction motors, leading to the motors being removed from all cars and shipped back to General Electric for modifications. Both problems were linked to the especially-heavy snowfall early in the winter. Testing of the retrofitted cars began before Christmas. During the period of the closure, work continued on other areas of concern, reported to be in particular the brake systems on the cars and the train-detection equipment at level crossings.

### CN DEUX-MONTAGNES SUBDIVISION

Mile	STATIONS	
0.2	RUE WILLIAM	Crossovers; junction with Montréal Sub. at Mile 0.0
0.6	BONAVENTURE	Crossovers
0.8	GARE CENTRALE	Platforms on tracks 9, 10, 11, and 12 at Central Station
1.0	VILLE MARIE	Crossovers; junction with Montréal Sub.; south portal
1.5	GROTTO	
3.9	JEAN TALON	Crossovers; north portal of tunnel at Mile 4.1
4.2	CANORA	Canora station (formerly Portal Heights)
4.8	MONT-ROYAL	Mont-Royal station
6.0	JONCTION DE L'EST	Crossovers; crossing at grade with Saint-Laurent Sub.
6.2	MONTPELLIER	Montpellier station (formerly Vertu)
7.2	DU RUISSEAU	Du Ruisseau station (relocated Monkland)
7.7	O'BRIEN	Crossovers
8.2	BOIS-FRANC	Bois-Franc station (formerly Val-Royal)
8.5	VAL-ROYAL	End of two tracks
10.6	BOIS-DE-LIESSE	
12.1	SUNNYBROOKE	Sunnybrooke station (relocated À-Ma-Baie)
13.4	ROXBORO	Roxboro-Pierrefonds station (formerly Roxboro)
15.7	ÎLE-BIGRAS	Île-Bigras station
16.3	STE-DOROTHÉE	Sainte-Dorothée station (relocated station)
16.7	DES PRAIRIES	Siding, 2270 feet
18.0	GRAND-MOULIN	Grand-Moulin station (formerly Deux-Montagnes)
19.4	DEUX-MONTAGNES	Deux-Montagnes station (new station); siding, 1820 feet
20.0	ST-EUSTACHE SUD	South entrance to yard and shop
20.7	ST-EUSTACHE NORD	North entrance to shop; electrification ends at Mile 21.6



Montréal-Deux-Montagnes line, 1995



# WEST COAST EXPRESS BEGINS IN VANCOUVER



BC Transit's new West Coast Express commuter train service began on November 1 between Mission and Vancouver. Five trains run west over the CP Cascade Subdivision in the morning rush hour, and the five return east in the afternoon. The trains are made up of WCE's new GM F59PHI locomotives and Bombardier double-deck coaches, but in the early months some locomotives have been leased and some cars continue to be leased from GO Transit in Toronto.

## Westbound trains

Train	dp Missior. City	ar Waterfront
11	05:28	06:45
13	05:53	07:10
15	06:13	07:30
17	06:33	07:50
19	06:58	08:15

## Eastbound trains

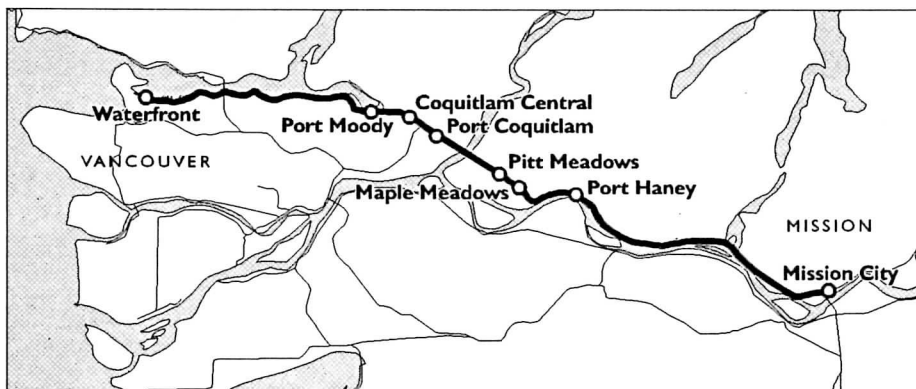
Train	dp Waterfront	ar Mission City
10	16:15	17:32
12	16:45	18:02
14	17:15	18:32
16	17:45	19:02
18	18:15	19:32

In preparation for the West Coast Express, CTC was placed in service between Pitt River and Ruskin on October 16. There was also a track realignment between Smith at Mile 110.0 and Mile 110.4, a new station, Renfrew, at Mile 125.7, and new single-track CTC between Second Narrows, Mile 124.1, and Vancouver, Mile 129.1.

On the first day of service, the third train developed engine problems and limped into Port Coquitlam. The train was terminated and passengers were offered bus tickets to downtown or transfers to the following trains. Each of the latter was 30 minutes late reaching Vancouver.

On weekends, one or more WCE sets deadhead from Mission to VIA's Vancouver Maintenance Centre for work that is heavier than can be done at Mission. The move is often about 19:45 on Friday, with return often at 16:00 on Sunday.

The purchase of five F59PHIs from GM was selected over a cheaper bid by Morrison-Knudsen to supply six rebuilt locomotives. This government decision has been criticised by the opposition, as the GM units have added \$5.3-million to the cost of setting up the service. BC Transit staff said that they had wanted to buy from GM but were constrained by the budget. When it became apparent that the GM one was the better of the deals, the BC Transit board decided not to support the staff recommendation of the MK Rail option. Rather than buy six engines, the order was scaled back to five, and BC Transit entered into a maintenance contract with VIA which allows VIA to supply an F40PH-2 when a spare unit is needed.





CP CASCADE SUBDIVISION	
Mile	STATIONS
	MISSION JCT. Junction with Mission Subdivision <b>Mission City WCE station</b>
87.0	
87.9	MISSION WEST
94.5	RUSKIN
99.5	ALBION
101.3	RIVER ROAD
102.8	HANEY <b>Port Haney WCE station</b>
106.4	MAPLE MEADOWS <b>Maple Meadows WCE station</b>
107.3	<b>Pitt Meadows WCE station</b>
108.4	PITT RIVER
109.7	Pitt River drawbridge
110.0	SMITH
111.9	COQUITLAM <b>Port Coquitlam WCE station</b>
112.4	MACAULAY Junction with Westminster Sub.
112.9	WESTWOOD
113.4	<b>Coquitlam Central WCE station</b>
115.6	PORT MOODY <b>Port Moody WCE station</b>
117.6	CASSIN
120.5	BARNET
124.1	SECOND NARROWS
125.7	RENFREW
126.9	WILLISTON
127.7	Crossing with BNSF Burrard Inlet Line
128.3	DUNLEVY
129.1	VANCOUVER <b>Waterfront WCE station</b>

**Opposite page** – West Coast Express cab car 103 on the west end of an employee special at the Mission City station on October 29, three days before the service began. The train was powered by F59PHI 902 and made up of cab cars 105, 101, 104, 102, and 103. At start-up, these were the only WCE cars available, and so they were formed into a solid train for public-relations purposes. On opening day, this consist formed the final train of the morning schedule, carrying the Premier, other officials, and the media. As of November 20, it remained the only WCE consist; the other four trains were all GO Transit cars, carrying large WCE heralds on both sides. The photo is by Ian Smith.

**This page, top** – The same train at Mission.

**This page, centre** – WCE F59PHI 909 being delivered by VIA, as the centre unit on Train 1, the *Canadian*, leaving Toronto on October 14. The photo is by Scott Haskill.

**This page, bottom** – The CPR station in Mission in 1908, from the Paterson-George collection.



# Research and Reviews



## Just A. Ferronut's Railway Archaeology

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Back in June I mentioned that we would be covering the now-recently-reopened commuter train line from Montréal to Deux-Montagnes. Well, it looks like we are getting back on track with things around here.

After I first decided to do a column on the Deux-Montagnes reconstruction, I started looking at the reams of material that has been published on this line. My dilemma was, therefore, what angles on this story had not been covered? I was drawing a blank until I happened to see a presentation on the three-year reconstruction project by CN's assistant chief engineer for special projects, Jack Davis. He made a comment about the amount of home-built equipment used on the project. This turned a light on — why not cover some of the construction proposals of this line, including the present one, as well as some of the home-built equipment used? The more I thought of this approach, the better I liked the idea; it would show some of the local ingenuity used, and would give us a chance to take a quick look at the project, the culmination of many years of talks, plans, and more talk, about improving this line.

When did the first thoughts of improvements occur? I expect it is quite probable that S. J. Hungerford was already thinking of improvements to the line as Canadian Northern electric locomotive No. 601 pulled the first passenger train carrying the general public from the Tunnel Terminal in Montréal at 8:15 a.m., on October 21, 1918, bound for Ottawa and Toronto. I say this knowing the owners', Mackenzie and Mann's, philosophy of building cheap, then if the line made money, upgrading it. If it didn't, they didn't lose much.

The reopening of this reconstructed commuter railway line on October 26, 1995 put it on a new plateau in the 77 years of operation, and marked the culmination of plans that have existed for at least 30 years for higher-speed modern suburban train service. So, before I start looking at the recent reconstruction program, I'll outline a few of the many schemes that have been considered for this line.

The first major improvement was the nine-mile extension of the electric operation, from its previous end at Val Royal (originally called Lazard) to St. Eustache-sur-le-Lac (later called Deux-Montagnes) in July 1925. This remained the northern terminal of electric operations until the present upgrade that extended the catenary approximately another four miles, to north of the new equipment maintenance centre at Saint-Eustache.

The Deux-Montagnes line and the Mount Royal Tunnel were key elements in a 1927 proposal for a new central passenger station. While Canadian Northern had acquired a right-of-way south of their Tunnel Terminal, it was directed towards the harbour and the Montréal Harbour Commissioner's trackage, which had been electrified by the Commission shortly after the opening of the Deux-Montagnes line. By 1927 Canadian National had not only been given the Canadian Northern, but it had also amalgamated with the Grand Trunk Railway, so the thinking was somewhat changed. The new 1927 plan proposed what is now the present track alignment from Central Station to the Victoria Bridge for passenger trains to eastern Québec and the Maritimes.

Passenger trains to and from the west on the Grand Trunk line would use a proposed cut-off from Pointe-Claire to Saraguay, near Val-Royal on the Deux-Montagnes line. We discussed this proposed line in our May 1995 column. This double track route would let these passenger trains access the proposed central station and avoid all the road crossings in the area east of Turcot. This west passenger entrance was never built.

Work did start on the new station project a couple of years later in 1929. The depression of the 1930s slowed up and delayed this and other parts of this 1927 scheme. After construction was restarted, the new Central Station passenger station was opened for service on July 14, 1943. With Central Station came what we now know as the Viaduct, the railway connection to the Victoria Bridge and to the Grand Trunk route to the west.

While there were several other aspects of this 1927 proposal, only one other directly affected the Deux-Montagnes line. Canadian National had amongst its problems the fact that it was operating three prime stations in Montréal, plus the Montréal & Southern Counties station on McGill Street. The major stations were the Canadian Northern Tunnel Terminal, about 400 yards away the Grand Trunk's Bonaventure Station, and about three

miles east the Canadian Northern's Moreau Street Station. The problem was that there was no convenient railway link between them. CN trains had to travel the 108-mile northern loop to Rinfret Junction (near St-Jérôme) and Joliette to get from the Tunnel Terminal or Bonaventure Station to Moreau Street Station. Occasionally, CN could get a little railway traffic through via the Harbour Commissioner's trackage.

Therefore, the 1927 proposal also included a line from Eastern Junction (Jonction de l'Est) on the Deux-Montagnes line east across the island of Montréal to connect with the Moreau Street — Joliette line. Construction started in April 1944 on the new line from Jonction de l'Est to Bout-de-l'Île on the Moreau Station line. The line was opened to through traffic into Central Station on August 12, 1945. The portion of this new line within the City of Montréal, 5.86 miles between Montréal Nord and Jonction de l'Est, was electrified over the winter of 1945-1946. When this was completed, electric locomotives took over the operation of the suburban trains that had been operating to Montréal Nord since August 13, 1945.

One of the next major proposals for upgrading this commuter service came in the fall of 1964, just as various plans were being developed for Montréal's Expo 67. At that time, the cost to upgrade the Deux-Montagnes line for more-frequent service was estimated at \$41.5 million. It was expected that this proposal could be ready by 1966, prior to the opening of Expo. This scheme envisaged not only continued electric operation on the main line and the Cartierville spur, but also proposed a new spur from near Ste-Dorothee to serve Chomedey-de-Laval. The other feature of this scheme, dubbed the "Rapide," was that it was to later acquire and use the railway cars from the Expo Express, following the end of the World's Fair.

Similar improvement schemes appeared periodically over the intervening years. The construction of the International Airport at Mirabel resulted in a flurry of proposals to extend the Deux-Montagnes to provide new rapid, electric service to the airport.

While the local citizens had been given numerous promises for improved railway service, it wasn't until 1992 that plans and commitments started to gel. The proposal was for a total rebuild of the railway, including new electric MU cars designed to operate on 25 kV AC, instead of the old 2400 V DC



system. The estimated project cost was \$270-million.

Under the 1992 proposal, the new operation would be centred around a new maintenance facility and yard in Deux-Montagnes at the north end of the line. Not only would this fit in with the STCUM's plan to look after the maintenance of its own new rolling stock, it would give a base for testing the new equipment while the old system was still in operation. The rails in this yard are the older rails lifted from the commuter line in 1993. The material taken from the rail undercutting along the line also helped supply the fill and foundation for the new yard.

The new equipment would consist of power-car and trailer units, coupled in groups of five to provide the equivalent of a ten car train. The new cars were to be built by Bombardier, mainly in Québec.

The construction schedule tied together the length of Montréal's construction seasons, equipment design and construction times, and such things as ridership demands and Québec annual vacation period. The result was a tight three-year schedule. It was agreed that there would be a total shutdown of the system over the summer months, with reduced service during the spring and fall.

These shutdowns also impacted CN's freight service to its customers in the area, including the GM plant near St-Jérôme. Disruption to freight operation between Jonction de l'Est and Saraguay (Doney Spur) was kept to a minimum, and some service to GM's plant was over CP Rail trackage.

The old 2400 V DC electrical power system, as well as the signal system, had to be kept operational until the third year, 1995. However the four miles of new high voltage catenary erected north of the old Deux-Montagnes station permitted testing of the new equipment starting in 1994.

The design of the new service called for a number of the stations to be relocated. This was done to allow better transfers with local transit services, roads, and highways. The station relocations required changes to the rail plant layout, including revised cross-over and signal locations, and this made the rail relaying more complex, since the old plant had to be kept usable until the 1995 shutdown.

The initial design called for extension of the double tracking for most of the line on Montréal Island. Due to the expected costs, this was replaced with long sidings at some of the stations.

As part of the work, the line was renamed the Deux-Montagnes Subdivision. This new subdivision name extends south of Central Station almost a mile to near CN Cape, where Mile 0.00 of the Deux-Montagnes Subdivision was established. The former Mount-Royal Subdivision was totally gobbled





up, as was a portion of the old Montfort Subdivision. The Montfort Sub. and its old mileages remain north of the new maintenance centre.

During 1993, the tunnel was upgraded to provide improved clearances for the signals and their cables. The road bed and drainage was also improved in the tunnel. The other major work during this first year of construction was the rehabilitation of the roadbed, rail laying, and tie replacement. To help reduce long term maintenance, large size ballast was used.

The top photo on page 13 shows the complicated relationship of old and new — CN M420 3568 hauls two new commuter cars (444 and 437), along with veteran GE boxcab 6710 at Saraguay on June 15, 1995. The STCUM cars were being delivered to the new yard for preparation for service, while 6710, retired a few weeks earlier, was being hauled to the yard for storage. Deliveries of the new cars continued throughout the first half of 1995.

A number of the contractors had gone to Europe to discuss electrified railway construction techniques there. Various European companies wanted to either sub-contract work or to sell expensive specialised equipment to the contractors. From the knowledge gained on their European trips, the Montréal contractors were able to decline the expensive assistance, and returned home to build or modify equipment to suit their special needs.

The photos show some of this equipment. The track contractor relied heavily on his modified trackmobile and home-built, crane-equipped flat cars, (Page 13, middle photo). This design met the requirements for CROR operation, but more importantly provided the equipment to lift and lay rail, etc., quickly. Other more-standard equipment, such as the ballast regulator in the bottom photo on page 13, were used during the 1993 tracklaying.

Since Montréal is on an island, and the Deux-Montagnes line hops across several other islands on its 20-mile trip to Deux-Montagnes, there are several substantial bridges near the north end, and they require periodic inspections. In this case they also needed to be examined to determine the most suitable locations for attaching the new catenary system. The top photo on page 14 shows a CN bridge inspection truck at work. These trucks are hi-rail equipped and have a sectional boom with an inspection basket at the end, much like a fire department snorkel truck. The operator in the basket manoeuvres the boom underneath the bridge for a good look at the structure.

The summer of 1994 saw considerable preliminary work for the new catenary system and stations. One problem relating especially to the placement of the new foundations of the catenary system, was getting the concrete

foundations in place. The solution for digging the holes for the foundations is shown in the middle photo on page 14, where Petrifond's Little Giant No. 138 truck-mounted soil auger was equipped with hi-rail wheels, and rolled along the rails to dig the required foundation holes. It is seen here in Saint-Eustache, north of boulevard Industriel. This was followed a standard concrete delivery truck (Béton Mobile du Québec No. 74, page 14, bottom) equipped with hi-rail wheels, and supplying the concrete for the catenary foundations, seen here at boulevard Deux-Montagnes.

Many of the posts for the new catenary system, where they cleared the existing overhead, were erected during 1994. This work was done by standard boom trucks, again mounted on hi-rail wheels. The top photo on page 15 shows such a boom truck at work. The catenary, except for the northern test section, erected earlier, was put in place during 1995. These three pieces of equipment helped keep costs down while ensuring the speed needed to keep things on schedule.

Finally, the bottom photo on page 15 shows the railway version of a standard sight around all urban construction sites — the johnny-on-the-spot. In this case it is mounted on a push car with railway wheels and coupled with a tool cart, and seen at boulevard Industriel in Saint-Eustache. This enabled the crews to keep both these essential items near their work site.

While 1993 was the heavy track year, 1994 was the season for getting the signal cables and foundations in place. This project saw the upgrading of most of the at-grade road crossings along the line. (Two grade separations had been reconstructed in 1993, and a third was done in 1995). Work on the stations and parking lots was all meshed together with the heavier work.

The final year saw the removal and relocation of the various crossovers, signal work, and finishing of the stations. With the higher voltage, all the adjacent fencing, hand railings, signal equipment, and any other nearby metal object had to be grounded. By late July 1995, system testing, especially of the signal installations, was started and gradually extended southward.

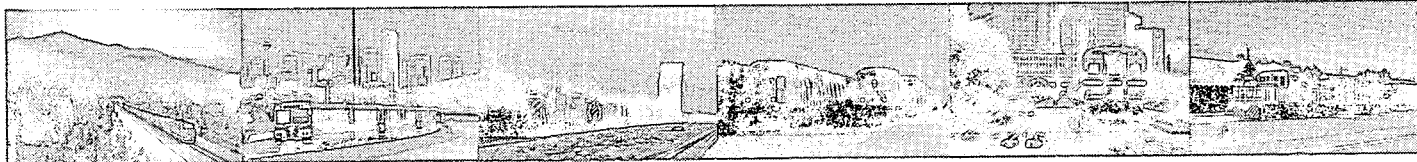
So, over the three years, two almost separate systems, the railway plant and the new rolling stock, were built and made into a single system that may form the basis of a growing electric railway commuter system around Montréal. It was a long time coming, and it has had some teething problems, but satisfied comments from commuters show that it was worth waiting for.

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Many thanks for the photos; most are by Michel Belhumeur, except page 13, middle and bottom, and page 15, top, by Gaetan Hall of CANAC







## THE RAPIDO



**EASTERN CANADA**

Gordon Webster  
Pat Scrimgeour

### VIA RAIL CANADA

#### PRIVATISATION STUDY

Transport Minister Doug Young, the architect of Ottawa's drive to get out of the transportation business, has warned that VIA Rail Canada may be the next federal asset to be sold. "I am a firm believer in the need for passenger rail service in this country, but there is a price to be paid and I think the time will be ripe over the Christmas break and into the new year to begin a very serious look at what the future of passenger rail should be," Mr. Young said.

The planned review would focus on the future of passenger railway service and how VIA should fit in. VIA's fate likely will be decided within a year. This is first time that the government has raised the possibility of selling VIA.

Shortly after the minister's announcement of a possible privatisation, a Transport Canada memorandum was released that concluded that VIA Rail cannot survive without federal subsidies, making its wholesale or even piecemeal privatisation unlikely in its current form.

"There is no prospect that VIA as a full transcontinental enterprise can continue its operations without subsidies," says the internal document. "The current level of performance holds no promise for a purely commercial operation which is able to recover all operating and capital costs." And no current part of the network — whether the western or eastern transcontinental services, or services to remote areas — has any chance of making a profit, says the two-page review.

Federal government subsidies to VIA have steadily decreased in recent years, and the reductions are planned to continue. Subsidies in 1993 were \$348-million, decreasing to \$318-million in 1994. Planned subsidy levels for 1997 are \$233-million. VIA carried 3.6-million passengers in 1994, with a revenue increase of 12 percent compared to the previous year.

—The Globe and Mail, Canadian Press

### CANADIAN NATIONAL

#### BRIDGE STRUCK BY LAKER

A ship full of grain rammed part of CN's Grimsby Subdivision bridge on September 28 in the southern part of the Welland Canal, carving a 12-metre hole in the bow and temporarily disabling the vessel.

The *Canadian Mariner* struck one of the concrete pillars of the bridge at about 9:30 p.m. The vessel took on some water, but it continued sailing for a short distance in order to tie up along the canal's wall. The boat was never in danger of sinking, and the bridge was not seriously damaged. The cause of the accident is unknown.

The cargo ship was bound from Duluth for Baie Comeau, but because of the accident was expected to sail to a closer port — possibly Prescott, Ontario — where it could unload the grain before making repairs.

—Canadian Press

#### CN ROADCRUISER FOR SALE

CN may soon stamp its last bus ticket in Newfoundland with the announcement October 2 that it's put its province-wide Roadcruiser intercity bus service up for sale, as a going business. Roadcruiser operates with a fleet of 21 buses, and has 27 drivers, about 25 mechanics, as well as ticket agents and clerical staff. The bus service replaced CN trans-Island passenger train operations in the late-1960s, and has been operated by CN ever since.

Union representatives said that drivers would be interested in a possible buyout of Roadcruiser, if what they see as excess management is eliminated. The union claims that seven of 13 drivers who work on special charter jobs are considered management, that others in management ranks earn more than \$100 000 a year, and that cutting overhead like that could make the service viable. The bus fleet is aging — the newest is a 1990 model, while some are over 15 years old — but all are in good condition. The sale would include CN's garage in St. John's.

—Canqian Press

#### NOTES

CN and Conrail have begun electronic transmission of freight billing information, and claim that they are the first two railways to use the new REN electronic billing system, developed by the railway industry. • On November 27, CN abandoned the Paddockwood Subdivision in Saskatchewan.

—Al Tuner

### CP RAIL SYSTEM

#### SAFETY BLITZ IN HAMILTON

Bush parties and a teenager's game of chicken with a train in the summer are two reasons CP Police targeted Hamilton in a safety campaign on two weekends in October and November. The campaign included a zero tolerance trespassing enforcement blitz on railway property in the area. Police were also on the lookout for traffic infractions at railway crossings, as well as both liquor and off-road vehicle violations on CP property. The programme was called Operation REACCT (Rail Safety, Education and Community Cooperation).

The efforts were prompted in part by an evening incident on June 16. As many as 40 youths were holding a bush party near the Hamilton Subdivision tracks under the Highway 20 hill. One person, who had been drinking, stood on the track as a train approached. One of his friends pushed him away at the last moment, but was himself clipped on the elbow by the train. That section of track has been a constant problem, with parties and people throwing objects at trains. Hamilton-Wentworth police had calls to the site five times during the summer over complaints about teen parties and bonfires.

A trespassing violation carries a \$65 fine. Highway Traffic Act offenses for those who violate level crossing rules have a \$105 fine and two demerit points. As of early September, 22 people had died in 1995 while illegally trespassing on railway tracks in Ontario, and 52 were killed across Canada.

—Hamilton Spectator

#### ELECTRONIC BILLING

CP has joined the growing number of railways that can now exchange freight billing information electronically. CP is now using the Interline Settlement System, and bills for all freight that is interlined with selected railways is passed electronically to a clearing house operated by the Association of American Railroads in Washington, D.C.

The electronic settling of bills is expected to reduce billing errors, and cut the time for each transaction to a few hours, from the previous weeks or months under manual systems. CP is using the new system for shipments to and from Norfolk Southern, Kansas City Southern, Union Pacific, Burlington Northern Santa Fe, CSX, Illinois Central, and Paducah and Louisville.

—CP Rail

## SOUTHWESTERN ONTARIO

## CORN HARVEST EARLY

By early November, huge piles of corn were awaiting shipment outside some southwestern Ontario grain elevators, and there were concerns the crop could start to rot unless it was shipped promptly.

Although corn can handle a bit of weather, losses could take place if it is exposed to the elements for more than a few weeks. The backlog stems mostly from an early harvest. The soybean harvest normally precedes the bulk of the corn harvest by a few weeks, but dry weather this fall brought corn off the field at almost the same time as the beans. The corn harvest was also fast, with many fields harvested, and sent to elevators, in half the normal time because both the corn and the fields were drier than usual.

Railway cars that had long ago been booked to ship the grain when it was expected to arrive in October and November simply were not available when the early crop started arriving in September.

—London Free Press

## POSSIBLE MOVE FOR CNR 86

Former CNR 2-6-0 86 in London may be moved from its outdoors display into a new museum to be established in an empty building at the Western Fair Grounds. The new location would be just a few feet from the engine's present outdoor resting spot.

The locomotive could be joined by other artifacts, such as Guy Lombardo's award-winning speedboat, old transit buses, fire engines, and police paddy wagons. The city councillor that proposed the museum noted that one of the biggest attractions this year at the Western Fair was an old London Transit Commission bus.

The locomotive, donated by CN and on display in Queen's Park since 1958, has suffered vandalism and weather-related deterioration. Several groups, including the Komoka Railway Museum, have shown an interest in acquiring the locomotive.

—London Free Press

## COMMUTER RAILWAYS

## MAYORS BLOCK STCUM TRAIN

By organising an unprecedented demonstration at the Île-Perrot commuter railway station, the local governments to the west of Montréal took a very visible stand on October 19 against the provincial government's proposal for a new regional transport body.

Twenty of the twenty-four local mayors made their point by standing on the railway tracks and preventing the 06:49 STCUM commuter train from Rigaud, which arrives at Île-Perrot at 07:28, from proceeding any

further. The train involved is the only morning train from Rigaud. The mayors provided a bus to take the 14 passengers on the train to downtown.

The transport plan includes a proposed annual payment of \$1.8-million from the municipalities to the province, as their contribution to the cost of metropolitan transport, primarily the STCUM commuter train service on CP Rail. The mayors feel that west island transport is inadequate, and not worth the \$1.8-million.

"On average, 33 people take the train between Rigaud and Ste-Anne de Bellevue. Do the math and you will be stuck by the fact that a bill of \$1.8-million for 33 commuters works out to \$54,500 per passenger! We have good reason to demonstrate our indignation," declared one mayor. The consensus of the mayors, in view of the price that each municipality will have to pay for the train service, is that the region would be better off served by a private bus service.

—Hudson Gazette

## HALIFAX STUDY

The metropolitan government in Halifax will fund a \$35 000 feasibility study on a proposed commuter railway service in Halifax. The study, awarded to the IBI Group, will look at costs, financing, maintenance, marketing, routes and ridership expectations. Earlier this year, the city endorsed the idea of linking a commuter railway service with Metro Transit. CN and VIA Rail have expressed interest in the venture.

—Halifax Daily News

## OTHER RAILWAYS

## CB&amp;CNS DERAILMENT

Nine empty cars of a CB&CNS train left the tracks near Iona during the afternoon of October 20. There were no injuries or damage. The train was on a routine trip from Sydney. Iona is where the railway crosses Grand Narrows on Bras d'Or Lake.

—Canadian Press

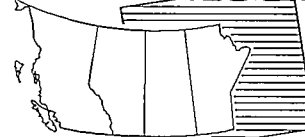
## SOUTH SIMCOE RAILWAY

Former CPR D10 class 4-6-0 1057 has returned to steam for the first time in almost twenty years. The steam-up came on October 9 at Tottenham, after the locomotive passed its visual and hydrostatic tests and received certification. While the engine was not moved, it did exchange whistle salutes with 4-4-0 136 as the latter passed by with the regular excursion train. The whistle on 1057 sounded rather mushy, the result of almost 20 years accumulation of bugs and dirt in the whistle. The more it was used, the better it sounded.

Engine 1057 should be up and running and available for excursion service early in 1996 if there are no unforeseen problems.

—The Injector

## THE PANORAMA



## WESTERN CANADA

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## GRAIN TRANSPORTATION

## ALBERTA WHEAT POOL CENTRALISES

The Alberta Wheat Pool is moving away from its traditional focus on operations and facilities and towards emphasis on marketing and customers. This is even more essential now that the Western Grain Transportation Act has been dropped. Improved logistics such as taking less time to load a car are the goal. The sale or swap of grain elevators is also part of the rationalisation process. The pool has closed 46 of the 240 elevators it had at the beginning of the year. —Edmonton Journal

## ELEVATOR COLLAPSES

Alberta Wheat Pool employees worked feverishly to empty a grain elevator that was leaning over and threatening to fall onto nearby railway tracks. The elevator in Innisfree, 160 kilometres east of Edmonton, began to tip on September 29, and was leaning at a 20-degree angle over the adjoining CN Vegreville Subdivision. A rotting base has been blamed. The elevator was to be torn down after it was emptied.

—Canadian Press via Ted Deller

## COASTWISE SHIPPING

## CP MOVES TO TILBURY ISLAND

CP completed the move of the Vancouver terminal for their ferries and barges to Vancouver Island to the new Tilbury Island terminal on October 29. The facility has two loading ramps and three layover berths along with increased trailer parking capacity. These ferries move the railway cars between the mainland and CP's Esquimalt and Nanaimo Railway. Crews are now dismantling the slip in downtown Vancouver at Pier A3.

—Dean Ogle

## PRINCE GEORGE BURNS

On October 15, the former CNR ship *Prince George* caught fire at her Britannia Beach, B.C., dock. Almost two weeks afterward, smoke still poured from two upper-deck vents, preventing investigators from boarding the vessel and determining the cause of the blaze. The vessel served as a floating hotel in New Westminster for visitors to Expo 86, and during the clean-up after the oil spill from the *Exxon Valdez*, the *Prince George* was

towed to Alaska to accommodate crews. The fire came just as the ship was about to start a new life as a floating restaurant and hotel. It had also been recently rented out to a movie crew. She is currently owned by Fairport Investments Ltd., of Hong Kong. The ship's future is uncertain. —Vancouver Sun

## AMTRAK

**VANCOUVER—LOS ANGELES TRAIN?**  
Gil Mallory, chief executive officer of Amtrak West, has said that the Los Angeles—Seattle *Coast Starlight* could be extended north to Vancouver, but that trackwork in B.C. must be improved first. Amtrak has spent \$125-million on re-equipping the train and reversing a five-year slump in ridership. The *Coast Starlight* provides a 36-hour service between Los Angeles and Seattle and is being advertised as a land cruise. Mallory said that \$20-million is needed to upgrade 56 km of BNSF line between the border and Pacific Central Station in Vancouver. He hopes that the train can start serving Vancouver in 1998, or earlier. "We could bring it to Vancouver tomorrow if the upgrading had been done," said Mallory —Vancouver Province

## BRITISH COLUMBIA RAILWAY

### NEW COAL DEVELOPMENT

BC Rail plans to get into the coal-mining and exporting business with two partners. The railway's representatives reached an agreement in principle with Mitsui Matsushima Company Limited, a Japanese coal-mining company, and Globaltex Industries Incorporated, a mining development company in Vancouver, for joint funding of feasibility studies that will look into developing coal deposits at Globaltex's Willow Creek property in B.C. BCR has created a subsidiary, BCR Ventures Incorporated, for the project.

Production from the undeveloped property, about 50 kilometres west of Chetwynd on the railway's line to Dawson Creek, would be targeted for Asian markets. The coal can be exported through the Port of Prince Rupert, which has spare capacity at the Ridley Island terminal.

Willow Creek has two types of coal, thermal and "semihard" coking coal, for which Mitsui says there are ready markets. Each party would have a one-third interest in the project, which would begin production in 1997 if its economic feasibility is confirmed.

—Knight-Ridder and Vancouver Province

### EQUIPMENT NOTES

BCR has saved \$28 000 and time by modifying new GE locomotives in its own shops instead of having the builder do the work. The railway added an extra door in the cabs of the four new Dash 9-44C units bought last spring, to make the cabs similar to those on the older Dash 8-40C locomotives. BCR did

the work in its Squamish shops, taking three days for each unit. • Seven leased former Southern Pacific SD45T-2s (tunnel motors) were on the BCR from September until November. • BCR SD40-2s 737, 739, 740, and 742 have gone to Helm Leasing, and are now Helm 6205, 6207, 6208, and 6210.

—Vancouver Province, Paul Crozier Smith

### PASSENGER TRAINS

BCR is considering retiring all of its RDCs by the end of 1996 except possibly for two for the lake service between D'Arcy and Lillooet, where there are no roads. They are looking into a *Rocky Mountaineer* type of service between North Vancouver and perhaps Williams Lake, with no commuter-type service other than along the lake. Time will tell, but the RDCs are fast running down.

A proposed seasonal excursion service over BCR and CN between North Vancouver and Prince Rupert via Prince George is well along in planning. The two-day train trip would allow passengers to see the best of both the BCR and the Skeena Valley in daylight. The 30-hour trip would also include one night in a hotel at Prince Rupert, where connections can be made to Alaska and Vancouver Island. Private investors plan to start the train in 1997.

—Dean Ogle, Jim Shephard

### WHISTLER EXPRESS OPERATION

As a clarification to the item in the *July Rail and Transit*, about the *Whistler Express*, Tom Box writes that this service runs between Whistler and Kelly Lake. It is supposed to operate southbound coupled to another train, the Prince George—North Vancouver train when it runs, or the Lillooet—North Van train on other days. Although the scheduled service is just between Whistler and Kelly Lake, the cars remain on the southbound train until Squamish, where they are set out.

## CANADIAN NATIONAL

### TESTS ON CHURCHILL LINE

In an attempt to see just how much weight can be carried in grain cars over the Churchill line, CN has been conducting its own tests, and sent a test train from The Pas to Churchill in September. The trial caught the interest of many farmers, in addition to the Hudson Bay Route Association, which has lobbied for the maintenance of the Churchill line as well as the Port itself.

The regular CN mixed train to Churchill had several cars tacked on the end for the test run. Among them were an aluminum hopper car loaded to 177 000 pounds total weight, a second aluminum hopper loaded to 250 000 pounds, and a CN-Manitoba grain boxcar, also loaded to capacity. In the middle of that consist was an engineering test car to measure the cars' performance throughout

the trip.

Lobby groups have long maintained that the Churchill line is capable of supporting aluminum hopper cars, but the railway has insisted that hoppers would be too heavy and do not bend enough to handle the sometimes twisted trackwork. Instead, the railway uses the older boxcars, making this the last line in the country using boxcars to move wheat. The test train ran as far as Churchill successfully, and the loaded cars were emptied. They returned to The Pas with no en-route incidents.

—Ted Deller

### SASKATCHEWAN ACCIDENTS

Saskatoon Police have charged a 20-year-old man for driving without due care and attention after he drove underneath a moving train. At about 07:00 on October 4, the man drove his car between the wheels of a moving train crossing Lorne Avenue near the Western Development Museum. The car came out the other side, its roof crushed and the front end smashed. The man was taken to hospital with, among other problems, serious neck injuries.

On November 11, a truck slid into a freight train near Esterhazy and caused a derailment. The truck driver jumped from the truck before it hit the train. CN traffic was diverted over nearby CP lines.

—Canadian Press via Ted Deller

## CP RAIL SYSTEM

### CP SPENDING PLANS FOR B.C.

Following the B.C. government's introduction of legislation that will effectively cut property tax on railway lands by about a third, railways have announced projects to spend money in B.C.

CP announced a \$76-million package, including tunnel improvements in Rogers Pass and plans for a \$35-million container terminal in Pitt Meadows, a Vancouver suburb; the terminal is designed primarily for piggyback and container traffic, and is capable of handling about 110 000 cars a year. The CP package includes \$20-million a year of purchases in B.C. by GE Canada, under an industrial benefits programme negotiated as part of CP's recent purchase of 83 AC4400CW locomotives.

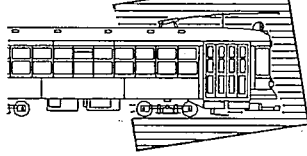
—The Financial Post, Globe and Mail

### COLLISION IN KICKING HORSE PASS

In the evening of October 20, the driver of a tractor-trailer carrying material east from Vancouver drove off the Trans-Canada Highway onto a side road near Wapta. He and his passenger then went to sleep. Unfortunately, the trailer was not clear of the CP main line and was still on the crossing. An uphill freight hit the rig, whipping the tractor around onto a trailing locomotive.



## IN TRANSIT



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## TORONTO

## T-1 CARS ARRIVE

A full six-car train of prototype T-1 class subway cars from Bombardier's Thunder Bay plant are now at the TTC, and will be used for in-service testing over the next few months, before series production and delivery starts. The six cars are numbered 5000 to 5005, reusing numbers from the departed Gloucester series.

Two pre-production cars, 5006 and 5007, were delivered earlier in the year, and were used for structural testing, largely at Davisville yard. The cars were unfinished inside, and were not used in service. They have now returned to the Thunder Bay plant for fitting-out into standard T-1 cars. The six cars currently on the property have so far been used for late-night instrumented testing, without customers on board.

In a major change from past practise, the new subway cars were delivered by railway to the TTC's Hillcrest shops, and from there were trucked to Greenwood carhouse. Recent changes to the TTC track layout at Greenwood yard, as part of its expansion, eliminated the standard-gauge spur off CN's Kingston Subdivision that had been used to deliver all TTC subway cars since the 1960s. A spur off of CP's North Toronto Subdivision remains available at Hillcrest. The six cars were moved out on weekends, with the last two arriving on November 18/19, and remaining on the spur until they were trucked out a few days later.

—Ray Corley

## BUS PURCHASES

The TTC has announced changes to its bus purchase plans. The order for 135 lift-equipped 40-foot buses, placed with NovaBUS in mid-1995, never received funding confirmation from the province. Instead, the order has been given to Orion Bus Industries, and will be for 135 lift-equipped Orion V high-floor 40-foot buses, for delivery in the second half of 1996. At almost the same time, 50 additional lift-equipped Orion Vs will be delivered, as part of an earlier 100-bus order. The remaining 50 buses from that order will be delivered in 1997, as low-floor Orion Vs, and will likely be tested on the busy 29-DUFFERIN route.

## VICTORIA

## LRT PLANS ALIVE

In mid-November, the B.C. government announced that it would fund a study of commuter service for the Victoria area. The study will look at available routes for light rail transit, including the E&N line and the disused CN right-of-way.

Peter Chapman, a Victoria inventor, has suggested that modified buses and other vehicles could use the Esquimalt and Nanaimo to ease the "Colwood crawl" traffic jams without spending hundreds of millions on LRT equipment. Chapman's proposal is based on the notion that buses could be equipped in the same way as railway hi-rail trucks, with retractable wheels. He envisages converted double-decker buses being able to use the E&N for scenic tours. BC Transit rejected the proposal after having engineers study it.

—Victoria Times Colonist

## CALGARY

## DIESEL TRAM

Calgary may be the first city in Canada to make use of new German lightweight diesel railcar technology. Calgary Transit is planning to operate a five-month test, commencing next April, of Siemens's RegioSprinter. The articulated diesel-powered LRT car would be loaned to the city by the manufacturer, and would operate on CP Rail's Macleod Subdivision, between Anderson Station on Calgary Transit's south line, and a temporary station at 162nd Avenue in the Shawnessy district, six kilometres further south. The project must still receive its final approval by the city council.

The pilot project will cost the city \$300 000, for rental of the track from CP Rail, and the cost of operating the lightweight diesel train. The test will be funded from Calgary Transit's 1995 projected \$1.4-million surplus, and the service will be monitored closely to test the market for low-cost non-electrified LRT service extensions.

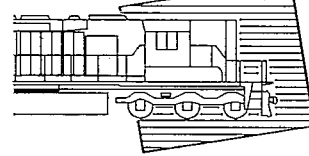
The RegioSprinter is one of several designs from European manufacturers for a low-cost diesel-powered multiple unit car. Siemens is the first company to introduce production examples. The company has sold several to a local transit operator in the Ruhr, has supplied eight units to a regional railway near Chemnitz, where the cars will replace heavy railway operations, and has just announced the sale of one RegioSprinter, with options for more, to Danish private operator Lyngby Naerum Jerbane.

Each car costs about \$2-million. The car is mostly low-floor, and has a peak capacity, with standees, of about 200 passengers.

—Calgary Herald, Bob Sandusky

Darrell Richards, Passenger Rail Management

## MOTIVE POWER



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## GM LOCOMOTIVE GROUP

## LAYOFFS AND ORDERS

General Motors Locomotive Group announced in mid-September that is laying off 500 workers at the London plant, as a result of a slump in new locomotive orders. The layoffs came as a surprise to the 2900 workers at the plant, who were told by managers as recently as last fall that the plant would be operating at full capacity through to the end of 1997. At that time, GM had \$1.5-billion in back orders on its books, and couldn't satisfy railway demand for new power.

The layoff is the biggest at the plant since the 1970s. Some of the affected employees can transfer to the nearby GM defence plant, which recently won a large order to build armoured personnel carriers for the Canadian Armed Forces.

The layoff announcement came a few days after the parent corporation announced it would build a new locomotive assembly plant in Schenectady, New York. The new plant would employ between 150 and 200 people, who will assemble as many as 50 locomotives for the Long Island Rail Road. GM denied that the Schenectady plant was a factor in the London cutbacks, and noted that the new plant will be built to satisfy a contract requirement that the LIRR locomotives be manufactured within the state of New York. The Schenectady plant will not come on stream until mid-1996, and the London layoffs are slated for January 8, 1996.

GM attributed the latest layoffs to an unexpected slump in railway traffic worldwide. Both international and North American orders have slowed down.

The layoff was announced just a week before CN made public an order for 105 SD75I 4300-horsepower units, worth \$184-million. The locomotives will be delivered in mid-1996, and the order includes an option for 70 additional units, for delivery up to the end of 1999, at the same per-unit price. The initial 105 units are planned with DC traction motors, but the order can be changed to AC power if the railway and GM agree. The GM order is part of CN's previously announced plans to replace 543 locomotives over the next 15 years.

—Globe and Mail, London Free Press

