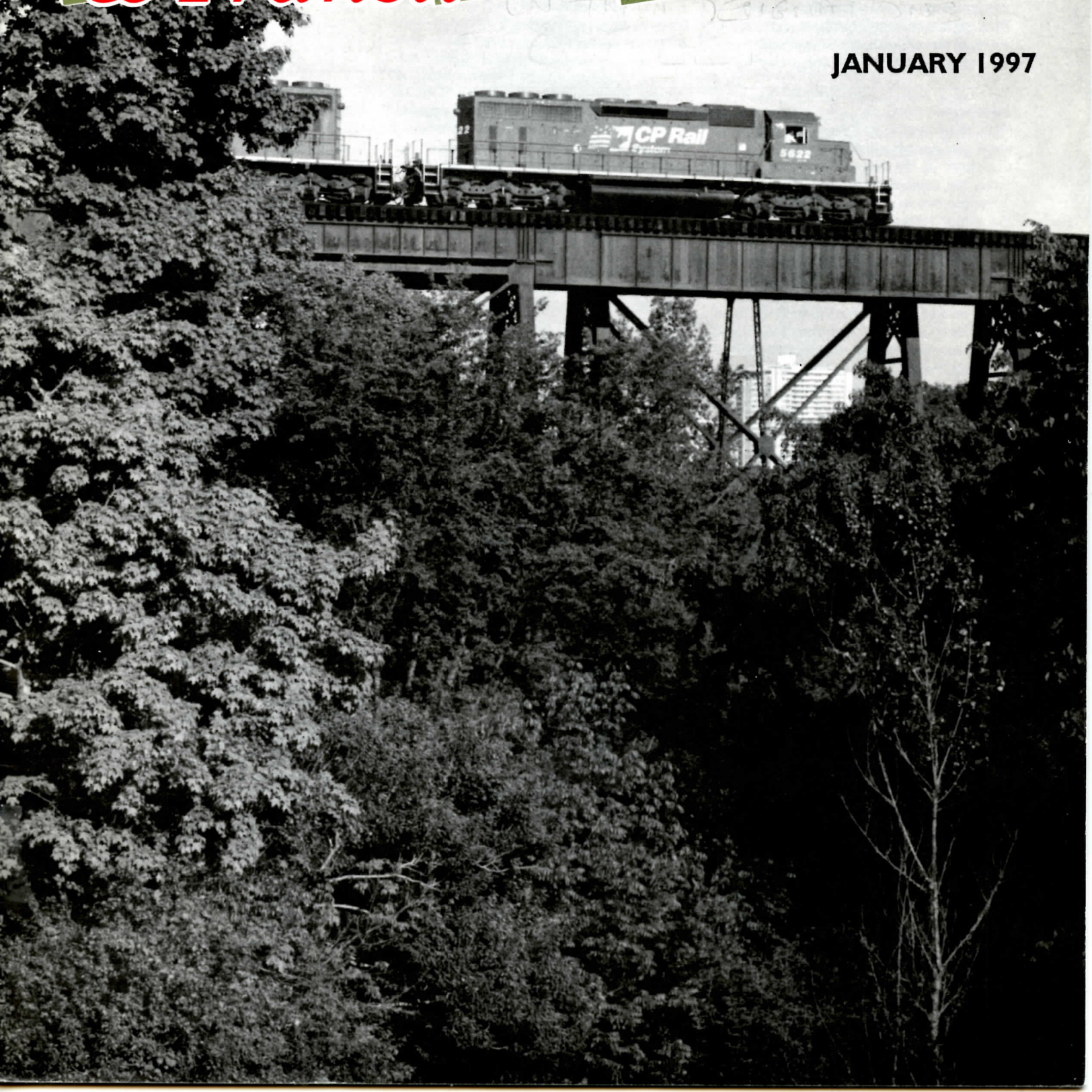


Canada's Railway Magazine since 1945

# Rail & Transit



JANUARY 1997





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### Membership renewals

With this issue of Rail and Transit, we resume our normal monthly schedule. As we explained in the September-October 1996 issue, we combined the last four issues of 1996 into two expanded ones, and extended the expiration dates of every membership by two months. Most memberships expired at the end of December each year, and those will now expire at the end of February this year and in future.

A membership renewal form is enclosed with this issue of Rail and Transit for those whose membership will expire at the end of February. The dues for 1997 will be the same as they have been for the past several years, \$29.00 to addresses in Canada, \$35.00 (Canadian) or \$27.00 (U.S.) to addresses in the U.S. or overseas, and \$20.00 for student members, those 17 years or younger.

On the back of your renewal form, you will find a short series of questions, asking how you would make trade-offs between the price, size, quality, content, and timeliness of Rail and Transit. Please take a moment to answer these questions, so that we may know whether we are on the right track with the magazine we produce for you.

### Notice of Annual General Meeting March 21, 1997

"Notice is hereby given that the annual general meeting of the Upper Canada Railway Society, Incorporated, will be held at Metro Hall, 55 John Street, Toronto, Ontario, on Friday, March 21, 1997, at the hour of 7:30 o'clock in the evening, Eastern Standard Time, for the purpose of receiving reports and considering the directors' reports and financial statements for the year ended De-

cember 31, 1996, electing directors, appointing an auditor, and for the transaction of any other such business as may properly be brought before the meeting.

"Dated January 24, 1997. By order of the board of directors.

"(Signed) Scott Haskill, President, and Calvin Henry-Cotnam, Secretary."

### UCRS meetings

The next meeting in Toronto will be at 7:30 p.m. on Friday, February 21, on the third floor at Metro Hall, on King Street at John Street, just west of St. Andrew subway station and a short walk from Union Station. Peter Jobe will present a photographic review of the predecessor railways to the present-day Union Pacific.

The following meeting, on Friday, March 21, will begin with the annual general meeting, and will continue with a mixed selection of slides and videotapes.

Upcoming Hamilton meetings will be at 8:00 p.m. on Friday, February 28, and Friday, March 21, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. (Please take note that the March meeting is on the third Friday of the month.) The meetings will feature recent news and members' current and historical slides.

### Help wanted for shows

In the November-December issue, we asked for volunteers to help Al Maitland organise the UCRS's displays at heritage shows in the Toronto area. The first of these shows in 1997 is the Heritage Showcase at Scarborough Town Centre, February 21-23. Please call Al at 416 921-4023 if you can help.

### Cover photos

On the front cover, CP Rail System SD40-2 5622 (assigned to the CPR's St. Lawrence and Hudson Railway subsidiary) leads a westbound train across Ernest Thompson Seton Park and the West Branch of the Don River at Mile 205 of the StL&H Belleville Subdivision, just east of Leaside, within Metro Toronto. The photo was taken on June 1, 1996, by David More.

The upper photo on the back cover shows the aftermath of the "Penny Wreck" derailment of CPR Train 25, from Halifax to Saint John, near Dorchester, New Brunswick, in January 1897, described starting on Page 9. This photo looks across Palmer's Pond. At the left is the second class car. The wrecked remains of the postal car are seen in the foreground at the right. Between these is the baggage car. Behind the baggage car can be seen the first-class car. The two cars lying closely together are the dining car *Cumberland* on the left and parlour car *Sherbrooke* on the right. An Intercolonial Railway wrecking train is standing on the track in the background. The photo is from the Keillor House museum in Dorchester.

The lower photo on the back cover was taken by Art Clowes at the new station building at Sainte-Foy, Québec, on August 12, 1993. VIA LRC 6909 led Train 23 from Québec to Montréal that morning, as it made its station stop, a few minutes late. Starting in February, after the CN Montmagny Subdivision through Lévis is closed, VIA's Montréal-Halifax *Ocean* and Montréal-Gaspé *Chaleur* will stop at Sainte-Foy.

This issue completed on January 27, 1997

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### Correspondents

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Richard Carroll, Calvin Henry-Cotnam,  
Bill McGuire, Don McQueen, John Reay,  
Denis Taylor.

### Subscriptions

Subscriptions to Rail and Transit are available with membership in the Upper Canada Railway Society. Membership dues are \$29.00 per year for addresses in Canada; \$35.00 (or \$27.00 in U.S. funds) for addresses in the U.S. and overseas. Please send inquiries and changes of address to the address at the top of this page.

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# Changes in the TTC fleet

Last year was one of substantial change for the fleet of the Toronto Transit Commission.

As part of a very large budget cut, service was reduced by almost 10 percent in February 1996. This reduced the number of buses needed so far that one of the TTC's eight bus garages, Lansdowne Garage, was closed.

The TTC's first new buses in five years arrived, also allowing a large number of old buses to be retired, many of which were well beyond their expected life-span.

A major rebuilding programme is underway for six-year-old and 12-year-old buses, and the TTC's approach is to centralise buses which are being rebuilt at one garage. Changes to maintenance procedures are also having an effect on bus assignments.

The tables which follow show how the TTC fleet changed during 1996. Within each of the TTC's major vehicle types, the buses and cars are listed by the garage at which

they were assigned on December 31, 1996. At each garage, the vehicles are listed to show how their assignment has changed since January 1, 1996. Not shown are any intermediate changes, such as the relocation of a bus from Lansdowne Garage to another garage before it was retired, or the frequent relocation of buses with all-over advertising.

The assignment of a bus to a garage on the TTC means that fueling and day-to-day servicing will be carried out there, the bus will be stored there when it is not in use, and it will be driven in service by drivers who are based there on routes which are supervised from there. But at any given time, not all of the buses assigned to one garage will actually be there; a certain number will always be undergoing heavy repair or rebuilding at Duncan Shops.

The assignment of subway cars to Greenwood Yard means they run almost exclu-

sively on the Bloor-Danforth line, and their assignment to Wilson Yard means they run on the Yonge-University-Spadina line.

Further changes are coming soon. Delivery of the 9400-series buses and the T-1 subway cars continues. Later in 1997, Orion VI low-floor buses will arrive, allowing the retirement of more older buses, and displacing other buses from Wilson Garage, where they will be assigned. The number of Ikarus articulated buses in service has been reduced in January 1997, and the rest will be rebuilt so that they are fit for another two years of use, when new articulated buses are expected.

*Tabulated by Pat Scrimgeour from TTC records. Additional material from The Street Side Guide to Urban Transit Fleets in Canada (CTHE, 1996) and from Pat Semple and Ray Corley.*

## TTC fleet list

Vehicles in service and orders being delivered at December 31, 1996

### BUSES

6000-6122	Flyer D901	123	1985
6130-6204	Flyer D901	75	1986
6210-6293	GM/MCI Classic TC40102N	84	1987
6300-6359	New Flyer D40-87	60	1987
6360-6419	OBI Orion-Ikarus 03.501	37	1987-88
6420-6434	New Flyer D40-88	15	1988
6440-6521	New Flyer D40-89	82	1989
6530-6559	OBI Orion-Ikarus 03.501	22	1989
6560-6638	New Flyer D40-90	79	1990
6640-6745	OBI Orion V 05.501 (diesel)	106	1991
7000-7134	OBI Orion V 05.501 (diesel, lift)	135	1996
8010-8117	GM T6H-5307N	13	1975
8140-8158	GM T6H-5307N	3	1976
8160-8204	GM T6H-5307N	7	1977
8210-8223	Flyer D800B	5	1977
8230-8260	Flyer D800B	19	1978
8270-8314	GM T6H-5307N	12	1980
8320-8369	GM T6H-5307N	33	1980
8380-8476	Flyer D901	92	1981
8477-8486	Flyer D901A	10	1981
8520-8561	GM T6H-5307N	42	1981
8570-8729	GM T6H-5307N	159	1981-82
8740-8985	GM T6H-5307N	245	1982-83
9370-9394	OBI Orion V 05.501 (CNG)	25	1990-91
9400-9449	OBI Orion V 05.501 (CNG, lift)	50	1996-97
9500-9529	OBI Orion II 02.502 (21-foot)	29	1985-86
9530-9564	OBI Orion II 02.502 (21-foot)	35	1987
9570-9627	OBI Orion II 02.502 (21-foot)	58	1987-88
9630-9640	OBI Orion II 02.502 (21-foot)	11	1991-92
9700-9705	OBI Orion II 02.501 (26-foot)	6	1990-91
9750	Overland ELF 100	1	1993

### STREETCARS

4000-4005	UTDC/SIG L-1 CLRV	6	1977-78
4010-4199	UTDC/HS L-2 CLRV	190	1978-81
4200-4251	UTDC/HS L-3 ALRV	52	1987-89

### RAPID TRANSIT CARS

3000-3027	UTDC S-1 ICTS car	24	1983-86
5000-5215	Bombardier T-1 Subway car	216	1995-99
5300-5335	MLW M-1 Subway car	36	1962-63
5336-5499	HS H-1 Subway car	160	1965-66
5500-5575	HS H-2 Subway car	76	1971
5576-5663	HS H-4 Subway car	88	1974-75
5670-5807	HS H-5 Subway car	136	1976-79
5810-5935	UTDC H-6 Subway car	126	1986-89

## Summary of the TTC fleet

By vehicle type and manufacturer, in service at December 31, 1996

### BUSES

1664

#### General Motors/Motor Coach Industries

New Look	T6H-5307N	514
Classic	TC40102N	84

#### Flyer Industries/New Flyer

560

D800 series	D800B	24
D900 series	D901	290
	D901A	10
D40 series	D40-87	60
	D40-88	15
	D40-89	82
	D40-90	79

#### Ontario Bus Industries/Orion Bus Industries

505

Orion II	02.501	6
	02.502	133
Orion-Ikarus	03.501	59
Orion V	05.501 (diesel)	241
	05.501 (CNG)	66

#### Overland Coach

1

ELF	ELF 100	1
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### STREETCARS

248

#### UTDC/SIG/Hawker-Siddeley

248

CLRV	L-1	6
	L-2	190
ALRV	L-3	52

### RAPID TRANSIT CARS

673

#### MLW/Hawker-Siddeley/UTDC/Bombardier

673

Subway cars	M-1	36
	H-1	160
	H-2	76
	H-4	88
	H-5	137
	H-6	126
	T-1	22
ICTS cars	S-1	28

### General Motors New Look T6H-5307N (514)

#### Assigned to Arrow Road Garage (136)

Remained at Arrow Road (34)								
8166	8169	8302	8303	8349	8350	8351	8352	
8356	8358	8359	8360	8574	8609	8610	8611	
8612	8630	8631	8632	8633	8634	8635	8879	
8880	8881	8882	8883	8885	8886	8887	8888	
8892	8894							
Moved from Birchmount to Arrow Road (7)								
8068	8929	8933	8935	8936	8948	8950		
Moved from Danforth to Arrow Road (5)								
8143	8353	8841	8958	8960				
Moved from Eglinton to Arrow Road (4)								
8785	8976	8977	8978					
Moved from Lansdowne to Arrow Road (20)								
8051	8157	8201	8202	8290	8346	8366	8367	
8368	8786	8793	8868	8869	8871	8873	8874	
8875	8876	8877	8878					
Moved from Malvern to Arrow Road (8)								
8790	8771	8772	8789	8972	8982	8983	8985	
Moved from Wilson to Arrow Road (58)								
8743	8744	8745	8746	8747	8748	8749	8750	
8755	8757	8758	8760	8763	8764	8770	8773	
8776	8777	8778	8779	8780	8781	8782	8784	
8787	8788	8792	8796	8798	8800	8803	8804	
8805	8808	8809	8810	8811	8812	8813	8814	
8815	8816	8817	8821	8822	8823	8824	8827	
8829	8834	8846	8853	8857	8858	8884	8961	
8969	8975							

#### Assigned to Birchmount Garage (99)

Remained at Birchmount (73)							
8037	8082	8112	8164	8181	8275	8277	8298
8535	8536	8537	8538	8539	8540	8541	8542
8543	8544	8545	8546	8547	8548	8549	8550
8551	8552	8553	8554	8555	8556	8557	8727
8728	8729	8740	8741	8742	8751	8752	8753
8754	8756	8759	8761	8794	8795	8797	8801
8802	8806	8807	8818	8819	8820	8826	8831
8909	8921	8922	8923	8924	8925	8926	8928
8930	8931	8934	8939	8940	8941	8942	8943
8949							
Moved from Arrow Road to Birchmount (5)							
8571	8572	8573	8636	8637			
Moved from Danforth to Birchmount (8)							
8558	8559	8560	8561	8680	8681	8682	8683
Moved from Lansdowne to Birchmount (8)							
8281	8716	8717	8718	8719	8720	8721	8848
Moved from Malvern to Birchmount (5)							
8570	8684	8685	8686	8687			

#### Assigned to Danforth Garage (25)

Remained at Danforth (21)							
8304	8311	8313	8361	8363	8364	8365	8670
8671	8672	8673	8674	8675	8676	8677	8678
8679	8722	8723	8724	8725			
Moved from Arrow Road to Danforth (2)							
8638	8639						
Moved from Lansdowne to Danforth (1)							
8791							
Moved from Danforth to Eglinton (1)							
8856							

#### Assigned to Eglinton Garage (58)

Remained at Eglinton (51)							
8640	8641	8642	8643	8644	8645	8646	8647
8648	8649	8650	8651	8652	8653	8654	8655
8656	8657	8658	8659	8660	8661	8662	8663
8664	8665	8666	8667	8668	8669	8726	8898
8899	8900	8901	8902	8903	8904	8906	8907
8908	8910	8911	8912	8913	8914	8915	8916
8917	8918	8919					
Moved from Lansdowne to Eglinton (2)							
8152	8862						
Moved from Malvern to Eglinton (2)							
8086	8971						
Moved from Wilson to Eglinton (3)							
8860	8861	8863					

#### Assigned to Malvern Garage (92)

Remained at Malvern (56)							
8034	8058	8073	8327	8347	8524	8525	8526
8527	8621	8622	8623	8624	8625	8626	8627
8628	8629	8688	8689	8690	8691	8692	8693
8694	8695	8696	8697	8698	8699	8700	8701
8702	8703	8704	8705	8706	8707	8708	8709

8710	8711	8712	8713	8714	8715	8762	8765
8766	8767	8768	8769	8774	8775	8783	8799

Moved from Arrow Road to Malvern (1)

8523

Moved from Eglinton to Malvern (15)

8043	8075	8077	8111	8306	8330	8332	8333
8335	8337	8340	8341	8342	8343	8344	

Moved from Lansdowne to Malvern (20)

8203	8289	8320	8323	8326	8369	8528	8529
8530	8531	8532	8533	8534	8613	8614	8615
8617	8618	8619	8620				

#### Assigned to Wilson Garage (104)

Remained at Wilson (51)

8825	8828	8830	8832	8833	8835	8836	8837
8838	8839	8840	8844	8845	8847	8849	8851
8852	8854	8855	8859	8864	8865	8866	8867
8889	8890	8891	8893	8895	8905	8920	8932
8937	8946	8951	8952	8953	8954	8957	8962
8963	8964	8965	8966	8967	8968	8970	8973
8974	8980	8981					

Moved from Arrow Road to Wilson (37)

8520	8521	8522	8575	8576	8577	8578	8579
8580	8581	8582	8583	8584	8585	8586	8587
8588	8589	8590	8591	8592	8593	8594	8595
8596	8597	8598	8599	8600	8601	8602	8603
8604	8605	8606	8607	8608			

Moved from Birchmount to Wilson (5)

8927	8938	8944	8945	8947			
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Moved from Danforth to Wilson (6)

8842	8843	8955	8956	8959	8984		
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Moved from Eglinton to Wilson (2)

8896	8897						
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Moved from Lansdowne to Wilson (3)

8850	8870	8872					
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#### Retired in 1996 (150)

Retired from Arrow Road (24)

8011	8022	8039	8100	8101	8104	8105	8106
8107	8108	8109	8114	8115	8116	8117	8160
8163	8167	8170	8171	8172	8300	8301	8357

Retired from Birchmount (32)

8028	8029	8061	8091	8158	8165	8174	8175
8176	8177	8178	8179	8180	8182	8183	8185
8186	8187	8188	8189	8190	8191	8192	8193
8194	8199	8276	8278	8295	8296	8297	8299

Retired from Danforth (10)

8094	8095	8096	8140	8141	8142	8144	8312
8314	8362						

Retired from Eglinton (20)

8019	8056	8076	8078	8110	8146	8147	8148
8149	8307	8308	8309	8310	8328	8329	8331
8334	8336	8338	8339				

Retired from Lansdowne (28)

8046	8050	8088	8089	8097	8150	8151	8153
8154	8155	8156	8200	8204	8270	8271	8272
8279	8280	8288	8291	8292	8293	8294	8321
8324	8345	8354	8355				

Retired from Malvern (36)

8015	8017	8026	8030	8032	8035	8036	8038
8040	8042	8054	8055	8057	8060	8064	8065
8067	8072	8074	8079	8080	8083	8085	8195
8196	8197	8198	8273	8274	8283	8284	8285
8287	8322	8325	8348				

#### Flyer Industries D800B (24)

##### Assigned to Queensway Garage (24)

Remained at Queensway (24)

8211	8215	8217	8218	8223	8230	8231	8232
8233	8237	8238	8239	8240	8241	8242	8244
8245	8247	8248	8250	8251	8252	8256	8257

##### Retired in 1996 (19)

Retired from Queensway (19)

8210	8213	8214	8219	8220	8221	8222	8234
8235	8236	8243	8246	8249	8253	8254	8255
8258	8259	8260					

#### Flyer Industries D901/D901A (300)

##### Assigned to Arrow Road Garage (9)

Remained at Arrow Road (7)

8446	8447	8448	8449	845
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Moved from Queensway to Arrow Road (1) 8383
<b>Assigned to Birchmount Garage (50)</b>
Remained at Birchmount (29)
6071 6086 6087 6088 6089 6090 6092 6093
6094 6095 6096 6103 6104 6105 6106 6107
6108 6109 6110 6111 6112 6113 6114 6115
6116 6117 6118 6119 6120
Moved from Arrow Road to Birchmount (14)
6072 6073 6074 6075 6076 6077 6078 6079
6080 6081 6082 6083 6084 6085
Moved from Danforth to Birchmount (1) 6097
Moved from Eglinton to Birchmount (2) 6101 6102
Moved from Lansdowne to Birchmount (2) 6069 6070
Moved from Wilson to Birchmount (2) 6091 6100
<b>Assigned to Danforth Garage (104)</b>
Remained at Danforth (31)
8430 8431 8432 8433 8434 8435 8436 8437
8438 8439 8440 8465 8466 8467 8469 8470
8471 8472 8473 8474 8475 6009 6010 6011
6012 6013 6014 6048 6049 6051 6099
Moved from Arrow Road to Danforth (49)
6000 6001 6002 6003 6004 6005 6006 6007
6015 6016 6017 6018 6019 6022 6027 6130
6131 6132 6133 6134 6135 6137 6138 6139
6140 6141 6142 6143 6144 6145 6146 6147
6148 6149 6150 6151 6152 6154 6157 6159
6160 6161 6162 6163 6164 6191 6192 6193
6194
Moved from Birchmount to Danforth (3) 6050 6121 6122
Moved from Eglinton to Danforth (13) 6020 6029 6031 6032 6053 6054 6056 6057
6059 6186 6187 6188 6189
Moved from Lansdowne to Danforth (1) 6008
Moved from Queensway to Danforth (7) 8391 8392 8393 8394 8395 6046 6047
<b>Assigned to Eglinton Garage (29)</b>
Remained at Eglinton (21)
8452 8453 8455 8457 8458 8459 8460 8461
8462 8463 8464 8483 8484 8485 8486 6033
6034 6036 6052 6058 6060
Moved from Arrow Road to Eglinton (5) 6021 6028 6037 6038 6039
Moved from Malvern to Eglinton (1) 8451
Moved from Wilson to Eglinton (2) 6030 6035
<b>Assigned to Malvern Garage (22)</b>
Remained at Malvern (5) 6195 6196 6197 6198 6199
Moved from Eglinton to Malvern (3) 6165 6166 6167
Moved from Lansdowne to Malvern (14) 6061 6062 6063 6064 6065 6066 6067 6068
6168 6169 6170 6171 6172 6173
<b>Assigned to Queensway Garage (86)</b>
Remained at Queensway (48)
8380 8381 8382 8384 8385 8386 8387 8388
8389 8390 8399 8400 8401 8402 8403 8404
8405 8406 8407 8408 8409 8410 8411 8412
8413 8414 8415 8416 8417 8418 8419 8420
8421 8422 8423 8424 8425 6042 6043 6044
6045 6178 6179 6180 6181 6182 6183 6184
Moved from Arrow Road to Queensway (14) 8441 8442 8443 8444 8445 6023 6024 6025
6026 6040 6136 6155 6158 6190
Moved from Birchmount to Queensway (1) 6098
Moved from Danforth to Queensway (6) 8426 8427 8428 8429 8476 6200
Moved from Eglinton to Queensway (8) 8477 8478 8479 8480 8481 8482 6055 6185
Moved from Lansdowne to Queensway (7) 6174 6175 6176 6177 6202 6203 6204

Moved from Malvern to Queensway (2) 6041 6201
<b>Retired in 1996 (5)</b>
Retired from Danforth (1) 8468
Retired from Eglinton (1) 8454
Retired from Queensway (3) 8396 8397 8398
<b>General Motors/Motor Coach Industries Classic TC40102N (84)</b>
<b>Assigned to Eglinton Garage (44)</b>
Remained at Eglinton (13)
6210 6211 6212 6213 6214 6215 6216 6217
6218 6219 6220 6221 6222
Moved from Birchmount to Eglinton (10)
6240 6241 6242 6243 6244 6245 6246 6247
6248 6249
Moved from Lansdowne to Eglinton (21)
6223 6224 6225 6226 6227 6228 6229 6230
6231 6232 6233 6234 6235 6236 6237 6238
6239 6290 6291 6292 6293
<b>Assigned to Malvern Garage (40)</b>
Remained at Malvern (40)
6250 6251 6252 6253 6254 6255 6256 6257
6258 6259 6260 6261 6262 6263 6264 6265
6266 6267 6268 6269 6270 6271 6272 6273
6274 6275 6276 6277 6278 6279 6280 6281
6282 6283 6284 6285 6286 6287 6288 6289
<b>New Flyer D40-87/D40-88/D40-89/D40-90 (536)</b>
<b>Assigned to Arrow Road Garage (57)</b>
Moved from Danforth to Arrow Road (48)
6560 6561 6562 6563 6564 6565 6566 6567
6568 6569 6570 6571 6572 6573 6574 6575
6576 6577 6578 6579 6580 6581 6582 6583
6584 6585 6586 6587 6588 6590 6591 6592
6593 6594 6595 6596 6597 6598 6599 6600
6601 6602 6603 6604 6608 6618 6620 6624
Moved from Eglinton to Arrow Road (6) 6613 6616 6628 6630 6634 6636
Moved from Lansdowne to Arrow Road (3) 6331 6351 6356
<b>Assigned to Birchmount Garage (2)</b>
Remained at Birchmount (1) 6325
Moved from Lansdowne to Birchmount (1) 6353
<b>Assigned to Danforth Garage (18)</b>
Remained at Danforth (1) 6589
Moved from Eglinton to Danforth (2) 6358 6359
Moved from Lansdowne to Danforth (12) 6330 6332 6333 6334 6335 6340 6341 6342
6343 6347 6350 6354
Moved from Queensway to Danforth (3) 6307 6313 6314
<b>Assigned to Eglinton Garage (11)</b>
Moved from Lansdowne to Eglinton (6) 6336 6338 6348 6349 6355 6357
Moved from Queensway to Eglinton (5) 6308 6315 6316 6317 6318
<b>Assigned to Malvern Garage (2)</b>
Moved from Queensway to Malvern (2) 6302 6303
<b>Assigned to Queensway Garage (45)</b>
Remained at Queensway (9) 6300 6301 6304 6305 6306 6309 6310 6312
6319
Moved from Birchmount to Queensway (9) 6320 6321 6322 6323 6324 6326 6327 6328
6329



Moved from Eglinton to Queensway (24)							
6605	6606	6607	6609	6610	6611	6612	6614
6615	6617	6619	6621	6622	6623	6625	6626
6627	6629	6631	6632	6633	6635	6637	6638
Moved from Lansdowne to Queensway (3)							
6344	6345	6346					

Assigned to Wilson Garage (101)							
Remained at Wilson (95)							
6420	6421	6422	6423	6424	6425	6426	6427
6428	6429	6430	6431	6432	6433	6434	6440
6441	6442	6443	6444	6445	6446	6447	6448
6449	6450	6451	6452	6453	6454	6455	6456
6457	6458	6459	6460	6461	6462	6463	6464
6465	6466	6467	6468	6469	6470	6471	6472
6473	6474	6475	6476	6477	6478	6479	6480
6481	6482	6483	6484	6485	6486	6487	6488
6489	6490	6491	6492	6493	6494	6495	6496
6497	6498	6499	6500	6501	6502	6503	6504
6505	6506	6507	6508	6509	6512	6513	6514
6515	6516	6517	6518	6519	6520	6521	
Moved from Lansdowne to Wilson (4)							
6337	6339	6352	6510				
Moved from Queensway to Wilson (2)							
6311	6511						

### Ontario Bus Industries

#### Ikarus 03.501 (Articulated) (59)

Assigned to Arrow Road Garage (25)							
Remained at Arrow Road (25)							
6395	6396	6397	6399	6400	6401	6402	6403
6404	6405	6408	6409	6530	6531	6532	6534
6537	6538	6539	6540	6541	6542	6543	6544
6545							

Assigned to Malvern Garage (34)							
Remained at Malvern (34)							
6362	6368	6370	6371	6372	6373	6376	6377
6381	6382	6383	6385	6386	6387	6388	6389
6390	6410	6411	6412	6413	6414	6415	6418
6419	6547	6549	6551	6552	6553	6554	6557
6558	6559						

Retired in 1996 (16)							
Retired from Arrow Road (4)							
6393	6406	6407	6536				
Retired from Malvern (12)							
6366	6374	6380	6391	6392	6416	6417	6546
6548	6550	6555	6556				

### Ontario Bus Industries/Orion Bus Industries

#### Orion V 05.501

#### (Diesel/CNG, Standard/lift-equipped) (307)

Assigned to Arrow Road Garage (68)							
New at Arrow Road (68)							
7000	7001	7002	7003	7004	7005	7006	7007
7008	7009	7010	7011	7012	7013	7014	7015
7016	7017	7018	7019	7020	7021	7022	7023
7024	7025	7026	7027	7028	7029	7030	7031
7032	7033	7034	7035	7036	7037	7038	7039
7040	7041	7042	7043	7044	7045	7046	7047
7048	7049	7050	7051	7052	7053	7054	7055
7056	7057	7058	7059	7060	7061	7062	7063
7064	7065	7066	7067				

Assigned to Birchmount Garage (40)												
Remained at Birchmount (35)												
6645	6646	6647	6648	6649	6650	6651	6652					
6653	6654	6655	6656	6657	6658	6659	6660					
6661	6662	6663	6664	6665	6666	6667	6668					
6669	6670	6671	6672	6673	6674	6675	6676					
6677	6678	6679										
Moved from Malvern to Birchmount (1)												
6741												
Moved from Queensway to Birchmount (4)												
6680	6681	6682	6683									

Assigned to Eglinton Garage (35)									
Moved from Birchmount to Eglinton (5)									
6640	6641	6642	6643	6644					
Moved from Malvern to Eglinton (1)									
6743									
Moved from Queensway to Eglinton (29)									
6685	6686	6687	6688	6689	6690	6691	6692		

6693	6694	6695	6696	6697	6698	6699	6700
6701	6702	6703	6704	6705	6706	6707	6708
6709	6710	6711	6712	6713			

Assigned to Malvern Garage (97)							
Remained at Malvern (28)							
6715	6716	6717	6718	6719	6720	6721	6722
6723	6724	6725	6726	6727	6728	6729	6730
6731	6732	6733	6734	6735	6736	6737	6738
6739	6740	6742	6744				
Moved from Queensway to Malvern (2)							
6684	6714						
New at Malvern (67)							
7068	7069	7070	7071	7072	7073	7074	7075
7076	7077	7078	7079	7080	7081	7082	7083
7084	7085	7086	7087	7088	7089	7090	7091
7092	7093	7094	7095	7096	7097	7098	7099
7100	7101	7102	7103	7104	7105	7106	7107
7108	7109	7110	7111	7112	7113	7114	7115
7116	7117	7118	7119	7120	7121	7122	7123
7124	7125	7126	7127	7128	7129	7130	7131
7132	7133	7134					

Assigned to Wilson Garage (67)								
Remained at Wilson (25)								
9370	9371	9372	9373	9374	9375	9376	9377	
9378	9379	9380	9381	9382	9383	9384	9385	
9386	9387	9388	9389	9390	9391	9392	9393	
9394								
New at Wilson (41)								
9400	9401	9402	9403	9404	9405	9406	9407	
9408	9409	9410	9411	9412	9413	9414	9417	
9418	9419	9420	9421	9422	9423	9424	9425	
9426	9427	9428	9429	9430	9431	9432	9433	
9435	9436	9437	9438	9440	9441	9442	9444	
9446								
Moved from Malvern to Wilson (1)								
6745								

### Orion Bus Industries Orion VI (Low-floor)

Returned to OBI off lease, from Wilson Garage (1)							
2000							

### Ontario Bus Industries

#### Orion II 02.502/02.501

#### (Low-floor, 21-ft/26-ft) (139)

Assigned to Lakeshore Garage (139)							
Remained at Lakeshore (139)							
9500	9501	9502	9503	9504	9505	9506	9507
9508	9509	9510	9511	9512	9514	9515	9516
9517	9518	9519	9520	9521	9522	9523	9524
9525	9526	9527	9528	9529	9530	9531	9532
9533	9534	9535	9536	9537	9538	9539	9540
9541	9542	9543	9544	9545	9546	9547	9548
9549	9550	9551	9552	9553	9554	9555	9556
9557	9558	9559	9560	9561	9562	9563	9564
9570	9571	9572	9573	9574	9575	9576	9577
9578	9579	9580	9581	9582	9583	9584	9585
9586	9587	9588	9589	9590	9591	9592	9593
9594	9595	9596	9597	9598	9599	9600	9601
9602	9603	9604	9605	9606	9607	9608	9609
9610	9611	9612	9613	9614	9615	9616	9617
9618	9619	9620	9621	9622	9623	9624	9625
9626	9627	9630	9631	9632	9633	9634	9635
9636	9637	9638	9639	9640	9700	9701	9702
9703	9704	9705					

### Overland Coach ELF 100 (Low-floor) (1)

Assigned to Lakeshore Garage (1)							
Remained at Lakeshore (1)							
9750							

### UTDC/SIG/Hawker-Siddeley

#### Canadian Light Rail Vehicle L-1/L-2 (196)

Assigned to Roncesvalles Carhouse (100)							
Remained at Roncesvalles (100)							
4100	4101	4102	4103	4104	4105	4106	4107
4108	4109	4110	4111	4112	4113	4114	4115
4116	4117	4118	4119	4120	4121	4122	4123
4124	4125	4126	4127	4128	4129	4130	4131
4132	4133	4134	4135	4136	4137	4138	4139
4140	4141	4142	4143	4144	4145	4146	4147
4148	4149	4150	4151	4152	4153	4154	4155

4156	4157	4158	4159	4160	4161	4162	4163
4164	4165	4166	4167	4168	4169	4170	4171
4172	4173	4174	4175	4176	4177	4178	4179
4180	4181	4182	4183	4184	4185	4186	4187
4188	4189	4190	4191	4192	4193	4194	4195
4196	4197	4198	4199				

#### Assigned to Russell Carhouse (96)

##### Remained at Russell (96)

4000	4001	4002	4003	4004	4005	4010	4011
4012	4013	4014	4015	4016	4017	4018	4019
4020	4021	4022	4023	4024	4025	4026	4027
4028	4029	4030	4031	4032	4033	4034	4035
4036	4037	4038	4039	4040	4041	4042	4043
4044	4045	4046	4047	4048	4049	4050	4051
4052	4053	4054	4055	4056	4057	4058	4059
4060	4061	4062	4063	4064	4065	4066	4067
4068	4069	4070	4071	4072	4073	4074	4075
4076	4077	4078	4079	4080	4081	4082	4083
4084	4085	4086	4087	4088	4089	4090	4091
4092	4093	4094	4095	4096	4097	4098	4099

#### Urban Transportation Development Corp. Articulated Light Rail Vehicle L-3 (52)

##### Assigned to Roncesvalles Carhouse (26)

##### Remained at Roncesvalles (26)

4226	4227	4228	4229	4230	4231	4232	4233
4234	4235	4236	4237	4238	4239	4240	4241
4242	4243	4244	4245	4246	4247	4248	4249
4250	4251						

##### Assigned to Russell Carhouse (26)

##### Remained at Russell (26)

4200	4201	4202	4203	4204	4205	4206	4207
4208	4209	4210	4211	4212	4213	4214	4215
4216	4217	4218	4219	4220	4221	4222	4223
4224	4225						

#### Montreal Locomotive Works M-1 (36)

##### Assigned to Greenwood Yard (36)

##### Remained at Greenwood (36)

5300-5301	5302-5303	5304-5305	5306-5307
5308-5309	5310-5311	5312-5313	5314-5315
5316-5317	5318-5319	5320-5321	5322-5323
5324-5325	5326-5327	5328-5329	5330-5331
5332-5333	5334-5335		

#### Hawker-Siddeley H-1 (160)

##### Assigned to Wilson Yard (160)

##### Remained at Wilson (158)

5336-5337	5338-5339	5340-5341	5344-5345
5346-5347	5348-5349	5350-5351	5352-5353
5354-5355	5356-5357	5358-5359	5360-5361
5362-5363	5364-5365	5366-5367	5368-5369
5370-5371	5372-5373	5374-5375	5376-5377
5378-5379	5380-5381	5382-5383	5384-5385
5386-5387	5392-5393	5394-5395	5396-5397
5398-5399	5400-5401	5402-5403	5404-5405
5406-5407	5408-5409	5410-5411	5412-5413
5414-5415	5416-5417	5418-5419	5420-5421
5422-5423	5424-5425	5426-5427	5428-5429
5430-5431	5432-5433	5434-5435	5436-5437
5438-5439	5440-5441	5442-5443	5444-5445
5446-5447	5448-5449	5450-5451	5452-5453
5454-5455	5456-5457	5458-5459	5460-5461
5462-5463	5464-5465	5466-5467	5468-5469
5470-5471	5472-5473	5474-5475	5476-5477
5478-5479	5480-5481	5482-5483	5484-5485
5486-5487	5488-5489	5490-5491	5492-5493
5494-5495	5496-5497	5498-5499	

Stored at Wilson through 1996 (2)

5342-5343

#### Hawker-Siddeley H-2 (76)

##### Assigned to Greenwood Yard (38)

##### Remained at Greenwood (38)

5538-5539	5540-5541	5542-5543	5544-5545
5546-5547	5548-5549	5550-5551	5552-5553
5554-5555	5556-5557	5558-5559	5560-5561
5562-5563	5564-5565	5566-5567	5568-5569
5570-5571	5572-5573	5574-5575	

##### Assigned to Wilson Yard (38)

##### Remained at Wilson (32)

5500-5501	5502-5503	5504-5505	5506-5507
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5508-5509	5510-5511	5512-5513	5514-5515
5516-5517	5518-5519	5520-5521	5522-5523
5524-5525	5526-5527	5528-5529	5530-5531

Moved from Greenwood to Wilson (6)

5532-5533	5534-5535	5536-5537
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#### Hawker-Siddeley H-4 (88)

##### Assigned to Greenwood Yard (88)

##### Remained at Greenwood (88)

5576-5577	5578-5579	5580-5581	5582-5583
5584-5585	5586-5587	5588-5589	5590-5591
5592-5593	5594-5595	5596-5597	5598-5599
5600-5601	5602-5603	5604-5605	5606-5607
5608-5609	5610-5611	5612-5613	5614-5615
5616-5617	5618-5619	5620-5621	5622-5623
5624-5625	5626-5627	5628-5629	5630-5631
5632-5633	5634-5635	5636-5637	5638-5639
5640-5641	5642-5643	5644-5645	5646-5647
5648-5649	5650-5651	5652-5653	5654-5655
5656-5657	5658-5659	5660-5661	5662-5663

#### Hawker-Siddeley H-5 (137)

##### Assigned to Wilson Yard (137)

##### Remained at Wilson (135)

5670-5671	5672-5673	5674-5675	5676-5677
5678-5679	5680-5681	5682-5683	5684-5685
5686-5687	5688-5689	5690-5691	5692-5693
5694-5695	5696-5697	5698-5699	5700-5701
5702-5703	5704-5705	5706-5707	5708-5709
5710-5711	5712-5713	5714-5715	5716-5717
5718-5719	5722-5723	5724-5725	5726-5727
5728-5729	5730-5731	5732-5733	5734-5735
5736-5737	5738-5739	5740-5741	5742-5743
5744-5745	5746-5747	5748-5749	5750-5751
5752-5753	5754	5756-5757	5758-5759
5760-5761	5762-5763	5764-5765	5766-5767
5768-5769	5770-5771	5772-5773	5774-5775
5776-5777	5778-5779	5780-5781	5782-5783
5784-5785	5786-5787	5788-5789	5790-5791
5792-5793	5794-5795	5796-5797	5798-5799
5800-5801	5802-5803	5804-5805	5806-5807

Stored at Wilson through 1996 (2)

5720-5721

#### Urban Transportation Development Corp. H-6 (126)

##### Assigned to Greenwood Yard (126)

##### Remained at Greenwood (126)

5810-5811	5812-5813	5814-5815	5816-5817
5818-5819	5820-5821	5822-5823	5824-5825
5826-5827	5828-5829	5830-5831	5832-5833
5834-5835	5836-5837	5838-5839	5840-5841
5842-5843	5844-5845	5846-5847	5848-5849
5850-5851	5852-5853	5854-5855	5856-5857
5858-5859	5860-5861	5862-5863	5864-5865
5866-5867	5868-5869	5870-5871	5872-5873
5874-5875	5876-5877	5878-5879	5880-5881
5882-5883	5884-5885	5886-5887	5888-5889
5890-5891	5892-5893	5894-5895	5896-5897
5898-5899	5900-5901	5902-5903	5904-5905
5906-5907	5908-5909	5910-5911	5912-5913
5914-5915	5916-5917	5918-5919	5920-5921
5922-5923	5924-5925	5926-5927	5928-5929
5930-5931	5932-5933	5934-5935	

#### Bombardier T-1 (22)

##### Assigned to Wilson Yard (22)

##### New at Wilson (22)

5000-5001	5002-5003	5004-5005	5006-5007
5008-5009	5010-5011	5012-5013	5014-5015
5016-5017	5018-5019	5020-5021	

#### Urban Transportation Development Corp. ICTS S-1 (28)

##### Assigned to McCowan Carhouse (28)

##### Remained at McCowan (28)

3000-3001	3002-3003	3004-3005	3006-3007
3008-3009	3010-3011	3012-3013	3014-3015
3016-3017	3018-3019	3020-3021	3022-3023
3024-3025	3026-3027		

# 1996 Year-end speed update

By Richard Carroll

"Cars keep going faster all the time." So goes a memorable line from a song which was a hit 30 years ago. The more things change ... 30 years later, the cars, it seems, still keep going faster all the time.

And so do the trains. Starting with the brief fall-winter assessment, the focal point for my future surveys will be redirected to year-end schedules, rather than mid-summer ones. The main reason is that there are generally more significant improvements in fall timetables than in spring.

The following items are taken from the Fall 1996 issues of the VIA, Amtrak, and Thomas Cook European timetables. All accelerated runs which I know to be the best times ever are indicated by "BE."

UNITED STATES			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Chicago-Washington	780	17 h 22 min	16 h 52 min
Chicago-New York	959	18 h 49 min	18 h 24 min
New York-Tampa	1203	25 h 07 min	22 h 37 min
New York-New Orleans	1380	29 h 50 min	29 h 05 min
Chicago-Seattle	2209	45 h 30 min	45 h 00 min

## Notes:

The excellent improvement New York-Tampa is performed by a new train introduced from November 10, the *Silver Palm*. It follows a new, shorter 225-mile route from Jacksonville to Tampa via Ocala, reducing that time to just 4 h 13 min, by far Amtrak's best time for that short segment.

EUROPEAN INTERNATIONAL			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Paris-Brussels	211	2 h 03 min	1 h 58 min BE
Paris-Turin	457	6 h 18 min	5 h 09 min BE
Paris-Milan	548	7 h 03 min	6 h 32 min BE
Lyon-Turin	193	4 h 08 min	3 h 30 min BE
Lyon-Milan	284	5 h 51 min	4 h 55 min BE
Milan-Basel	241	5 h 15 min	4 h 23 min BE
Milan-Zurich	182	4 h 11 min	3 h 40 min BE
Berlin-Amsterdam	415	6 h 55 min	6 h 34 min

## Notes:

- The Paris-Turin/Milan improvements are through services using French TGV-Réseau equipment; last summer's best times required a change of train.
- The Lyon-Turin/Milan and Milan-Basel/Zurich services benefit from the introduction of Italian "Pendolino" tilting trainsets. ETR470 units are used to Switzerland; ETR460s will equip the Lyon runs when they become available. Tri-voltage TGV-R units are providing the service in the interim.
- The Milan-Zurich trains are expected to be introduced by March 1997.
- Average speeds: Paris-Brussels, 107 m.p.h.; Paris-Turin, 89 m.p.h.

GERMANY			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Berlin-Hamburg	179	3 h 31 min	2 h 38 min
Saarbrücken-Mainz	103	2 h 20 min	1 h 49 min
Hamburg-Stralsund	176	3 h 49 min	3 h 26 min

## Notes:

- The Berlin-Hamburg route has been electrified, and line upgrades have brought maximum speeds up to about 100 m.p.h. Average speed is now a respectable 68 m.p.h. This is not the best time ever, but it is the best since the beginning of the second world war.
- The fine improvement Saarbrücken-Mainz results from the elimination of some stops and the introduction of Fiat tilting equipment, built in Italy.

FRANCE			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Paris-Cherbourg	231	2 h 56 min	2 h 42 min BE

## Notes:

Times in effect from December 1, 1996. Average speed: 86 m.p.h.

SWEDEN			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Stockholm-Göteborg	284	3 h 06 min	2 h 54 min BE

## Notes:

X2000 equipment. Average speed: 98 m.p.h.

NORWAY			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Oslo-Kristiansand	219	4 h 34 min	3 h 56 min BE

## Notes:

Service provided for a trial period by a leased Swedish X2000 trainset; it was expected to be operated from September 29 until December 21, 1996. Production orders could follow.

SPAIN			
Route	Distance (miles)	Time in mid-1996	Time at end of 1996
Barcelona-Valencia	219	3 h 53 min	3 h 40 min BE

## Notes:

Follows the opening of a new short-cut near Tortosa, across the mouth of the Ebro River. The new line saves about seven miles and bypasses a long, slow horseshoe curve.

CANADA			
From September 30 until January 4, the Cobourg stop of the 09:00 Toronto-Ottawa train was shifted to Port Hope. The resulting 54-minute run Toronto-Port Hope was the best ever (previously, 56 minutes, in 1966).			



# Research and Reviews



Just A. Ferronut's

## Railway Archaeology

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### The canes and the Penny Wreck

Tuesday, July 2, 1994, was a clear, sunny day, and I was out along CN's Springhill Subdivision near Dorchester, New Brunswick, photographing trains. With a lull in the traffic, I decided to visit the Keillor House Museum in Dorchester, New Brunswick, since I had not been there before. After I asked my usual open question, "Do you have anything on railways?" one of the chaps showed me a cane that had been made and presented to the museum to commemorate the 1897 Penny Wreck at Palmer's Pond. At that point, I didn't know the story of this wreck. The staff graciously brought out a few clippings they had, along with a couple of photos. It was definitely an interesting story that deserved a bit of research.

Early in my research, I found that the Honourable Frederick William Borden, the Minister of Militia for the Dominion government, was a passenger on the ill-fated train. While he was not the central figure of this story, his fame made him a trackable individual. One of the first stories I uncovered was one about a cane that had been presented to him while he was in Nova Scotia a few days before the train wreck.

Being a good Nova Scotian, and a minister of the crown, Borden had been presented a cane by Mayor Deblois of Annapolis, on Saturday, January 16, 1897. This cane was made from wood taken from the old block house of Annapolis. The block house had been pulled down some years before, and as it was an historic building, the cane was considered very valuable. It was of oak cut in England nearly 200 years previously, and contained a silver band on which the presentation was recorded. At this time, one can only wonder whether the individual who made the commemorative cane for the Penny Wreck knew of this earlier cane.

Dorchester, the shiretown of Westmorland County, is on the edges of the reclaimed marshes along the Memramcook River 14 kilometres (8.5 miles) west of Sackville, New Brunswick. Railway service to Dorchester officially started on November 30, 1869, and was to become part of the Intercolonial Railway, although this section was always the target of complaints about its circuitous alignment versus the straighter, shorter, and

better one available to the east between Painsec Junction and Sackville. The adjacent Memramcook River and nearby Petitcodiac River offered a water route via the Bay of Fundy for marine traffic. Early traffic was timber and stone from a couple of local quarries. One quarry had about a mile-long tramway, powered by oxen, to move the 5000 to 6000 tons of stone it shipped each season from the local wharf to New York for building construction.

With the coming of the railway, agitation soon arose for a spur line from the Intercolonial to the public wharf at Dorchester Island, a line which was eventually built. In 1880, again thanks to the power of the local politicians, a federal penitentiary was built on the outskirts of Dorchester. So, by the turn of the century, Dorchester was a busy village, and at the time of our story, the provincial courts were in session, with many of those associated with court having lunch at the Windsor Hotel.

Palmer's Pond is on the eastern edge of Dorchester, at a location presently defined as Mile 96.2 on the CN Springhill Subdivision. The line at this location is on a long down-grade that reaches a maximum of -1.1 percent with a vertical curve opposite Palmer's Pond. It is also at the end of a tangent on a broken-back curve with a maximum curvature of 4° 30". This curve is the eastern part of a larger "S" curve that snakes around the pond and along Ayers Brook and is elevated some 40 feet above the pond.

With a name like the "Penny Wreck," it is easy to conclude this is a story about railways and money. Perhaps most Canadians, do not recall many stories about money events on Canadian railways, but they do happen. The Canadian National had their "tooney" robbery of 1996 in Montréal. Then there were the "fish trains" that carried British gold from Halifax to be minted at Ottawa during the first world war. And while the canes led me to the story of the Penny Wreck, it was the 5½ tons of newly-minted 1896 pennies in 80 boxes, averaging 140 pounds each, loaded in one end of the mail car, on their way for Montréal, that are the centre of this story. These pennies were part of 65 tons being sent to Canada from the British mint in London.

The train, CPR No. 25, was running on the Intercolonial Railway between Halifax and Saint John with an Intercolonial crew. Train No. 25 had pulled out of Halifax at 7:00 a.m. on this bright cold Tuesday, January 26, 1897, pulling six cars. The engine was possibly No. 150, which had been rebuilt

four months earlier and had been assigned to Driver S. Trider for the CPR express. One report was that the temperature at Dorchester was -37° (F). The train had received a routine inspection prior to leaving Halifax and another inspection at Springhill. The train with about 25 or so passengers had met eastbound No. 2 at Sackville.

In addition to Dr. F. W. Borden, a cross section of some of the various people on board included:

- Mr. Barbet, the sleeping car conductor.
- Squire Cahill of Sackville.
- Dr. Calkins of Sackville.
- Isaac Campbell, the baggage master.
- Mr. Cole, representing Jardine & Company, Saint John.
- Mr. H. H. Colpitts, a commercial man returning from Halifax, where he was negotiating for the lease of the Queen Hotel.
- Mr. Charles Fawcett of Sackville, a local industrialist with the Fawcett Stove Foundry in Sackville.
- Mr. Arthur C. Edgecombe, Postal Clerk, Fredericton.
- Miss Nellie Gallagher, daughter of the proprietor of the Windsor Hotel, Dorchester, returning from her music lesson at Mount Allison, in Sackville.
- Mr. Andrew Gorman, manager of the Terrace Hotel, Amherst, was enroute to Moncton.
- Deputy Sheriff R. E. Keith, of Petitcodiac.
- Miss Patriquin, of Bloomfield, Kings County, a dressmaker.
- Mr. H. B. Peck, Assistant Postal Clerk.
- Martin L. Ryan, a "Spud Islander" returning to Connecticut.
- Mr. R. H. Webb, of the dining car staff.
- Senator Josiah Wood, an industrialist involved in wholesaling, lumbering and shipping. (He later was involved with the Moncton sugar refinery and cotton mill. After serving in the Senate, he retired and became the Lieutenant-Governor of New Brunswick.)

By the time Driver Samuel Trider, his fireman, Albert Wood, assisted by brakemen James Linkletter and Charles Thompson, had brought Conductor Edward Milligan's train to Palmer's Pond, on the outskirts of Dorchester, they were 11 minutes late with this westbound express.

The six cars of this train included a CPR six-axled postal-express car (No. 2041), a baggage car, a second-class car, a first-class car, the dining car *Cumberland*, and the parlour car *Sherbrooke*.

It was about 12:15 p.m. and some people were standing, putting on their coats, in preparation for detraining at Dorchester,

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while others were seated. Then, without warning, there was a sudden lurch, and the six cars left the rails and dashed over the bank to the frozen surface of Palmer's Pond, some 40 feet below. The passengers were tossed about in the cars, some seats broke loose, and glass broke and flew as the cars rolled down the embankment with their human cargo. The postal car broke away from the baggage car and, on striking the ice, slid some thirty feet from the others.

The locomotive, having broken away from the cars, dashed on by its velocity for a considerable distance. Once the crew brought the engine to a stop, they backed up and on realizing the magnitude of the accident, proceeded to the station to summon help.

News of the accident was telegraphed to Moncton, and the Intercolonial Railway authorities quickly prepared their auxiliary wrecking train. It left at 1:15 p.m. in charge of Conductor Thomas Coffey, and had on

board General Manager D. Pottinger; Mr. P. S. Archibald, the chief engineer; Mr. G. M. Jarvis, the chief train despatcher; Drs. Chandler, Steeves, and Burke; besides a large crew of men. Since the communication wires were torn down by the wreck, men were also sent to restore them.

In Dorchester, the news spread even faster, and the luncheon crowd at the Windsor Hotel left their meals steaming on their plates, grabbed their robes, and mounted sleighs for the short trip over the hill to Palmer's Pond.

The first thing they saw was the six cars, all lying on their sides, scattered over the frozen pond. The postal-express car was totally wrecked. The other cars were less damaged, and the passengers that could had started helping each other get out of the cars.

It was soon realised that two people, Miss Patriquin of Bloomfield, and Mr. Edgecombe, the postal clerk from Fredericton,

had been killed, both as the result of being crushed by flying equipment.

The injured were taken to the Windsor Hotel, where Dr. Calkins, assisted by professional nurses, the Misses Croasdale, tended their wounds. The Honourable Dr. Borden, was transferred to the residence of Mrs. George W. Chandler where he recuperated for several days. A special train with Colonel Domville and Mr. Howell on board went to Dorchester about 4 o'clock on Wednesday, January 27, to transport Dr. Borden to Saint John. It returned without the Minister of Militia.

While it is now 100 years after the accident, no one cause was ever pinpointed. The train had link-and-pin connections, but no chains. Opinions were that the rail had broken and the rail spread, since the engine's drawbar was broken and the engine, as mentioned, escaped the derailment. The following inquests (yes, there were two, held in parallel) asked many questions about the effect that the 5½ tons of pennies stacked near one end of car 2041 may have had on the wreck. Opinions varied, and while most considered they shouldn't have had much impact, no one would definitely say no. Driver Trider stated "... we do not make up time on grades and dangerous curves; we were running at about 33 miles per hour, without making up any time; we had the usual number of cars ...."

In looking at some of the statements from the 1997 perspective, one would no doubt ask different questions. While the rails were only six years old, there were statements about the sleepers being split and torn, although not enough to require new sleepers. What impact did the temperature have, if the temperature was in fact -37° (F)? Could the rail have broken from the horizontal force of the coins in the car? We will never know.

While to the railways and their passengers, this wreck was a catastrophe, the local kids had a different view. How many pennies are there in 5½ tons? This collection, from England's mint on its way to Montréal, had many boxes smashed, and Palmer's Pond strewn with coppers, in some instances two or three feet deep. A congregation of boys started to assist in the recovery of the mint from the snow in which it was embedded



◀ Photo looking westward, taken from the cutting approaching Palmer's Pond. The first car is the parlour car (*Sherbrooke*) in which the Honourable Dr. Borden, Minister of Militia was travelling. Following it is the dining car (*Cumberland*). The next car is the first-class car in which Miss Patriquin was killed. The car to the extreme left of the picture and at an angle, is the baggage car. Behind the baggage car, and projecting over it is a portion is the postal car in which the postal clerk, Mr. Edgecombe was killed. Out on the ice is the second-class car.

and by Tuesday evening Dorchester was flooded with new cents which had evidently been taken from the place. One should remember a penny bought a lot more a hundred years ago. This sport was not limited to the local boys, as a number of those of older growth also liberally helped themselves.

When the report of the wreck reached Dorchester, one of the first to reach the site was Judge Hanington, who, as a representative of the crown, assumed temporary control, and on his departure to return to his court room he placed Mr. S. Edgar Wilson, County-Secretary and Detective Ring, in charge, as an attempt to ensure that the number of souvenir pennies taken was kept to a minimum.

A news report on Friday, January 29, stated: "... In order to facilitate the recovery of coin, a steam engine was utilised with considerable success and although there is considerable of the mint yet strewn in the wreckage, the greater part of it has been recovered."

Another report, filed on January 31, pointed out that: "... another box of coppers was unearthed from under the express car, which leaves about one more box still missing."

There was a news report in 1985 that a search of the area using a metal detector failed to turn up any spare pennies around the wreck site. However, the same article mentioned that a lady from Dorchester, as a little girl, would go with her older sister down the hill to beside Palmer's Pond – and scuff up the dirt and were sometimes able to find the occasional large copper penny.

It is like Robert B. Shaw stated in his book *A History of Railway Accidents* – airplane crashes happen too quickly for anyone to realise what is happening, even if there are survivors; historically, ship wrecks occurred at remote locations and interviews with passengers are old news by the time survivors reached port; but railway accidents occur slowly enough, and if involving a passenger train, have plenty of witnesses, all with their own story to tell.

The case of the Penny Wreck of Palmer's Pond was no exception. Of the more interesting stories relates to Isaac Campbell, the baggage master, whose car was almost totally wrecked. There were a lot of traveller's trunks in his car, many of which fell on top of him. In addition, a small safe held him down for quite a while until some of the passengers and rescuers got him out of the car.

Then there was one group of passengers that went through the wreck without any complaints. They were a number of cases of fresh lobsters en route to Montréal. While they were in good order when they reached Saint John, Tuesday night, their crates showed signs of the wreck.

The postal-express car was a total wreck and the baggage car was nearly as bad, and

indications were that they were both scrapped.

A recent query to Don McQueen of London, concerning what happened to the other two known cars following the wreck at Palmer's Pond, brought the following reply.

*Sherbrooke*: Built by Barney and Smith in July 1890 as a 10-1 sleeper; converted in October 1910 to business car *New Brunswick*; renamed in November 1916 to *Laurentian*; renamed in March 1918 to *Ontario*; renamed in December 1918 *Laurentian* (again); renamed in March 1923 to *Selkirk*; renamed in May 1925 to *British Columbia*; sold in January 1963 to the West Coast Railway Association, and is currently on display as their prized car *British Columbia*.

*Cumberland*: Built by James Crossen in July 1892 as a diner; converted in January 1910 to tourist car 1425; renumbered in February 1912 to 2918; renumbered in March 1918 to 6018; converted in February 1923 to colonist car 2382; retired for scrap in May 1949 at Winnipeg.

#### The pennies claim a third victim

Three weeks to the day after the Penny Wreck, William E. Dixon, a deaf-mute person well-known locally, was killed while walking along the track at the Palmer's Pond curve. The February 16th accident occurred after the unfortunate man had visited the wreck site and was walking along the track, apparently examining some coins that he had found. Locomotive Engineer J. Stewart was driving Conductor Henderson's westbound special, with Fireman J. Baxter and Brakemen D. Sullivan and H. Bray, when they struck Mr. Dixon, who was also walking west at the time and couldn't hear or didn't feel the approaching train.

#### A New England account of the wreck

Mr. Ryan, on return to his Connecticut home, was interviewed by a local newspaper. This interview was as follows: "The Deep River *New Era* published in Connecticut on February 5th contains the following: Martin L. Ryan returned last Friday morning from his trip to his home in Anandale, Prince Edward Island. He was twelve days making the trip, though ordinarily it requires but three. On this trip Mr. Ryan had a narrow escape from a terrible death and an experience that comes to but few people in a life time. It was Tuesday, January 26, that Mr. Ryan, accompanied by his cousin, James Lawless, were making the return journey to Chester by train. Near the town of Dorchester, Province of New Brunswick, the train consisting of seven cars, struck a broken rail and were thrown down a 75 foot embankment. The train was running at a rate of 50 miles an hour at the time of the accident. The engine did not leave the track having crossed the broken rail in safety. Messrs. Ryan and Lawless were in the rear coach. There were six other men and a woman also in the same

coach. Mr. Ryan says that the car turned over once, resting on its side and then shot down the embankment, out on to the surface of the pond. It all happened so quickly that the car had stopped and was resting quietly on the ice ere the passengers fully realised what had happened. None of the passengers in this coach were injured to any extent, Mr. Ryan having a slight abrasion of the flesh on one leg and another gentleman a cut on his finger. Passengers in the other cars were more unfortunate, a man and a woman being killed outright and many more injured. The accident occurred about 1 o'clock in the afternoon. Mr. Ryan and Mr. Lawless, together with others of the passengers, were hurried off to the nearest town and their wants attended to and wounds dressed by the people. In the express car of the ill-fated train were twelve tons of Canadian pennies in bags and boxes. The parcels burst open in the wreck and thousands of the pennies were scattered about in the snow and on the ice. Men and boys in the crowd that had gathered at the scene of the wreck made a hasty raid on the glittering coins and many a pocket full was carried away. Mr. Ryan was given one and will preserve it as a memento.

"Mr. Ryan experienced some very cold weather while in the Northland. He says that there were many days of steady cold with the thermometer 15 below zero. The coldest day of his visit was January 26, when it was 37 below.

"Prince Edward Island is separated from the mainland by about 10 miles of turbulent sea, at this season of the year a mass of ice. The Canadian government maintains an iron steamer, called the *Stanley*, and known as the 'ice-boat' among the people, to carry mails and furnish transportation, which is said to be the most powerful boat of its kind in the world. This steamer can live in almost any sea and is able to cut its way steadily through from two to three feet of Arctic ice. It seldom misses a trip and is the only means of communication in the winter between the Island and the main. Mr. Ryan can tell much that it interesting regarding his trip."

#### A lawsuit?

A year and a half later, an article in the October 27, 1898, issue of *The Daily Times*, from Moncton, provides some idea of the magnitude of the legal problems following the Penny Wreck.

"W. B. Mackenzie, Chief Engineer I.C.R., went to Saint John yesterday in connection with a suit brought against the I.C.R. by H. H. Colpitts, one of the passengers injured in the Palmer Pond accident in January, 1897. After extricating himself or being extricated from the wreck Mr. Colpitts was driven to the Windsor Hotel where he asserted that he felt seriously injury to his back and side. For some weeks he was confined to the hotel and subsequently went to Saint John, thence to



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Boston. Mr. Colpitts claims \$50,000 damages."

### Today

It has now been a hundred years since this wreck and while CPR trains no longer pass Palmer's Pond, VIA still runs its *Ocean* by this point. The pond still exists and the forests of the area cover about the same areas as one hundred years ago. A visit early last spring revealed a snow line that is probably the remaining edge of the roadbed built down the side of the embankment. This had been constructed to place a temporary spur to assist with the removal of the wrecked cars.

The local museum in the Keillor House has a pair of photos, that they have graciously provided for our use, as well as a few news clippings. My thanks to Phyllis Stopp and the rest of the staff at the Keillor House Museum for their help with my research.

In the cemetery across the road, overlooking the pond and tracks, is the tombstone of Mr. William E. Dixon inscribed, "Killed on the I.C.R. at Palmer's Pond."

### Stations in the news

The McAdam Historical Restoration Commission has announced a programme to raise money to help with the restoration of the community's large, historic, stone, former CPR station. The commission has reproduced a painting of the McAdam station by Ralph "Bambi" Lord. These reproductions are views of the station from across the adjacent pond, and are 24" by 16" in size. They are available in either a rectangular or oval format. The prints are being offered for sale at \$50.00 each, including shipping and handling, with the proceeds being used for their "Save the Roof Campaign." Should you wish to order one or get more information, their address is McAdam Historical Restoration Commission, 146 Saunders Road, McAdam, New Brunswick E0H 1K0.

## Information Network

Item 70 (September-October 1996)

### CGE Davenport Works

Reply from: Ray Corley

Here are further details on the GE battery-electric locomotive that was used at the Canadian General Electric Davenport Works in Toronto, and shown on Page 14 of the September-October 1996 *Rail and Transit* in a photo by Jack Knowles. The locomotive was built by GE's Erie Works in September 1920, with serial number 11353. It was a 20-ton locomotive, operating at 200 volts, and was of type LSB 2C20A4. The locomotive was not built as a demonstrator, but was ordered by the Davenport Works. It was scrapped in May 1949.

Item 75 (November-December 1996)

### NJ&B Railway abolished

Further notes from: Calvin Henry-Cotnam

The bill to dissolve the Nipissing and James Bay Railway Company, described in the last *Rail and Transit*, was passed by the Parliament of Canada, not the Legislature of Ontario. The number S-7 shows that it was passed first in the Senate.

Item 76

### TTC mechanised transfers (1965)

Question from: Ray Corley

According to Bill Hood, machine-issued transfers like the one reproduced at the foot of this page, dispensed from a roll, were used briefly in Toronto on the Parliament route in and 1965 and then on the Oakwood and Rogers Road routes. The whole experiment lasted about six months. Some samples from Parliament show a "route" designation of 00 or 01, and a direction of N or S. This sample is believed to be from the Rogers Road route.

Can anyone give more information on the dates through which these transfers were issued, or on the type of machine used?

Item 77

### TTC mechanised transfers (1996)

Message from: Mark Brader

In December, the TTC began testing a new type of transfer at subway stations.

The original 1954 design of transfer dispenser involved two operations: the transfer had to be first obtained, then stamped with the date and time. Within a few years, this was gone and a single button-push caused the transfer to be timestamped and ejected out the dispenser slot; and the design has not changed since. The transfers are 2 inches by about 5.25 inches, the exact length varying a bit from one dispenser to another. Most of the space is blank, other than a background pattern. The rubber-stamped image shows a TTC logo and the name of the line or section, and then the important parts: the date, time, and station name. These are fitted in a space about 1 inch high and in letters about 3/16-inch high, in sometimes faint bluish or purplish ink. The words "issued at" or "not valid at" sometimes appear above the station name.

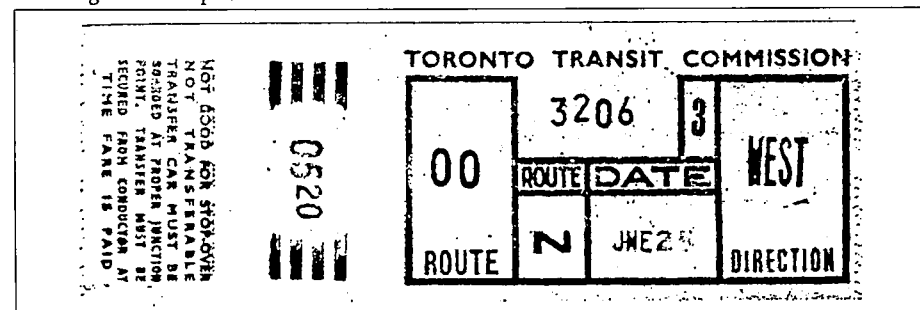
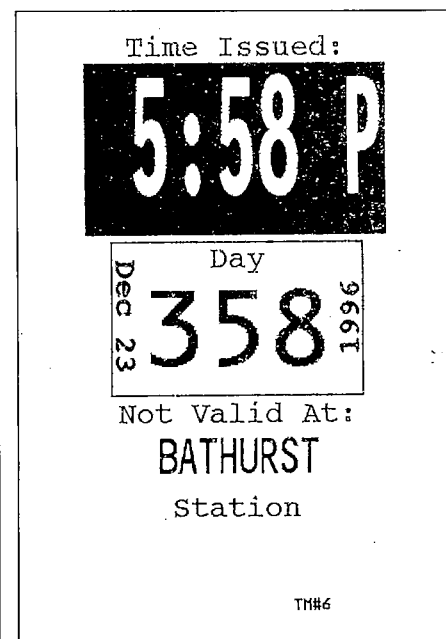
The new transfers are being tested at Bathurst, Bloor-Yonge, and Main Street stations. The new transfer is 2 inches wide, like the present ones, but is only 3.25 inches long, and this time most of the space is used. It is printed with modern technology, on thermal paper, the same as is used in many cash register receipts. The time is now in

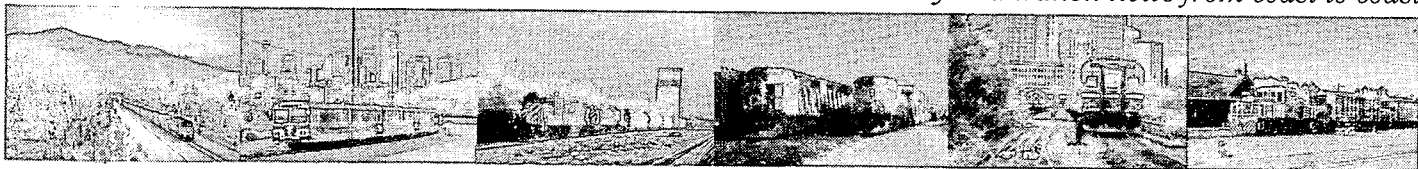
characters 5/8-inch high, white on a black background. The date is represented by a number within the year, 3/8 inch high, with the conventional form (now including the year for the first time ever on any TTC transfer) flanking it in sideways print. The station name is about the same size as before; the line name is no longer shown.

Shown below is a new transfer from Bathurst Station. The black printing is on a pale blue paper, with a repeating background pattern of pink TTC logos with the "Ride the Rocket" slogan.

There are a number of differences in the fine-print notice on the back. Most are inconsequential, but I was surprised to find "The use of this transfer by anyone other than the passenger for whom issued is a criminal offence" present on the old transfer and not the new.

The new machines are about as high as the old ones, but have a red case, similar to the new token machines. Unlike the old machines, the new ones require the user to reach into an aperture to retrieve the transfer, like getting change from a vending machine. They apparently sense whether a transfer is sitting in the receptacle waiting to be picked up, and won't dispense another if it is. The new machines display the time continuously; the old ones don't.





### THE RAPIDO



**EASTERN CANADA**

Scott Haskill  
Gordon Webster

### RAILWAY OPERATIONS

#### REVISIONS TO RULE BOOK

Revisions to the Canadian Rail Operating Rules came into effect on December 1, and both CN and CP issued new copies of the rule book for their employees. Some of the most noticeable changes are the complete removal of any reference to train orders, the removal of classes of train and the word extra in the designation of trains, and the removal of train schedules as a form of operating authority.

On CN, trains that were previously designated as extra trains (such as Extra 5029 West) will now be designated simply by the locomotive number (5029 West). Scheduled passenger trains will be designated by both the train number and the locomotive number (No 693 Eng VIA 6458). CP will continue to use the word extra in its clearances, until the word can be removed from its computer dispatching programs.

The concept of current of traffic has been removed, and tracks now cannot be designated by direction (such as westward track) but only by their position (such as north track or No. 1 track). Most multitrack territory has been designated in this way for many years. CP still retains the use of the directional names in some areas, again until their software is revised.

Other changes to the rule book are to reflect changes in the rules that have been made since the last complete reprinting in 1994, and which have been carried in bulletins or special instructions since they were made.

*From CN's version of the CROR, revision of December 1, 1996:*

**Rule 137 — Designation of trains and engines**  
(a) *In the body of a GBO or clearance:*

(i) *Except as indicated below, directional trains will be designated by their engine number and direction.*

(ii) *A passenger train operating on a schedule will be designated by train and*

*engine number.*

(b) *In the address of a GBO, clearance, or other authority, in addition to those designations outlined in (a), the following may be used:*

(i) *A passenger train operating on a schedule may be designated by train number only.*

(ii) *A freight train may be designated by its freight identification number.*

### CANADIAN PACIFIC ST. LAWRENCE & HUDSON

#### MANAGEMENT TALKS TOUGH

Canadian Pacific Railway head Robert Ritchie has indicated that the St. Lawrence and Hudson division must produce improved results, or face a sale to other interests. Ritchie made the statement in a speech in Montréal, and his remarks were viewed by railway labour unions as a prelude to re-opening labour contracts with StL&H workers.

Ritchie acknowledged that the StL&H will break even in 1996 after losing \$65-million in 1995 on revenue of \$700-million. But he wants the division to further improve its results, in the short term, by seeking property tax reductions, and the reopening of labour contracts, which don't expire until the end of 1997, to get cost-saving concessions from its unionised workers. To stress the urgency with which the CPR views the situation, it has set a mid-1997 deadline for the concessions.

The StL&H pays almost \$30-million a year in property taxes in Ontario and Québec, and was close to an agreement with the Québec government to reduce taxes, but the deal fell through in early December. The railway described its labour contracts as "out of date," and has served notice that it is looking for more flexible working hours from the railway's employees. The Brotherhood of Maintenance of Way Employees union, for one, said it would resist attempts to reopen a contract that has not yet expired, or to renegotiate a separate contract with StL&H.

Ritchie revealed that Canadian National is one of the railways that has expressed interest in acquiring all or parts of the StL&H. The CPR plans to sell or abandon 7000 kilometres of railway lines in the next three years, and has received expressions of interest, in addition to those from CN, from several U.S. short-line railway operators for parts of the StL&H.

#### STATION SOLD

The former CPR Park Avenue station in east-end Montréal will be sold to Loblaw for the

construction of a grocery superstore. Several groups representing residents of Montréal's Park Extension neighbourhood are putting pressure on the city's executive committee after its decision to sell the historic station to the supermarket chain. Mayor Pierre Bourque had promised to turn the heritage building into a community and arts centre. The station was sold for \$3-million by the executive committee, the municipal equivalent of the provincial cabinet. As part of the project, a park and a community centre will be added at the site. Final approval of the project is expected next spring.

—Globe and Mail

#### QCR ACQUISITION FINAL

CPR completed its acquisition of outstanding capital stock of the Quebec Central Railway Company in October. By October 4, 98.5 percent of outstanding stock was tendered as part of an offer by CPR. The railway will now obtain the remaining stock through a compulsory acquisition provision of the Companies Act (Québec). The railway is attempting to purchase the QCR, which it has leased since 1912, and which is all now abandoned, so that it can dismantle the line and sell the property.

### CANADIAN NATIONAL

#### CN TRAIN DESIGNATIONS

The new CN Service Reliability Strategy (SRS) computer system uses a combination of a letter symbol and a series of numbers to designate freight and passenger trains on the system. The SRS code for a train is comprised of one letter indicating the class of train; five numerals indicating the train number, the region on which it originated, and the train section; and then two numerals indicating the date of departure. The following letter symbols are used to indicate the class of train:

**A** — Regional freight trains (400-series)

**C** — Coal trains

**F** — Detoured trains

**M** — Manifest trains (300-series)

**U** — Unit trains (other than coal and grain)

**Q** — Quality service trains (100-series)

**G** — Grain trains

**L** — Local trains (500-series plus the final few mixed trains in the 200-series)

**E** — Express trains (200-series)

**P** — Passenger trains (except for GO Transit, which is monitored by a different system)

The next string of five numerals contain the three-digit train number, then the region code, then the train section. The region codes

are still based on the old CN regions, not the current districts, and are as follows:

- 1 - Atlantic
- 2 - St. Lawrence
- 3 - Great Lakes
- 4 - Prairie
- 5 - Mountain

The train sections are as follows:

- 0 - Advance section (under TRACS, the previous CN train monitoring system, an A train)
- 1 - Regular section
- 2 - Second section (under TRACS, a B train)
- 3 - Third section (under TRACS, a C train)

So, here are some examples of current SRS train designations:

**U 70111 13** - Unit train, Train 701, originating on the Atlantic Region, regular section, originating on the 13th day of the month. This is the symbol for the gypsum train from Dartmouth to East Milford.

**A 45131 10** - Regional freight, Train 451, originating on the Great Lakes Region, regular section, originating on the 10th day of the month.

**P 00251 09** - Passenger train, VIA Train 2, originating on the Mountain Region, regular section, originating on the ninth day of the month.

The main differences between SRS and TRACS are that the letter symbol has moved out to the front, and that the train section is always shown, even if it is only the regular section.

#### RAIL-GRINDER PROGRESS

Loram rail-grinder RG-17 was working in the Toronto area during the second weekend in December. The unit was seen on the Bala and York subdivisions. RG-17 had been slowly making its way eastward from Winnipeg over the past several weeks, and after doing the Bala and York subdivisions, the unit was to continue east on the Kingston Subdivision. Generally the grinder makes three or four passes on each curve, removing very small amounts of metal on each pass to avoid severe heat stresses induced by cutting off a large sliver of steel all at once. On heavy tonnage routes the grinder generally goes by twice a year.

#### UNIT IN HALIFAX HARBOUR

CN SD40 5065 attempted to take a morning dip in Halifax Harbour in the morning of December 23. It was pushed beyond the end of a track in the Dartmouth yard while backing into the fuelling and servicing area. The trailing unit on Train 308 was SD40 5065, and the train was led by M420s 3551 and 3509. Fortunately, the fuel tank did not rupture, but between 20 and 25 litres of fuel did spill from the overflow into the harbour. There didn't appear to be much damage to

the unit, primarily because of the slow speed at which it went off the track. —Chris Roberts

#### BELT LINE OUT OF SERVICE

The Belt Line has likely seen its last train. The last remaining part of the Toronto Belt Line Railway of the 1890s has remained in service as a CN industrial spur, in north-western Toronto, running east from the Newmarket Subdivision. Starting in August, CN put derails on just about everything except main tracks and timetable passing sidings, all across the country, as a result of the runaway car accident on the Edson Subdivision. At the time of the derail installation, the Newmarket Sub. service track was withdrawn from service from Mile 4.8 to Mile 8.1, including all tracks branching off it, one of which is the former Belt Line. The Belt Line track is still there, and as of early December the rails had not been paved over at Caledonia Road. In recent times, the line ran as far east as Fairbank Lumber, on Fairbank Ave. Train KO-10 used to switch in there, but hasn't since before January 1995.

#### GECO BRANCH SERVICE

As noted in the August 1996 *Rail and Transit*, CN removed in June the connection between the Geco Branch industrial line and the Kingston Subdivision, in Scarborough. This left the branch connected only to the Uxbridge Subdivision. The CN Don Yard switch job had been serving the Geco Branch, but to avoid problems in gaining access first to the Uxbridge Subdivision and then to the branch, this has been changed. The Geco Branch is now served by Train 542, the Stouffville Turn. Previously this train — which rarely gets as far north as Stouffville — usually came as far south on the Uxbridge Sub. as the Ellesmere Road overpass (Mile 57) to service a packaging company. The train's territory has now been stretched out to cover all the way into the Geco Branch. Train 542 also serves the one remaining freight customer on the Uxbridge Sub. north of the York Sub., a paper distributor just east of McCowan Road in Markham. On December 4, Train 542 was handled by GP40 9310, with two cars for a lumber yard near Passmore Ave, and six cars for the Geco Spur, plus a van.

#### DT&I SALE DELAY

CN's sale of the former Detroit, Toledo and Ironton lines to the Indiana and Ohio Railway Company, a RailTex subsidiary, has been delayed by an regulatory appeal by railway labour unions. The U.S. Surface Transportation Board has issued a stay of the proposed sale until January 26, 1997, so that it can collect additional information on the sale, and determine if UTU opposition to the I&O's exemption from labour protection issues is important enough to delay or revise the sale.

—CN via Ron Jackson

## VIA RAIL CANADA

### LÉVIS SERVICE TO END

Service to Lévis, Québec will end on February 18, as a result of CN's abandonment of the Montmagny Subdivision, between mileages 111.35 and 119.12, which becomes effective on February 22. VIA trains 14 and 15 (the *Ocean*) and 16 and 17 (the *Chaleur*) will no longer serve the multimodal station at Lévis, with its ferry service to Québec City. The westbound combined *Ocean/Chaleur* early on the morning of February 18 is scheduled to be the last train to stop at Lévis.

The eastbound *Ocean* on the evening of February 19 will be the first train to not serve Lévis, but will instead serve Sainte-Foy, on the north side of the St. Lawrence River, as its stop in the Québec City area. This will require operation over the Québec Bridge, both forward and in reverse, a rare routing for a dome-car equipped train. Trains will bypass the abandoned section of track by using the Diamond Subdivision, before regaining the Montmagny Sub. at Saint-Charles.

For the time being, the schedules have not been changed, and station times at Sainte-Foy are the same as at Lévis. The times at Charny have not been unchanged, either, which means that eastbound trains will stop at Charny before Sainte-Foy, and westbound trains at Charny after Sainte-Foy, though each train will be passing through Charny twice both before and after visiting Sainte-Foy.

An oddity is that, although local travel between Québec and Sainte-Foy is not allowed on VIA (likewise for Saint-Lambert—Montréal, Montréal—Dorval, and Guildwood—Toronto), there is no prohibition on Sainte-Foy—Charny travel, though this is a shorter trip than any of the prohibited ones.

VIA is considering long-term options for serving the area, which could include a new station at Saint-Rédempteur (opposite Charny on the west side of the Chaudière River), at Autoroute 20.

—Tom Box, Peter Gough,  
Richard Carroll, Gerry Burridge

### INTERNATIONAL FOOD SERVICE

Meal service on the jointly-operated VIA/Amtrak *International* has changed. When the train was converted from Amtrak Horizon Fleet to Superliner and Hi-level equipment in November 1995, food service was provided in a Superliner dining car, operated as a take-away snack car, with only half the seating area in use. Dining cars have now been replaced with Superliner coaches with a snack bar in the space normally occupied by the lower-level seating. There are no tables in the small snack bar, and customers take their food to their seat. The limited storage



capacity for food has resulted in the snack bar running out of most items on some occasions. Trains continue to run with at least one Superliner coach with a lower-level seating area, to provide accessible seating. Other coaches are often ex-Santa Fe high-level coaches.

#### NOTES

Service to Port Hope and Cobourg changed on January 6. Midday Toronto—Ottawa Train 640 (normally worked by an IC3) has added a stop in Cobourg and dropped its stop in Port Hope, while Toronto—Ottawa Train 42 has replaced its Cobourg stop with one in Port Hope. • The seven-week absence of the IC3s, when the trains were out of service because of concerns about signal activation, is not being charged to VIA, and the four-to-six-month test period is being counted from November. • One or two IC3 trips have been lost when a small part, such as a pump, failed, and a replacement was brought in from Denmark. In an attempt to reduce the swaying of the cars, Adtranz plans to install yaw dampers. • Ridership is good on the IC3 trains east of Toronto, and some old-time regular passengers from the *Ontarian* early-morning Budd RDC service are riding the Kingston trains, especially from Cobourg. • VIA operated its first employees' Christmas special from Toronto on Saturday, December 14, leaving at noon for Niagara Falls, and returning in the evening after the *Maple Leaf*. The train consisted of F40PH-2 6401, seven LRC cars, one HEP II car, and one Park car. One reason for running the train is that the families of many VIA employees have never ridden a train.

—Tom Box, Richard Carroll, Dave Stremes

#### GO TRANSIT

##### OSHAWA STORAGE

Two trains are now being stored overnight at GO's Oshawa station, on the station tracks. The two consists are in addition to the two trains that continue to be stored nightly at Henry, a storage track on the north side of the GO Subdivision, west of Whitby Station. The additional storage capacity has eliminated the need to run deadhead trains between Willowbrook yard and Oshawa, and has thus reduced operating costs.

Power supplies have been installed so the trains can be plugged in and the locomotives shut down. Although the station tracks are stub-ended, they are designated as main tracks, and dwarf signals, continuously illuminated red, are in place at the east-end of the tracks. Special instructions in the CROR deal with equipment storage on main tracks such as this, and derails are placed at the west end of the station tracks when work is being performed on the trains during their layover.

—Tom Box

#### TRAIN NUMBER CHANGES

On October 27, 1996, train numbers for the afternoon Milton service on the StL&H were changed. The following changes were made: Train 157 changed to 151, 159 to 153, 161 to 155, 163 to 157, and 165 to 159.

#### MORE CARS IN SERVICE

Eight coaches have been removed from storage and put into service for the winter. The extra cars are planned to reduce the number of standees and handle the anticipated increase in ridership through the winter.

#### MARINE SERVICES

##### NEW TORONTO-NIAGARA SERVICE

A company is planning to operate regular passenger ship service across Lake Ontario from Toronto to Port Dalhousie, in St. Catharines, and Rochester, New York.

Shaker Cruise Lines have acquired the former Marine Atlantic vessel *Marine Courier*, a 144-passenger Newfoundland coastal supply ship built in 1986. The ship is being refitted in Toronto, with additional passenger capacity replacing cargo space. The ship will be renamed *Constellation*, and is expected to be ready in March or April. Up to three round-trips a day are planned between Toronto and Port Dalhousie, with service to Rochester starting when customs arrangements have been made. The company expects that service can operate up to ten months of the year, given the robust design of the ship.

##### NEW SAULT LOCK

A proposal for the construction of a new lock at Sault Ste. Marie along the St. Mary's River is being promoted by shippers and the U.S. Army Corps of Engineers.

There are five locks along the river. The Sabin lock, which is closed, and the Davis lock, currently restricted mostly to recreational boats, would be replaced by the new lock. The new lock would be similar to the Poe lock, which is 1200 feet long, 110 feet wide and 32 feet deep; it opened in 1969. The McArthur lock, which opened in 1943, is 800 feet long, 80 feet wide, and 31 feet deep. The single lock on the Canadian side is out of service.

The desire for a new lock rises from the fear that any closure of the Poe lock would paralyse shipping, as it is the only one capable of handling 1000-foot vessels. A new lock was approved by the U.S. Congress in 1986, but the eight great lakes U.S. states were required to pay 25 percent of the \$350-million cost during construction and 10 percent after completion, an arrangement with which they did not agree. A design change has reduced the estimated cost by more than \$100-million, and Congress will now allow the states to pay their share of costs over 50 years.

—The Detroit News via Neil Schultheiss

## THE PANORAMA



### WESTERN CANADA

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#### BRITISH COLUMBIA

##### THE 1996 CHRISTMAS STORM VICTORIA AND THE ISLAND

Southern B.C. was the recipient of a series of snow and ice storms over the Christmas holidays, which caused a large amount of property damage, and severely affected transportation in the Lower Mainland and on Vancouver Island, areas not normally the recipient of significant snowfalls.

Victoria was bathed in cold arctic air over Christmas time. The city escaped several snowfalls that hit the Vancouver area, but by Christmas Eve had about 10 cm of snow downtown and up to 30 or more cm on the hills. By the end of Friday, December 27, there was an additional 25 cm or so of snow in downtown Victoria. Temperatures were still 2 to 5 degrees below freezing and a strong north wind was blowing. It snowed heavily on Saturday, and Sunday's snowfall of 64.5 cm set a new 24-hour record for the city. The total accumulation for the series of storms was 123.9 cm. High winds caused heavy drifting.

Naturally, transportation came to a halt on Sunday, December 29. High winds overnight brought down power lines in several outlying areas. It was only by New Year's Day that major streets were finally wide enough for bus traffic.

The airport was closed until Monday morning, and several hangars collapsed on Monday from the heavy snow. BC Ferries cancelled all service on the Swartz Bay—Tsawwassen, Mid-Island Connector, and Gulf Island runs because employees couldn't get to work. One ferry ran on the Departure Bay—Horseshoe Bay run. No one from Victoria could get to it, though, because the Trans-Canada Highway was closed at the Malahat. On Monday, ferry service got back near normal, with short delays. The Mill Bay ferry (which could have taken travellers around the closed Malahat highway) was not operating because the roads to it were plugged; it started at 13:15 Tuesday from Brentwood Bay. However, the power was out at Brentwood Bay on January 1, so the ramp would not operate and service was suspended for the day. The Clipper from Seattle

operated on Sunday, and left Victoria at 18:00 with a full load.

BC Transit had no service on Sunday. They had kept the buses going well on Saturday, but on Sunday the streets were impassable. Sunday afternoon, the snow turned to rain and digging-out began. Victoria has five trucks fitted with ploughs; there are also some skidloaders used for ploughing. They had kept roads useable Saturday but the night of the blizzard, the snow accumulation was too much for them. Five major arteries were eventually ploughed on Sunday (one lane only), and other major roads got the same treatment as soon as possible.

A few buses were running by mid-morning Monday, and by the afternoon 30 of the usual 175 buses were out on routes. The same service lasted until about midnight and started Tuesday morning, with half hourly service on the routes. 50—Goldstream (four buses), 23—Esquimalt, (three buses) and a special Jubilee route (two buses) to serve Royal Jubilee Hospital were first to get buses. Bus stops were not cleared but patrons were told to stand as near as they could to usual stops and wave, and duck when the slush came. Some other routes gave full service, others served only partial routes. Route 14 went from downtown to Victoria General Hospital (two buses). Route 70—Pat Bay Highway (five buses) ran to Swartz Bay ferry terminal only, not to Sidney. Route 75—Central Saanich (three buses) had partial service and ran into Sidney. Route 6—Quadra (two buses), a combined routes 10 and 22 (Gorge and Burnside, two buses), Route 26—Crosstown (three buses), and Route 61—Sooke (two buses) also ran.

By noon Tuesday, 82 buses were out, but BC Transit did not expect full service to be restored until Thursday. Routes 1—Richardson, 2—Oak Bay, 5—Beacon Hill-Fairfield, 20—Cook, 22—Burnside, 24—Colville, 28—Majestic, and 30/31—James Bay-Carey/Glanford were still not operating. By noon on New Year's Day, all of the routes had some service (a few routes were still partial); modified Sunday service was offered, with about three dozen buses.

VIA had problems on the Esquimalt and Nanaimo. The southbound E&N Dayliner struck a pickup truck at an intersection in Qualicum Bay on Saturday afternoon, December 21. The truck was badly damaged and its driver sustained minor injuries. The conductor was treated for minor injuries at Nanaimo Regional District Hospital; no passengers were injured. Poor road conditions and a steep grade at the intersection may have contributed to the accident. Two days later, the train was cancelled because of trees down on the track in a snow storm.

The southbound VIA train of December

27 reached Victoria at 21:00 after being delayed northbound at Mile 83.4 for a broken rail; it then ran out of fuel southbound at Parksville, and then the crew had to cut their way through fallen trees on the Malahat. On December 28, sectionmen were clearing snow and trees all day between Duncan and Langford. The Budd car had a sectionman with a power saw riding with them, and south of Cobble Hill had to cut four trees. They hit one tree on a right-hand curve at Mile 26.6, crumpling the front door on 6148 and injuring the sectionman and the engineer. The train eventually reached Mile 12.7, where they encountered a four-foot diameter tree across the track, so they proceeded slowly back to Duncan, with 100 passengers. The train couldn't return to Nanaimo, where there'd be hotel space, because of heavy snow near Ladysmith. Passengers were brought south by bus.

Then the big snow hit. There was no passenger train service Sunday, December 29, through Wednesday, January 1. At 15:00 on December 29, E&N 3005 was running south to Victoria, pushing a plough. The Budd cars were tied up in the Koksilah storage track at Mile 38. At 12:15 on December 30, the Dayliners were still at Koksilah, and the plough train, with 3042, 3129, and 3005, headed north from Victoria, got to Nanaimo at 18:00, and slowly worked its way to Courtenay, clearing the line. At 13:30 on December 31, Extra 3129 South brought the two RDCs in from Koksilah. On January 3, VIA service resumed with the 18:10 departure of the ski train, with only VIA 6133 in use.

Many community volunteers saved lives and helped residents (many elderly) by delivering from pharmacies, carrying hospital personnel to work, shovelling sagging roofs, and rescuing stranded people and vehicles. Armed Forces reservists got heavy trucks out to make deliveries of essentials. By January 1, Hydro crews had been working 16-hour shifts every day for almost two weeks. BC Ferries crews and BC Transit drivers had walked to work for several days, just to keep their transportation going.

—Rob Scrimgeour, *Gray Scrimgeour*,  
CFAX, Victoria Times-Colonist

#### VANCOUVER AND THE MAINLAND

In the late-December snow storms, Vancouver had traffic problems but got off about the lightest of any affected area. Greater Vancouver enjoyed its first white Christmas since 1990, and only the seventh since keeping of weather records began in 1937. On December 23, the five West Coast Express trains were from 15 to 45 minutes late, delayed by frozen switches at Mission. Bus services were disrupted, with some passengers reportedly waiting up to 90 minutes for Richmond buses that are supposed to run

every 7½ minutes. The SkyTrain kept running, but with delays. On Sunday, December 29, there was a record snowfall for one day of 35 cm dumped on Greater Vancouver. The city was practically paralysed. SkyTrain service between Vancouver and New Westminster was cancelled at 13:00 as doors froze; one train remained in service, shuttling between New Westminster and King George stations. Snow on the guideway was as high as the side railings. Buses ran where, when, and if they could, and did not stop on hills. While there was minor flooding, it was confined to low-lying farmland such as the Nikomekl and Serpentine River floodplains in South Surrey. There were no major mud problems.

In the Fraser Canyon, the highway was completely closed between Yale and Lytton on December 29. There were as many as 500 avalanches in the 40-km stretch between Boston Bar and Yale. Hundreds of residents and dozens of travellers were stranded in Boston Bar and at roadside eateries. Helicopters were used to ferry in emergency food supplies. Stranded motorists and truckers were finally escorted out by convoy on January 3.

BC Rail was little affected. The Tumbler Ridge line was closed by snow and high winds for one day only. Main line traffic was halted for about six hours on January 1 by a small slide north of Whistler. Unfortunately, Budd car passenger Train 1 was trapped behind it, resulting in cancellation of Train 2 on January 2. Lillooet got 18 inches of snow, the most in recent memory.

On the BNSF, power switches were knocked out of commission, and trains were having to stop and copy written permission to hand throw switches, which then had to be dug out. Some problems were experienced with grade crossing protection not working properly because of the heavy use of road salt nearby. There were eight small slides between Crescent Beach and White Rock, but no trains were running due to New Years, so there were no delays.

After the big snow storms, there were mud slides between Seattle and Everett. After running late for several days, the Amtrak *Mt. Baker International* did not operate from December 29; it resumed January 12. A 400-foot wide slide from a 200-foot cliff near Edmonds, Washington closed the line again on January 16. CN through the Fraser Canyon was hit by multiple avalanches, with at least a dozen slides between Yale and Lytton. The heaviest snowplough in the province was sent from Blue River to the area, for the first time since 1983. Nine trains were trapped, and the line was reopened on January 4.

On December 31 and January 1, CP in the Fraser Canyon was closed due to slides

and avalanches 40 feet deep and 200 feet long. The Fraser Canyon was to open for traffic on January 5. Previously, plough trains were virtually the only trains operating. Naturally, there was ploughing and a watch for slides farther east in the Selkirks and Rockies.

On the VIA transcontinental service, Train 1, *The Canadian*, due in Vancouver at 08:30 on December 31 – running about 16 hours late – was held at Kamloops after avalanches were reported on the route ahead. This train never did leave Kamloops, and passengers were bussed or flown to Vancouver. Train 2 did not operate out of Vancouver on January 2 or January 4. The Train 1 due in Vancouver on January 3 did not arrive, but Train 1 due in Vancouver on January 5 arrived on time.

—Dean Ogle, Phil Mason, Jim Brock,  
Dave Wilkie, Vancouver Province, KOMO-TV

## WEST COAST EXPRESS

### SCHEDULE CHANGES

The schedules of the five morning westbound and five afternoon eastbound trains on the West Coast Express commuter-train service between Vancouver and Mission changed on December 16.

Under the new schedule, westbound trains leave the Mission City station at 05:27, 05:57, 06:27, 06:57, and 07:27; these trains arrive in Vancouver at 06:40, 07:10, 07:40, 08:10, and 08:40. Eastbound trains leave the CPR Waterfront Station in Vancouver at 15:50, 16:20, 16:50, 17:30, and 18:20; these trains arrive in Mission at 17:03, 17:33, 18:03, 18:43, and 19:33.

—WCRA News

## COASTAL SHIPPING

### PRINCE GEORGE SINKS

The former CNR ship *Prince George*, already heavily damaged by an on-board fire, sank off the entrance to Dutch Harbor, Alaska in a storm on Thursday, October 24. The ship and a barge were being towed by the tug *Pacific Challenger* to a wrecker's yard in Shanghai, where the *Prince George* was to be scrapped. When the storm blew up, the ship listed and foundered, going to the bottom in 155 metres of water. The tug and tow were five kilometres north of Dutch Harbor when the tug skipper asked for shelter from the storm and started for the harbour. The *Prince George* started listing and went down, but the tug got into the harbour with the barge.

—Victoria Times-Colonist

## CPR — E&N RAILFREIGHT

### RELOCATION

The B.C. government has awarded contracts for \$5.7-million to build four railway bridges and realign a section of the E&N as part of the improvements to the Island Highway near

Colwood, west of Victoria. The contract covers a new 104-metre, three-span railway bridge over Highway 1A, a new on-ramp to the highway and the Galloping Goose Trail. It also calls for short underpasses at Six Mile Road for a new access road to Thetis Lake Park. A 1.2-kilometre stretch of the E&N will be realigned from just west of Brydon Road to Burnside Road. The construction is to be completed by next summer.

—Victoria Times-Colonist

## BRITISH COLUMBIA RAILWAY

### CHRISTMAS SPECIAL

BC Rail's "Jingle Bell Express" operated as scheduled December 14 and 15 with the following consist: 2-8-0 3716, power car BCOL 76, coaches *Dragon*, *Chasm*, *Whistler*, *Brunswick*, *Lions Bay*, *Sunset Beach*, *Seton*, *Exeter*, *Horseshoe Bay*, *Birken*, *Porteau*, and *Kelly Lake*.

## BURLINGTON NORTHERN SANTA FE

### DETOURS ON CPR

Due to weather problems (generally from Stevens Pass east), BNSF detoured three eastbound empty freight trains eastbound through Canada via the CPR. A train with BN 8145, 6913, and 97 empties arrived in New Westminster at 16:10 on Friday, November 29. A CPR locomotive was waiting in BN's yard, and the train went east at 20:55. A train with BN 2076, 2731 (those two were taken off at New Westminster), 8002, 7052, and 107 empties arrived at 09:55 on November 30; CP 5903 was added and the train went east at 11:00. Finally, a train with BN 2720 (off at New Westminster), BNSF 1016, and ATSF 214 with 109 empties arrived at New Westminster at 02:15 on December 2 and went east, possibly with CP 6010 added.

—Dean Ogle

## TOURIST RAILWAYS AND MUSEUMS

### WHITE PASS AND YUKON FATALITY

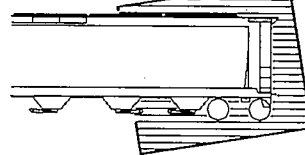
This summer, the WP&Y reported that it had its first passenger fatality since it started running in 1898. A U.S. tourist fell off the rear platform of the train, apparently while taking photographs of steam locomotives as the train passed a yard.

—Whitehorse Star via Dave Leibold, Fidonet

### LUXURY TRAIN

The 1997 schedule of the American Orient Express shows four Canadian trips, all marketed under the name The Great Trans-Canada Rail Journey. Trips scheduled with the luxury AOE consist are August 11-18 and September 1-8, Vancouver to Montréal; and August 18-25 and August 25-September 1, Montréal to Vancouver.

## ROLLING STOCK



## FREIGHT CARS

### BOMBARDIER ORDERS

PDS Rail Car Services will take over and reopen the former CN car repair facility in Port Huron, Michigan. PDS reached agreement in early December with CN, which closed the shop in October 1995. PDS will employ over 100 workers at the shop, which will reopen January 2, 1997, to provide repair, blast, paint, and cleaning services for railway cars.

—Paul L. Schumann

## PASSENGER CARS

### GO MAINTENANCE CONTRACT

GO Transit has awarded a contract to Bombardier to maintain its passenger cars and locomotives, beginning on June 1, 1997, when CN's contract expires. Bombardier won the contract in response to a public tender call, and has signed a six-year contract with GO for the work, at a total cost of approximately \$97.4-million.

The contract is to maintain and service GO's active fleet of 283 bi-level cars and 40 locomotives, primarily at GO's Willowbrook yard and shop, and also at GO's outlying storage locations. All maintenance work on GO cars and engines has been performed by CN since GO began operation in 1967. There will be no change to CN's role as operator of GO trains on its own lines, although this may be subject to a future tendering process.

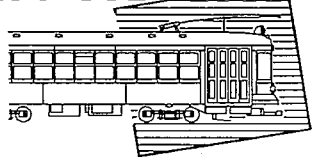
Four companies submitted proposals for the work: Bombardier Inc., CN, Ontario Transit Ltd., and St. Lawrence and Hudson. GO based its selection on price and technical competence, and expects to save money with the new contract, compared to its present rates with CN. The six-year agreement includes an option to renew for a further three years.

### DALLAS RDC SERVICE DELAY

The new commuter service in Dallas, Texas, has had delays in introducing its former VIA Budd RDCs. The service was to begin on December 30 with RDCs rebuilt by GEC Alsthom AMF Transport. The first two of 13 ex-VIA RDCs were to be upgraded in Montréal, with work on the remaining eleven to be done in Texas. Delays in completing and accepting the cars led the Dallas transit agency to lease cars and locomotives from Amtrak and the Connecticut Department of Transportation, as an interim measure.



## IN TRANSIT



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## TORONTO

## PETER WITT TRAINING

The TTC's sole remaining Peter Witt streetcar, 2766, was out on three days of training runs, on December 11, 12, and 13. The car was retired from tour service in November 1988, and was stored for some time at Hillcrest Shops and at the closed St. Clair Carhouse. Since 1992, the car has received minor repairs and has seen limited use in the Beaches Easter Parade, the annual streetcar rodeo, and at ceremonial events such as the Roncesvalles carhouse centennial, and the opening of Exhibition Loop.

With the continuing retirement of TTC personnel capable of operating the car, the training sessions were organised in order to maintain a pool of operators and supervisors familiar with the car. The training runs began with a loop or two around Hillcrest, and then included some running on Bathurst and other city streets. After the training ended, the car returned to its usual storage place at Hillcrest inside Harvey Shops.

## COXWELL DERAILMENT

At 05:42 on December 25, a 506-Carlton streetcar derailed at the south intersection of Gerrard and Coxwell. There was some property damage, but no injuries. The streetcar that derailed was running north on Coxwell from Russell carhouse, entering service for the day. The front truck passed over the specialwork at lower Gerrard, but the rear truck left the tracks, and swung wide to the right, smashing the curb, bringing down an overhead pole, and stopping inches short of a storefront. The car ended up 35 metres north of the intersection, blocking most of the street.

After much work by TTC, Hydro, and emergency crews, the car was rerailed by 12:20, and was coupled to another streetcar and operated carefully back to Russell carhouse. The road remained closed until 21:10 for repairs by Toronto Hydro. The car suffered damage to both trucks, and some body damage to the front, rear, and roof. The reason for the derailment was not immediately known, although a frozen or blocked trailing-point switch is suspected.

—Pat Semple, Mark Broder

## OTHER STREETCAR MISHAPS

The snowy and wet weather around Christmas caused other streetcar system mishaps. On December 26, CLRV 4138 broke down at Bathurst and Queen on its way north to St. Clair Avenue, early in the day. After temporary repairs, the car had to be moved north to Bathurst Station before it could return to Roncesvalles carhouse, because the switch at Wolseley Loop just north of Queen Street was frozen. • Also early on the same morning, 25 feet of overhead wire fell on ALRV 4238 at Bathurst and Dundas when a span wire broke. • Shortly thereafter, 10 feet of overhead fell down on Bathurst at the entrance to Wolseley Loop. The sudden cold weather was blamed for the overhead breaks. • In the afternoon on December 26, CLRV 4085 derailed its rear trucks when it wasn't able to negotiate a frozen switch on Track 10 in the Russell Carhouse yard. • Because of cold weather, snow, and freezing rain, a storm car operated overnight on December 31/January 1, to keep the track and overhead clear. An ALRV was used, but it failed at St. Clair Station around dawn, delaying the scheduled overnight streetcar service. ALRVs are rarely seen north of Bathurst Station.

## VANCOUVER

## BC TRANSIT NOTES

Truck Body Inc., a truck rebuilder and painter in Surrey, has won a contract to repaint all of the SkyTrain cars. Turn-around time is approximately one week. • Experimental higher-speed SeaBus runs were a success this summer, and BC Transit will soon be asking for the right to increase speeds whenever it wants. Earlier this year, the B.C. Supreme Court granted BC Transit a 60-day test period, until September 1, that freed it from a 1977 undertaking limiting SeaBus speed to 11½ knots. The higher 13½-knot speed would allow SeaBus to offer service every 10 minutes instead of every 15 minutes.

—Dean Ogle

## QUÉBEC

## LOW-FLOOR BUSES

New low-floor buses built by NovaBus are beginning to appear in service on Montréal and Québec City. In Montréal, the STCUM is placing its first production models of the Nova Bus LFS in service. Numbered in the 16-000 series, the new buses appeared in early December on training runs for operators. The 14-Amherst route was equipped with the new buses in January. The buses have a new variation on the current paint scheme — a white body, black window area, and a blue stripe below the windows which changes progressively along the body

## CHRISTMAS SERVICE CHANGES ▶

Each year during the Christmas season, railways and transit agencies make major adjustments to their services. With schools closed and many workers on holiday, rush hour and commuter services are reduced. But with Christmas shopping and holiday travel, service at other times of the day is increased.

On the opposite page are listed the service changes made by VIA across the country, and by GO Transit and the TTC in Toronto. The VIA and GO changes are listed in detail; GO bus schedule changes are not listed, but few were made. The TTC changes are described generally.

VIA ran extra trains from Montréal to Gaspé, and cancelled many of its intercity trains on the days surrounding Christmas Day and New Year's Day. On VIA, the Christmas season effectively extended from December 19 until January 6.

GO Transit moved much of its rush hour service ahead to begin soon after noon on Christmas Eve and New Year's Eve, but operated its regular service on most other days.

The TTC's Christmas adjustments extended from November 17, with extra service on weekends, and from December 23, with reduced service on weekdays. The subway and streetcars, and major bus routes, were extended on New Year's Eve until approximately 03:00. The schedules returned to normal on January 4.

from the current shade of blue to a somewhat darker shade.

The bus has a very large one-piece windshield, with a complex downward-sloping curve built into it. There are 37 seats, broadly arranged in pairs on the closed side of the bus, as inward-facing seats in the front part of the open side of the bus, and in pairs at the back of the bus, behind the centre door, including four rearward-facing seats over the rear wheel wells. Three flip-up seats can be made into a wheelchair area, just ahead of the centre door, where the wheelchair ramp is located. A high padded cushion is placed ahead of the folding seats. Three seats at the front are located ahead of the front wheel wells. The engine compartment is on the driver's side, on the rear, and extends all the way to the ceiling. Windows are large, and have two large sliding panes.

In Québec City, by the end of December, half a dozen out of 35 new Nova Bus low floor buses have been delivered to the STCUQ garage, and were expected to be introduced in service shortly thereafter.

—Roman Hawryluk, Marc Dufour, Colin R. Leech

<b>Saturday December 21</b>	VIA – Matapédia–Gaspé: 16 and 17 cancelled (also on December 19) • Gaspé to Montréal: extra 617 (also on December 19) GO – Regular Saturday service TTC – Regular Saturday service, with an extra train on the Scarborough RT (also on Saturdays from November 23 to December 14)
<b>Sunday December 22</b>	VIA – Montréal to Gaspé: extra 616 (also on December 18 and 20) GO – Regular Saturday service TTC – Regular Sunday service, with extra trains on the Yonge–University–Spadina subway and the Scarborough RT (also on Sundays from November 17 to December 15)
<b>Monday December 23</b>	VIA – Matapédia–Gaspé: 16 and 17 cancelled • Gaspé to Montréal: extra 617 GO – Regular weekday service TTC – Regular weekday service, with frequencies reduced to summer levels
<b>Tuesday December 24 Christmas Eve</b>	VIA – Toronto to Kingston: 650 cancelled • Toronto to London: 81 cancelled • Toronto to Stratford: 687 cancelled • Sudbury to White River: 185 cancelled GO – Toronto to Burlington/Hamilton: extra trains to Hamilton at 12:37 and 13:13; extra trains to Burlington at 14:13 and 15:13; trains to Oakville at 16:43 (923) and 17:25 (979) extended to Burlington; trains to Hamilton at 16:37 (973) and 17:19 (977), and trains to Burlington at 17:02 (975) and 17:43 (925) cancelled • Toronto to Oshawa: extra trains at 13:08, 13:43, and 14:43; trains at 16:54 (974), 17:03 (976), and 17:38 (978) cancelled • Oshawa to Toronto: train at 18:03 (985) cancelled • Toronto to Richmond Hill: extra trains at 13:15 and 15:00; train at 17:30 (835) cancelled • Toronto to Stouffville: extra train at 14:20; train at 16:40 (860) cancelled • Toronto to Bradford: extra train at 14:30; train at 17:17 (871) cancelled • Toronto to Milton: extra trains at 13:30, 14:30, and 15:30; trains at 16:50 (153), 17:10 (155), and 18:05 (159) cancelled • Toronto to Georgetown: extra trains at 13:45 and 14:45; trains at 16:15 (841) and 17:15 (845) cancelled TTC – Bus and streetcar routes and Scarborough RT: regular morning rush-hour service, with reduced frequencies; afternoon rush hour service, with reduced frequencies, from 12:00 until 17:00 (19:00 on Scarborough RT) • Subway lines: Saturday service, with extra trains during the morning rush hour and from 12:00 until 19:00
<b>Wednesday December 25 Christmas Day</b>	VIA – Québec–Montréal: 20, 21, 23, and 24 cancelled • Montréal–Ottawa: 30, 31, 36, and 37 cancelled • Ottawa–Toronto: 40, 41, 44, 45, 640, and 643 cancelled • Montréal–Toronto: 52, 53, 56, 61, 66, and 67 cancelled • Kingston–Toronto: 650 and 651 cancelled • Toronto–Windsor: 70, 71, 72, 75, 76 cancelled; extra 670 • Toronto–Stratford: 680 and 687 cancelled • Toronto–Kitchener: 681 and 684 cancelled • Toronto–London: 80 and 81 cancelled • Niagara Falls to Toronto: 90 cancelled • White River to Sudbury: 186 cancelled • The Pas to Lynn Lake: 291 cancelled • Churchill to Gillam: 294 cancelled • Jasper to Prince George: 5 cancelled • Prince Rupert to Prince George: 6 cancelled • Victoria–Courtenay: 198 and 199 cancelled GO – Sunday service TTC – Sunday service, but no contracted service for Vaughan Transit north of Finch on 165D or north of Steeles on 160
<b>Thursday December 26 Boxing Day</b>	VIA – Québec–Montréal: 20 and 21 cancelled • Montréal–Ottawa: 30 and 31 cancelled • Ottawa–Toronto: 40, 41, 640, and 643 cancelled • Montréal–Toronto: 52 and 53 cancelled • Kingston–Toronto: 650 and 651 cancelled • Windsor to Toronto: 70 cancelled; extra 670 • Toronto–Stratford: 680 and 687 cancelled • Toronto–London: 80 and 81 cancelled • Niagara Falls to Toronto: 90 cancelled; extra 92 • Lynn Lake to The Pas: 290 cancelled • Prince George to Prince Rupert: 5 cancelled • Prince George to Jasper: 6 cancelled GO – Saturday service TTC – Saturday service, but no contracted service for Markham Transit north of Steeles on 68B or 129A
<b>Friday December 27</b>	VIA – Montréal to Gaspé: extra 616 • Montréal to Québec: 20 cancelled; extra 620 • Ottawa to Montréal: 30 cancelled; extra 630 • Ottawa–Toronto: 40, 41, and 643 cancelled • Kingston to Toronto: 651 cancelled • Windsor to Toronto: 70 cancelled; extra 670 • Stratford to Toronto: 680 cancelled • Toronto–London: 80 and 81 cancelled GO – Regular weekday service TTC – Regular weekday service, with frequencies reduced to summer levels
<b>Saturday December 28</b>	VIA – Matapédia–Gaspé: 16 and 17 cancelled • Gaspé to Montréal: extra 617 GO – Regular Saturday service TTC – Regular Saturday service
<b>Sunday December 29</b>	VIA – Montréal to Gaspé: extra 616 GO – Regular Sunday service TTC – Regular Sunday service
<b>Monday December 30</b>	VIA – Matapédia–Gaspé: 16 and 17 cancelled • Gaspé to Montréal: extra 617 • Gillam to Churchill: 295 cancelled GO – Regular weekday service TTC – Regular weekday service, with frequencies reduced to summer levels
<b>Tuesday December 31 New Year's Eve</b>	VIA – Same as December 24 GO – Toronto to Oakville/Burlington/Hamilton: same as December 24, with trains at 22:43 (935) and 00:13 (937) delayed until 23:13 and 00:43 • Toronto to Pickering/Oshawa: same as December 24, with train at 00:13 (938) delayed until 00:43 • All other lines: same as December 24 TTC – Bus and streetcar routes: same as December 24, with extra service until 03:00 on all routes which normally run until 23:59 or later • Subway lines: Saturday service, with extra trains during the morning rush hour and from 12:00 until 19:00, and with extra service until 03:00
<b>Wednesday January 1 New Year's Day</b>	VIA – Montréal to Gaspé: extra 616 (also on January 3 and 5) • All other lines: same as December 25 GO – Sunday service TTC – Sunday service, but no contracted service for Vaughan Transit north of Finch on 165D or north of Steeles on 160
<b>Thursday January 2</b>	VIA – Matapédia–Gaspé: 16 and 17 cancelled (also on January 4 and 6) • Gaspé to Montréal: extra 617 (also on January 4 and 6) • All other lines: same as December 26 GO – Regular weekday service TTC – Regular weekday service, with frequencies reduced to summer levels
<b>Friday January 3</b>	VIA – Same as December 27 GO – Regular weekday service TTC – Regular weekday service, with frequencies reduced to summer levels

