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Features this month

Research and Reviews

Transcontinental

UCRS evening excursion

We're going to start off the summer with a do-it-yourself excursion on a Friday evening. Take any GO train from Union Station to Oshawa in the afternoon rush hour, and join us for an evening of train-watching on the platform at the Oshawa station. There are GO trains from Toronto to Oshawa between 3:13 and 7:13 p.m., and we plan to be on the 6:13 train, which arrives in Oshawa at 7:14. GO buses return from Oshawa every hour and connect with trains at Pickering, but we plan to return on VIA Train 69, when it stops at Oshawa 10:32 p.m. en route from Montréal to Toronto.

It was a UCRS tradition many years ago to have field outings on the first Friday of each month, and we'll try this summer to revive that schedule. Look in future issues of *Rail and Transit* for similar trips on June 6, July 4, August 1, and September 5. If you have any suggestions of places we might go, please get in touch with me either through the UCRS post office box, or by e-mail at *pbloxham@cenvmc.cencol.on.ca.* –*Paul Bloxham*

UCRS annual general meeting

At the Society's annual meeting on March 21, Paul Bloxham, Scott Haskill, and Pat Scrimgeour were elected as directors for a term of three years.

Al Maitland presented a report on the UCRS's activities at the CHP Heritage Centre and at heritage shows, Calvin Henry-Cotnam gave an update on the current membership, and Pat Scrimgeour spoke about *Rail and Transit* and gave a financial report. Scott Haskill, the president, spoke about all of the Society's activities during 1996, including excursions, and also about our passenger car, Car 13, *Cape Race*, and the efforts to establish a railway museum at the CPR John Street roundhouse in Toronto.

UCRS meetings

The next meetings in Toronto will be at 7:30 p.m. on Friday, April 18, and Friday, May 16. Meetings are held 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. Please bring your selection of slides or videotapes, whether a mixed bag of a few slides or a longer presentation of 30 minutes or so.

Upcoming Hamilton meetings will be at 8:00 p.m. on Friday, April 25, and Friday, May 23, both at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. The meetings will feature recent news and members' current and historical slides.

Readers' exchange

Joan Giordanelli, P.O. Box 669, Pinehurst, Idaho, U.S.A. 83850, writes to ask: "Is there anyone who might have a wooden railroad crossing sign (crossbucks) they would like to sell or give? I'd like to acquire a wooden railroad crossing sign; I've been trying for many years. There might be one at a railroadiana sale, but there aren't any such sales in Idaho, it seems."

Ray Corley passes-on this message. The Doon Heritage Crossroads (near Preston, Ontario, and home to CP 894), is seeking detailed information for the current restoration of the GTR Petersburg station (now at the site) to circa 1914 period. Photos, plans, etc. are needed, as well as data for this or similar station:

- Paint colours, inside and out.
- Is the station a "standard" design? Who was the designer?
- Furnishings inside the station?
- Source of order board and external details?
- Staffing? Duties?

If you have any definitive information, please contact Mrs. E. Heinrichs at 25 Stafford Lane, Kitchener, Ontario N2G 3W5; phone 519 748-5643.

Cover photos

On the front cover, VIA LRC 6927 leads a three-car Train 23 south off the Québec bridge into Charny and towards Montréal on December 18, 1986. The photo is by Art Clowes.

Back cover, top: Bangor and Aroostook GP38 300 *Gert H. W. Schmidt* leads an eastbound train on the Canadian American Railroad at Lennoxville, Québec, in this photo by Pat Scrimgeour, on August 3, 1996. The train originated in Sherbrooke, and travelled 2.6 miles on the CPR/StL&H Sherbrooke Subdivision before reaching CDAC rails. Now, the line west of Lennoxville, as far as Saint-Jean-sur-Richelieu, is part of the Québec Southern Railway, a sister line to the CDAC and the B&A in Iron Road Railways' "Bangor and Aroostook System." B&A 300 is wearing a paint scheme in the traditional B&A colours of blue and grey, but in a pattern inspired by CPR diesels of the 1950s.

Back cover, lower: The CNR station in Lachine, on the line that was the main line between Montréal and Toronto until 1961, when the diversion described by Michael Leduc in this issue was opened. This photo, looking east, was taken around 1952, and is from the Paterson-George collection.

This issue completed on April 9, 1997

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Please send news items to the address shown with each news section. Articles and photos should be sent to the editor.

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SLIDE • DIAPOSITIVE

News Photos

MAR 97

While Ontario transit agencies have for years operated their buses to a planned life of 18 years, not all bus types remain in service that long. This photo shows 14-, 13-, and 11-year old buses out of service in the back lot of OC Transpo's St. Laurent complex. The 30-foot Orion Is, 8264 and 8373, were delivered in 1982 and 1983, and racked-up high mileages in a short period of time on OCT's neighbourhood routes. Like many early products from Ontario Bus Industries, they have not proved to be long-lasting. By the fall of 1995, all Orion Is were off the OCT roster. The bus on the right, missing much of its front panelling, is 8529, an Orion-Ikarus 60-foot articulated bus, built in 1985 in Hungary. Poor workmanship and substandard materials have been blamed for the early demise of the Ikarus buses in Ottawa and Toronto. This example was one of at least a dozen stored at St. Laurent, and used for parts to keep the remaining examples on the road. The photograph was taken by Scott Haskill on May 5, 1996, on a tour of OC Transpo facilities, as part of a Canadian Transit Heritage Foundation weekend in Ottawa.

This photograph was taken by Scott Haskill on July 28, 1996, in the Future Enterprises scrap yard in Hamilton. Former TTC Flyer 800A 7967 awaits its end in this large scrap yard, which in recent years has taken most of the TTC's retired buses. Bus 7967 was delivered to the TTC in late 1974, and like the rest of the 800As and D800Bs, operated for its entire career out of the west-end Queensway Garage. Stored in November 1991 as a result of service cuts and the delivery of 106 new Orion V buses, 7967 remained in storage at the TTC's Wilson complex until December 1993, when it was sold to Future Enterprises and towed to the scrap yard. The large number of other relatively-intact buses at Future Enterprises on the day of the photograph included GO Transit's first bus, GM suburban 1000; Hamilton Street Railway Flyer E800 trolley coach 7805 and mates; and Mississauga Transit GM TA60-102N articulated bus 5023, among others.

In 1996, eight SD40-2s owned by Ontario Hydro were transferred from service on the CPR to CN, when CN won the contract to move coal from Saskatchewan to the generating stations in Atikokan and Thunder Bay. CN uses the equivalent number of engines on the coal trains, but Hydro's units circulate through the CN system and are not assigned specifically to the coal trains. Here, a photo by Pat Scrimgeour shows CN 5388, the former CP 5779, still in CP action red, at the head of a ballast train at Atikokan on June 23, 1996. On the adjacent track is a coal train, headed by CN SD40-2 5296.

STEAM ON THE MET. — WITH *SARAH SIDDONS*

BY DAVID A. CLARK

First, a little history and background information – "The Met." is the London Underground Metropolitan Line, the senior line of the underground system, opening its initial section, from Paddington to Farringdon, in 1863.

Sarah Siddons is the name of the last operating Metropolitan Electric Railway locomotive, preserved by London Underground for, and I quote, "specialised brake block testing duties" and also the occasional special passenger working.

Therefore, "Steam on the Met." is a programme of steam-powered (with a little help from *Sarah*), passenger special trains, running between Watford and Amersham, on an above-ground section of the world's oldest underground railway svstem.

The London Underground can be divided into two distinct systems, the "tube" lines, built to an extremely small loading gauge and running through deep-level bored tubes approximately 12 feet in diameter, and the "subsurface" lines, which are generally built to a main-line loading gauge, in cut-and-cover tunnels, located immediately below street level.

The subsurface lines were constructed by the Metropolitan Railway and the Metropolitan District Railway. Nowadays they form the Metropolitan, District, Circle, Hammersmith and City, and East London lines. They all had physical track connections with the various main line railway companies. In the days when steam traction was still used underground, there were many through services from the suburbs to various underground stations.

Some of these services survived through both world wars with steam and then diesel traction into the 1960s, albeit on their own dedicated tracks. London Transport used steam itself until 1971 for works trains (maintenance of way), initially with its own former Metropolitan and District Railway locomotive, and latterly with some second-hand Great Western pannier tanks, purchased from British Railways.

The Metropolitan Railway itself was rather special, in that it was something of a main line in miniature. It extended some 50 miles northwest from central London, serving the existing inner suburbs, it's own purpose-built suburbia ("Metro-Land"), and country towns and villages, providing both passenger and freight services. It also gave the newly-expansionist main line Great Central Railway its initial route into Marylebone Station in London, with a mixture of running powers on Metropolitan tracks and exclusive use of new trackage constructed on Metropolitan Railway property.

This situation is still with us today, with London Underground running electric metro trains, configured for outer suburban work with more seating than the inner-city trains, from Aldgate and Baker Street out to the end of the electrified zone at Amersham.

The modern successor company to the Great Central, Chiltern Trains, run "Networker Turbo" DMUs from Marylebone out to Aylesbury. They use lines owned by Railtrack (the private company which now owns all former British Railways lines but does not operate trains) as far as Neasden South Junction, then London Underground dedicated but non-electrified track as far as Harrow-on-the-Hill, then shared electrified tracks as far as Amersham, and then back on Railtrack (former London Underground) property to Aylesbury.

The mixed operation of main line trains and city transit could be a recipe for disaster, especially as both Metropolitan and Chiltern Trains service levels are at least half-hourly, meaning a train every 15 minutes in both directions. Add to this frequent Metropolitan outer-suburban services to Uxbridge and Watford, and then it is obvious that there has to be good co-operation between the management and the operating staff of both systems.

This level of practical co-operation between London Underground and Railtrack means that it is quite possible to bring visiting main line locomotives and rolling stock onto the subsurface system. They can then be transferred, via the Circle Line, to the outer termini of the Metropolitan and District lines.

These, therefore, are the circumstances that allow the "Steam on the Met." programme to happen on a regular annual basis, usually for five days (two weekends) at the end of May, always culminating in the three-day spring bank holiday weekend.

The trains – To provide suitable loco-hauled rolling stock for these excursions, London Underground purchased ten passenger cars from the former Network Southeast division of British Rail. They are normally marshalled into two five-car sets and have been repainted into the pre-London Transport Metropolitan Railway colours, dark brown with red ends. This stock is air-braked (rather than being fitted with steam-era vacuum brakes) and is electrically-heated.

The motive power – London Underground policy is to hire locomotives and crews from one or more of the many preserved railways or steam centres in the U.K. They seem to have established a special relationship with the Buckinghamshire Railway Centre, at Quainton Road (once a Metropolitan Railway and Great Central Railway

The photos on these pages are courtesy of Bryan Jones. More of his photos can be seen at his web site, *www.pcpages.com/railuk.*

joint station), who have in their custody at least two tank locomotives that have previously belonged to London Transport.

Generally LUL prefer to use medium-size passenger locomotives that can keep to the tight timings necessitated by the presence of the normal timetabled electric and diesel services. Such locomotives have included two "ten-wheelers," two "moguls," and at least five different passenger tank locomotives. As virtually all the working preserved steam locomotives in the U.K. are vacuum-brake fitted, special measures are required to work with the Met. excursion stock.

Whichever locomotives that are hired in to run the service are sent to an LUL workshop to be fitted with temporary air brake valves and all the associated plumbing and flexible connections.

To provide an air supply and to assist with shunting the empty stock at the Watford terminus (to release the steam locomotive from the train), the electric locomotive *Sarah Siddons* is normally attached to one of the train-sets, with a privately-preserved Class 20 diesel attached to the other set.

How to observe and travel on the trains – To ride and photograph these trains, firstly I would recommend that you contact London Transport, on 0171 918 9430 or 0171 918 9425, in February or March each year, so that you can confirm the exact operating dates and your own travel plans.

Once arrived in the U.K. and installed in your holiday accommodation, I recommend that you acquire a set of public transport maps. These can be obtained from the major tourist information offices, London Transport Information at Victoria, Kings Cross, and Oxford Street underground stations, or most manned railway or underground stations.

To "railfan" the steam excursions, it should be understood that all LUL tracks are fenced and trespassing is both illegal and potentially lethal, due to the totally unprotected third and fourth rails used to provide power to their trains. I would suggest that you purchase an off-peak one-day Travelcard, specifying that you want the outer-zone ticket that includes Amersham. This will give you access to all trains and buses within the Greater London area. It will enable you to ride out to the steam special route, from wherever you are staying, and select your own photo locations, either on public property or from any of the stations and their car-parks along the route.

The trains are working uphill, and therefore are at their most photogenic, from Rickmansworth to Amersham. I personally recommend Chorleywood Station, as it is situated on a long curve with pleasant buildings and a signal cabin, and has reasonable lighting.

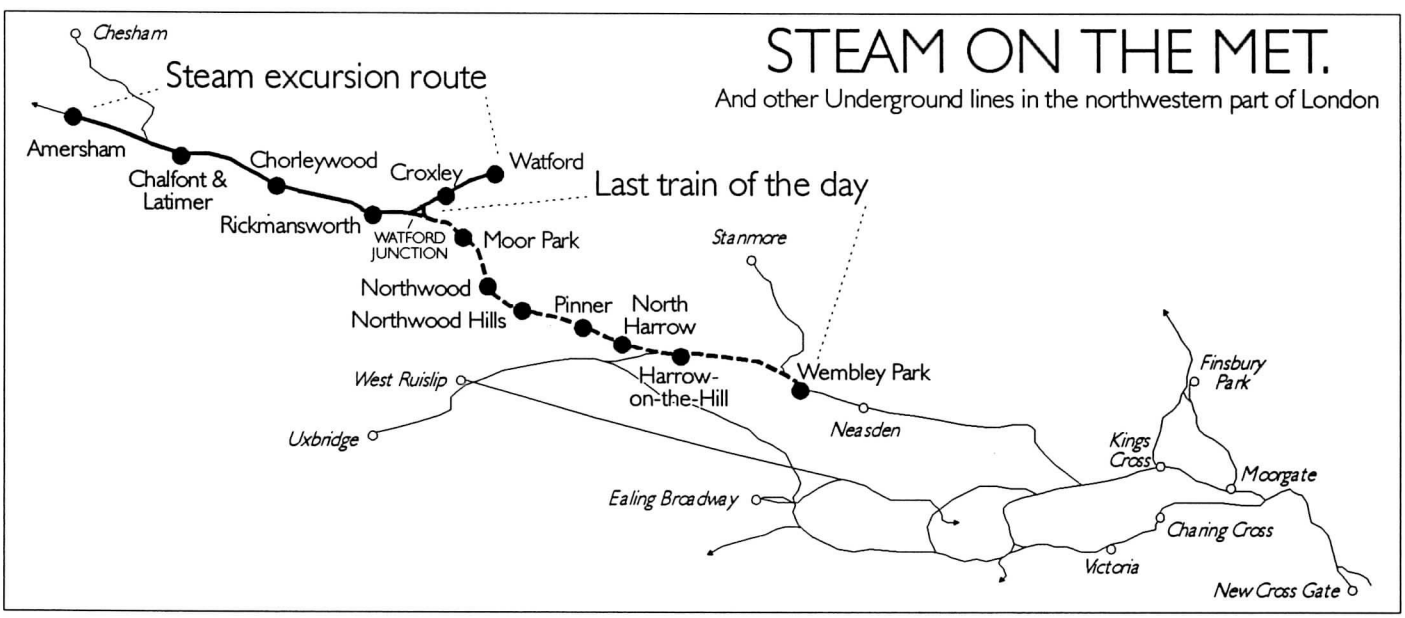
The northbound departures from Rickmansworth are usually dramatic, as the station is on an a sharply curved upgrade. It is generally worth the effort to walk a few hundred yards up the line from the station, especially if you are using sound or video recorders.

The beauty of these operations is that the trains are frequent and they run for at least two days at a time, making it possible to both ride and watch the steam, electric, and diesel action.

The second weekend usually finds LUL hosting a rolling stock exhibition at Rickmansworth sidings, reached via the station car-park. This is usually accompanied by a railway-oriented flea market where you can spend your hard-earned money.

In 1996, the steam train tickets were priced at £7-00p per adult and £3-50p per child. They were available for unlimited travel on any train that has space, but are not available for any of the normal scheduled diesel or electric services. Unless you are planning to rent a car and drive to any of the stations between Watford and Amersham, it would be best to purchase one of the one-day Travelcards to get to the events.

One last hint: The last steam train of the day from Amersham does not run to Watford, but continues down the Met. main line as far as Wembley Park, before running into the depot at Neasden. You can ride this train at no extra charge, on an enjoyable downhill express run through the leafy suburbs of "Metro-Land."



Dorval 1961 Diversion

CN pushes CP north to re-establish its old main line

By Michael Leduc

The VIA sign looming over the present Dorval station advertises their express train between Dorval and Toronto, taking only three hours and forty minutes; wow! An analysis of the VIA timetable may show minor variations on this time, but that's marketing. Trains operating the relatively short distance between Dorval and Central Station in Montréal do so at different times, as well. Train times aside, this article takes a look at the various routes taken by Canadian National and one of its constituent companies between Dorval and downtown Montréal, with emphasis on the diverging routes at Dorval.

The first railway to pass through Dorval was a CN predecessor, the Grand Trunk Railway of Canada. The first GTR trains ran out of their Montreal terminal at Pointe Saint-Charles to Sainte-Anne-de-Bellevue in 1854. "The Point" is at the Montreal end of the Victoria Bridge, which, at that time, was under construction over the St. Lawrence river. St. Anne's, as the GTR then referred to it, is at the west end of the Island of Montréal, where, again at that time, a similar bridge was being constructed across the Ottawa River to enable the railway to proceed to Toronto.

The Montreal and Lachine Rail Road was the first railway in Montréal and provided transportation to the waters above the un-navigable Lachine Rapids between their Bonaventure Station and Lachine Wharf, beginning in 1847. At Lachine Wharf, people and goods would continue on their journeys using water transportation.

In order for the Grand Trunk to reach St. Anne's, it had to cross the Montreal and Lachine. The GTR line, leaving Pointe Saint-Charles, crossed the M&L at Tanneries Junction, later named Saint-Henri. The lines ran parallel to each other through to what became Turcot, where the GTR headed westward and the M&L turned slightly south to Lachine. This situation continued for a number of years.

In later years, the Grand Trunk became a solidly-established railway and continued to expand. The same could not be said for the Montreal and Lachine.

Financial difficulties plagued the M&L from the beginning, and in August 1850, the Montreal and New York Railroad was incorporated for the purpose of merging the M&L with the Lake St. Louis and Province Line Railway. Also, the Montreal and New York began purchasing stock in Canada's first railway, the Champlain and St. Lawrence Railroad. The Montreal and New York owners consolidated their lines, thus forming one railway, the Montreal and Champlain Railroad, in May

▲ *Canadian National 4-6-4T No. 50 at the old Dorval station in 1950, with a three-car commuter train. The CPR Dorval station can be seen to the left of the engine, and the curve of the CN line to the south, away from the CP line, can be seen behind the train.*

PHOTO FROM THE PATERSON-GEORGE COLLECTION

1857.

Nevertheless, the Montreal and Champlain was not the best of investments one could make. Its major creditor, the Bank of Montreal, approached the Grand Trunk, asking for its intervention. Eventually, in September 1863, the GTR leased the Montreal and Champlain.

As a result of the lease, the GTR laid a wye at Tanneries Junction onto the M&C, giving it access to Bonaventure station. This addition was broad-gauge, as the GTR was at that time, while the M&C was standard-gauge. The GTR began operating trains out of Bonaventure on September 25, 1863, two days after the lease was signed. Finally, exercising its stock options, the GTR purchased the M&C on June 14, 1872. This meant that the GTR had the railway monopoly in Montréal, at least for a few years.

The Grand Trunk, finding itself as one of the few major broad-gauge railways on the continent, converted to the standard gauge. The lines in the Montréal area were converted during the weekend of October 3 and 4, 1873. By this time, the GTR was operating westbound trains out of Bonaventure connecting with their original line at Saint-Henri and on through Dorval and St. Anne's. Their trains to Lachine ran along the former Montreal and Lachine and ended at Lachine Wharf.

Meanwhile, traffic began to increase along their Lachine line, the wharf location changed to a larger site further west, and the local villages began to grow. These factors encouraged the railway to extend this line westward to connect with its original line from Pointe Saint-Charles to St. Anne's at a location just north of the village of Dorval.

Thus, the Dorval station junction came into being in 1888, and this was the first Dorval diversion. Most trains were now operating through Lachine, with the original line seeing less traffic. The booming GTR began laying a second track along their main line in 1887, with that portion through Dorval and Lachine becoming a double-track route in 1892.

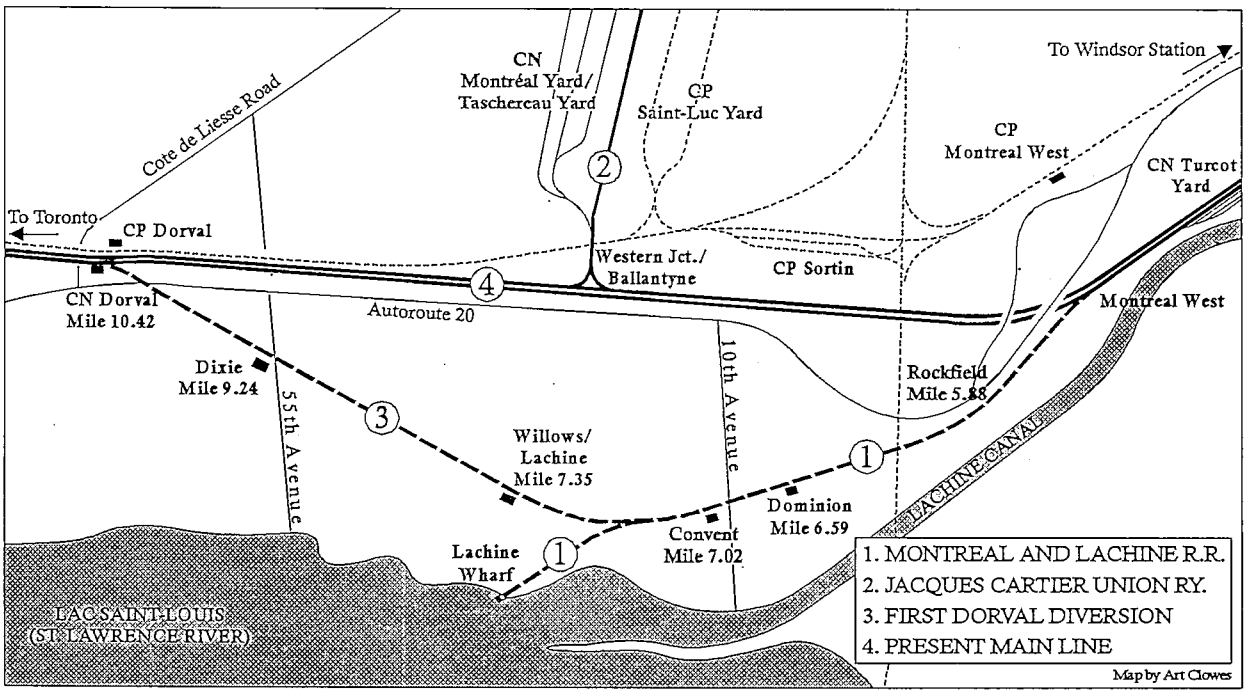
Most of the traffic along the original GTR line turned toward the north part of Montréal Island at Jacques Cartier (near Western Junction) along the Jacques Cartier Union Railway, a GTR subsidiary. Very few trains operated on to Dorval, but nevertheless, the single track line remained until its latest owners, Canadian National, abandoned the section between Western Junction Switch (formerly Jacques Cartier) and Dorval in 1936. Later, the right-of-way was sold, and it eventually became a road. That road is now part of Highway 20 as it passes through Lachine.

A small portion of the original track east of Dorval remained: the interchange with Canadian Pacific. Across it ran the CN-CP pool trains, beginning in 1933. Although shortened in 1961, the connection saw daily service until the end of pool service in 1965. VIA used it again for a short time when the *Canadian* left Central Station and connected with the CP at Dorval for its journey to Vancouver. Today, only special movements operate over the rusty rails of the interchange track.

Another change occurred in 1943, when Central Station opened, replacing Bonaventure as the CNR's main Montréal terminal. Thus, from 1943 until 1961, CN's entrance to Montréal from the west for main-line traffic was along the original GTR line to Dorval, down to Lachine, along the Montreal and Lachine line, then off at Saint-Henri and along the original GTR line towards Pointe Saint-Charles, and then cut off along the new high-level access to Central Station. As one can see, nothing seems to stay the same for too long.

A number of freight classification yards operated in the Montréal area and, to consolidate operations, CN decided to construct a large hump yard on property adjacent to the former Jacques Cartier Union Railway. Montréal Yard, now Triage Taschereau Yard, opened in 1962, affecting freight handling at Turcot, Longue-Pointe, and Southwark yards. Freight trains from the

Lachine



▲ *CNR FP9 6500 leads the first run of the* Super Continental, *Train 1, at Dorval on April 24, 1955.*
PHOTO FROM THE PATERSON-GEORGE COLLECTION

north would have no trouble reaching the new yard, but what about trains from the west and from the east across the St. Lawrence River? The original GTR line was up on the same level as the CP, and would be unsuitable for both railways, because of the congestion this would cause at Ballantyne (formerly Western Junction). A solution had to be found.

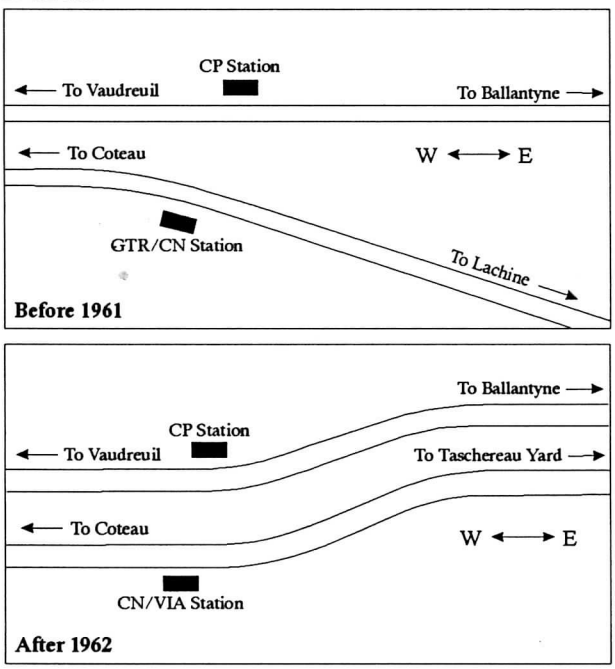
Therefore, as part of the Montréal Yard development, new access routes would have to be constructed by CN. A direct line would be constructed from Ville Saint-Pierre, below the Montréal West escarpment, out to Dorval, but where would it be built? Part of the old line was abandoned in 1936, and had become a highway, and the route through Lachine was some distance from the south end of the hump yard. At one point, the CN thought of extending the Jacques Cartier line south through to its Lachine line but this idea was discarded.

An agreement was struck with its rival, Canadian Pacific. CN would relocate the CP double track right-of-way parallel to and north of its location at that time, from a point east of Dorval to Ballantyne. With this relocation complete, CN would take over the former CP right-of-way and connect it with its own line at Dorval. Eastward, about midway through Lachine, a cut was constructed through to Ville St. Pierre. Part of this cut would include the entrances to its new Montréal Yard.

The CP were receptive to the idea, presumably as long as it would not cost them anything, and so it took place. In 1961, CP trains were operating along the new route. Shortly after, CN were operating their trains along their "new" route between Dorval and Montréal. Thus came about the second and current Dorval diversion. So far, more 35 years later, the situation has remained stable. The line through Lachine became an industrial branch, and its western part has been abandoned.

Those not familiar with the changes which took place may see some evidence of them. Standing on the CP platform at Dorval station, looking eastward, one can see how the CN alignment would match that of the CP. Standing on the eastbound platform of the CN/VIA Dorval station, one can see how the railing on the bridge over Côte de Liesse Road is at an angle to the tracks. This is because it ran parallel to the original right-of-way. Driving a car along westbound Highway 20 through Lachine, keep in the right lane, and in the distance, at Dorval station, one will see that the CN line is straight ahead.

Dorval



Further reading:
Montreal Island Railway Stations – CN and Constituent Companies, Michael Leduc, 1994.

Research and Reviews

Just A. Ferronut's

Railway Archaeology

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Last month, I thought that I had most of the older material cleaned up, but I was fooled, as I was presented with more items, some dating back several months. However, before I get into that, for those interested, as noted above I have changed my E-Mail address. Also, for those using the Royal Mail, it would be easier if you send your comments directly to me, rather than to the Society's post office box.

Stations in the news

Where to start?

David Barrett had sent along an article about the changes that are taking place at Canadian Pacific's Parry Sound station. By this time, the station is probably owned by the town, or such was the plan late last fall. The town has been eyeing this single storey frame structure, highlighted by its witch's hat roof, for about the past ten years.

Through passenger service started at Parry Sound on June 14, 1908, when Canadian Pacific established a service between Toronto and Sudbury to connect with their main transcontinental line, over what they called the "Muskoka Route." Passenger service lasted until the days of VIA.

The Parry Sound station was designated heritage under the federal act in January 1995. The town followed with local designation in April 1995. The station, unused for the past several years, was declared surplus by Canadian Pacific in February 1996, and negotiations for the sale to the town of it and some adjacent property began in earnest. The town is expecting that it can purchase the station and approximately 500 feet of lands for about $2000. Perhaps Dave can give us an update on how things have turned out.

Moving a little south, Dave Stalford forwarded some information on Newmarket's historic CN station on Davis Drive.

The town and the local chamber of commerce have reached an agreement whereby the chamber will rent the building from the town for about $15 000 per year. In the second part of the deal, the town will pay the chamber of commerce $9000 a year for handling its tourism promotions.

Probably the biggest station house story is the ongoing "debate" between the city of Kingston and Canadian National over the future of the fire damaged "Outer GTR Station." This structure, one of the two remaining GTR two-storey stations constructed – of limestone with a modified mansard roof – in 1856 on the Grand Trunk's Montréal–Toronto line, was severely damaged by fire on October 30, 1996. The fire is estimated to have done $150 000 damage. This station had been added to the federal list of heritage railway stations a couple of years ago. The station had last been used as the "Pig and Whistle" restaurant that closed about three years ago, and was vacant at the time of the fire.

The dispute between the Kingston city council and Canadian National centres around what to do with the building. CN wanted to delay doing anything until it could study an engineer's report to determine if the structure is salvageable. CN has been trying to sell this station along with its associated 16 acres of station grounds. To most developers, the presence of the station on the site reduces the value of the property. With the station fire-damaged, the railway has indicated that if they can't sell it, they could commence the process of obtaining federal and provincial approval to demolish it. The railway also argued that it couldn't commence any repairs until they had obtained approval under the Heritage Railway Stations Protection Act.

The city, being very interested in preserving this station, looked to their property standards committee for some teeth to help them in their dispute. The committee, using their powers under the provincial building code, issued an order demanding that a temporary roof be installed and that the weakened west wall be to shored up to ensure the building's safety.

Apparently, CN declined to undertake this temporary work, estimated to cost $10 000, resulting in city crews moving in and undertaking the repairs. The city plans to add this cost to CN's property taxes if the company balks at paying.

So at present we have one station with a temporary roof of plastic sheeting held down with wooden slats. Not a very permanent solution, but we will try to keep you posted as things develop in the Limestone City. My thanks to the CRHA's *Kingston Rail*.

Recent e-mail notes from Mike Salfi and Jim Sandilands brought an article from the Kitchener-Waterloo *Record* about the CN Waterloo station to my attention.

The station, on Regina Street next to Waterloo's city hall, was built in 1910 by the Grand Trunk Railway. CN closed the station in 1949. The city of Waterloo bought the station and 1.16 acres of land in the early 1990s as per terms of an 1987 agreement. This station, long-used by the Ontario Seed Company, has been the subject of several aborted renewal proposals in the past five or six years, including a restaurant in 1995.

Back in our October 1991 column, we carried the story about the squabble between the Grand Trunk and Canadian Pacific over track placed in the area, and this article also covered some details of this station.

In the recently-announced proposal, a deal between the city of Waterloo, the current owner of the station and property, and a clothier is for the 20-year lease of the station. The integrity and historic features of the station are to be maintained as part of the up-scale shop. The clothier has also purchased an old steel caboose, which will be refurbished and placed on a siding at the back of the building. The immediate area has seen some urban renewal, and is presently considered an up-scale part of town, roughly the centre of downtown Waterloo.

Before leaving Waterloo, Mike included a side note about the new passenger station that is being built by the Waterloo-St. Jacobs Railway (WSJR) a few blocks away and across the street from the Seagram Distillery Museum. While the new station is nearing completion, there are still a number of questions relating to the commencement of the WSJR tourist passenger train operation, planned for this spring over the former CN branch line from Waterloo to St. Jacobs. The tourist group's long-term plans are to run all the way to Elmira. CN still uses the WSJR line for freight service.

An update from Pictou, Nova Scotia: Word has been received that the town of Pictou has received a $500 000 grant towards the restoration of their fire-damaged ex-CN station. This station was heavily damaged by fire back on August 2, 1996 (see the August 1996 column). Indications are that the station may lose a dormer or two during its reconstruction.

Railways to Témiscaming

I am going to use an article from *La Presse* forwarded by Michel Belhumeur about the Canadian Pacific station in Témiscaming, Québec, as an excuse to take a bit of a look at the CPR branch lines that at one point extended from Mattawa, Ontario, via Témiscaming to Kipawa, Villa Marie, and Angliers, Québec. Témiscaming is about 200 miles up the Ottawa River from the city of Ottawa.

As we have mentioned on several occa-

sions, railway development in Québec tended to be pushed more by the pressures of population and of the church than in other parts of Canada. There were several reasons for this; not the least was the earlier settlement along the fertile St. Lawrence valley and the large families of the settlers. Besides the need for more agricultural land, pressures also existed to expand into areas with resources such as timber. The area along the upper Ottawa River and surrounding Lac Témiscamingue was one massive pine forest. Railways had reached Bytown (Ottawa) by the mid 1850s, and then started gradually working their way up the Ottawa valley.

These railways were following the lumbermen with their axes who had fanned through the upper Ottawa valley area by the 1870s. The lumbermen had followed the Oblate and Sulpician missions that had moved into the area back in the 1840s to convert the natives.

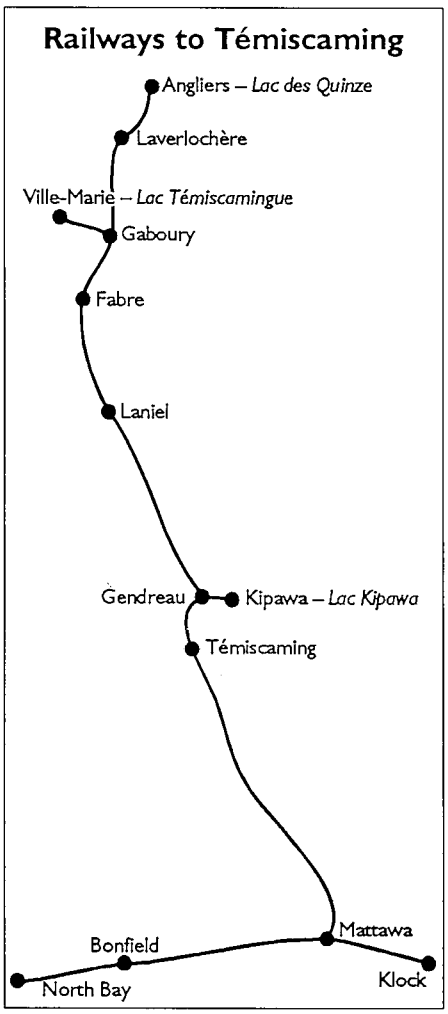
The key main line for our story is the Canada Central Railway. It had been originally chartered in 1856 as the union of several railroads, but lay dormant for a number of years. The Brockville and Ottawa, as one of the original railways, had constructed a line from Brockville to Smiths Falls and on to Arnprior. After a number of problems, it was agreed that the Brockville and Ottawa would let the Canada Central build beyond Arnprior and the two companies were amalgamated under the name Canada Central Railway Company.

The Canada Central Railway Company constructed the line from Arnprior via Renfrew and Mattawa to Bonfield, Ontario (about 20 miles east of North Bay). The Canadian Pacific Railway in 1878 hired the Canada Central Railway Company, as a contractor, to build this line on into North Bay, the eastern terminal of the CPR. Over the years, we have known most of this line as CPR's Chalk River and North Bay subdivisions, and now as Ottawa Valley RailLink. The CPR, at their March 31, 1881, shareholders' meeting, approved the acquisition of the Canada Central Railway from Brockville to Ottawa and to Bonfield.

With the Canada Central line ready, the pressures started from the lumbering concerns in the 1880s to serve the mills that they were starting to open. The Lake Temiscamingue Colonization Railway Company was incorporated in 1885. This company first proposed to build a narrow-gauge line from Longue Sault (rapids in the Hawkesbury area, south of Ottawa) to Lac Témiscamingue. It struggled for six years, and the result was a number of disconnected sections of railway. On January 8, 1891, the CPR submitted a proposal to the federal government to take over the Lake Temiscamingue Colonization Railway Company and to build a standard-gauge railway from Mattawa, on CPR's former Canada Central main line, to Lake Kipawa. This involved the construction of a bridge over the Ottawa River at Mattawa. So, with the aid of the Dominion Government subsidies, this 46-mile line from Mattawa, via the future site of Témiscaming, to Kipawa was opened in 1894. The CPR finalised the purchase of this railway company on March 25, 1897. Témiscaming welcomed its first permanent resident in 1918, when construction of a paper mill was started.

The next player on the scene was the Interprovincial and James Bay Railway Company, incorporated in 1901. It first proposed to build from Lumdsen's Mill (0.5 miles north of the location of Témiscaming's second station), to Des Quinze River (Angliers, on Lac des Quinze). Progress was slow; by 1912, the proposal was for a line via Ville-Marie to Angliers, and land was being acquired. After more time extensions, in November 1921, a contract between the government of Québec, the Interprovincial and James Bay Railway Company, and the CPR was signed, to finalise subsidies that would extend a branch railway to Ville-Marie, on Lac Témiscamingue.

Finally, construction was underway. One line, 69.2 miles long, extended from Gendreau, 6.2 miles north of Témiscaming (instead of from Lumdsen's Mill) to Angliers, 113.3 miles from Mattawa. A second line was a 7.7-mile line from Gaboury (94.1 miles from Mattawa) to Ville-Marie. The CPR leased the Interprovincial and James Bay Railway Company for 99 years effective June 7, 1856.



The line from Gendreau to Ville-Marie and Angliers opened for service with one train per week effective March 10, 1924. (The Témiscaming station article cites 1923 as the opening date.)

Over the years the question has been asked many times as to why this line was not extended to the Rouyn-Noranda mining area. But it was, in a way. Effective May 23, 1924, a through railway and air service (via the Laurentide Air Service Company) from Angliers to the Rouyn gold fields was started. The air service from Angliers left at 8:00 a.m., daily. The fare from Angliers was $40 single, and $75 return, with 25 lb. of baggage free.

A 1948 timetable indicates that the one passenger train from Mattawa to Angliers, daily except Sunday, was still in service. The 7.7-mile Ville-Marie Subdivision was used by two passenger trains each way, daily except Sundays, which met the northbound and southbound at Gaboury.

About 1950, the construction of the Rapide La Cave power development on the Ottawa River resulted in a 3.6-mile increase in the length of the line between Mattawa and Témiscaming. This diversion changed the mileage from 37.9 to 41.5 miles. The CPR started using this new diversion on September 12, 1951.

On June 7, 1956, the CPR dissolved the Interprovincial and James Bay Railway Company, and the undertakings were vested with the CPR.

Passenger service north of Témiscaming ceased in 1970, and the tracks were later abandoned and finally lifted in 1987.

The Tembec Incorporated pulp and paper complex in Témiscaming received its last CPR train on October 29, 1996. The former CPR Témiscaming Subdivision was leased to Ottawa Valley RailLink, and the next day a train with their crew served Tembec.

Now that we have had a quick look at the railway lines of the area, let's look at the CPR station in Témiscaming, at 15 Humphrey Street. This station is the second to have served the area. The first station was a couple of kilometres west of the present site. The present building was constructed in 1927. The rapidly developing community was the reason to develop this more spacious depot, nearer the centre of the newer development. The station occupies a site between a wooded hill and a small waterway, Gordon Brook, that separates it from the community. To allow easy access, the municipality opened a large avenue and constructed a

bridge for access. This impressive access added to the noticeable architecture of the station. The station, a brick structure, rests on a foundation of large stones. The design features details of the neo-Queen Anne style – a popular style common before the first world war. This also gives the those arriving at the station the feeling of being welcomed to a large bourgeois house from the turn of the 20th century.

The central part of the station, containing the main lobby and other functions, is two storeys high, capped with a large roof that melds into the roof of the low wing that served as the baggage room. The lines of the baggage room roof extend around most of the building and the roof is supported by a series of fret-work wooden brackets.

The front of the main building is symmetrical, with impressive and fancy woodwork around and over the main entrance. This face has a gable above the door, crowned by a semicircle in the trim along the roof line. The windows, double hung, are in groups of two or three, and are formally placed around the station.

Like most stations of the period, Témiscaming offered two waiting rooms, one of which was reserved for ladies. The entire upper floor over the main station had accommodation for the station master and his family. This flat had six rooms, including three bedrooms.

The station's architecture style, combined with its well-chosen site and planned surroundings, are a feature of this industrial city station. Moreover, it constitutes one of the rare examples of this type of station located in these remote regions of Québec. The station was declared a heritage building in 1979, and suffered some fire damage two or three years ago. Canadian Pacific set terms for its transfer about a year ago. The station over about the past year has undergone a major restoration, costing several hundreds of thousands of dollars, and now houses the Station Museum.

So, while the upper Ottawa River has seen many changes over the past 120 or so years, this station still hears the sounds of trains, while remembering axe-swinging lumberjacks of the earlier days. Thanks again to Michel Belhumeur, and my apologies if I lost too much in translation.

London and the railway shops

While on the surface we can blame Steve Gardner and Dave Stalford for sending along a couple of articles about railways and the shops in London, the culprit is really Don McQueen.

Again, while a bit dated, the first part of our London story centres around CN 2-6-0 No. 86 and the efforts of a committee attempting to create a Transportation and Technology Exhibit Centre featuring that locomotive. The centre, looking at the Confederation Building of the Western Fairgrounds for their new home, would include not only Engine 86 but also other reminders of London's "moveable" past. These might include items such as Sir Adam Beck's carriage, an early fire truck, and Guy Lombardo's speedboat *Tempo VII*.

Engine 86, a 1910 2-6-0 Mogul locomotive, was moved to the Western Fairgrounds in 1958, following its donation by CN to the city of London. The London Advisory Committee on Heritage has decided that the railways were too important a part of London's past to forget. To show how important the railways were in London's past, it was noted that the city's yards once employed almost 4000 people. A spokesperson for the people of the area stated, "We all lived by the whistle (from the CN car shop) around here." That whistle sounded seven times daily, telling workers when to start work and when to quit.

Employees at General Motors of Canada, Diesel Division, volunteered to do some repainting and refurbishing on Engine 86. The volunteers do not propose to sandblast Engine 86 or do anything else that might prevent it from being restored as a working locomotive in the future. The historical society would also like to hire a locomotive expert from Montréal to determine whether Engine 86 could be restored to working order.

For the transit fans, the committee has met with the London Transit Historical Society about also displaying old city buses at the proposed centre.

The second article was about the demolition of the last of the old Grand Trunk car shops in London. A year or so ago, I would have published it as an item of news. However, things have changed, all because of a letter from Don McQueen.

Don asked what I had on the old Richmond car shops in Halifax. The shortness of my reply led to discussions about how little is kicking around on the various railway shops and their development into the series of shops we think of as CN's main shops. This is now an area that I am actively looking for material on, in hopes that we can do a series of articles about the various shops, probably highlighting those that built locomotives. So the little article on the demolition of the London car shops is a good excuse to let our readers know about one of my longer-term projects.

The London shops were originally built by the Great Western Railway in 1874, and burned in 1885. These shops replaced the original shops that had been located in Hamilton from the early days of the GWR. In 1897, the Grand Trunk, with a bonus of $100 000 from the city of London, rebuilt and enlarged the shops. The article covered the removal of the last of the London shops and transfer of the land to the Western Fair corporation for parking.

The 1897 shop shuffle saw the car shops in Brantford closed and relocated to London. This was mostly in retaliation to a squabble with the city of Brantford over the fact that the city had supported the Toronto, Hamilton and Buffalo as the TH&B built their line between Brantford and Hamilton, which competed with the GTR.

Brantford, as part of their role in financing the Buffalo, Brantford and Goderich Railway, which opened on Friday, January 13, 1854, had borrowed $500 000 and used $100 000 of it for a bonus for railway shops to be built in Brantford. Shortly after line was opened, these shops burned and the city had to borrow another $100 000 to help rebuild them. Then in 1870, the city granted the GTR a bonus of $32 500 to modernise and expand the old shops. The GTR had to return this $32 500 plus $1 000 in interest in 1897, when the Brantford shops were closed and relocated. The Brantford relocation affected about 250 men in the shops; 75 of them moved to London.

With the closing of the Brantford shops, attempts were made to entice the Gould Coupling Company to take over, but this failed, and it appears that the shops were used for a couple of years for the Winter Fat Stock show. Then in 1900, the Pratt and Letchworth Company of Buffalo, New York, took over the shops and proceeded to install a malleable iron plant capable of producing 4000 tons per year. This plant continued to grow until the fall of 1912, when the Canadian Car and Foundry Company of Montréal purchased it. While most of the Brantford car shops are gone, a couple of buildings with their familiar yellow brick and railway style still exist. The old Great Western shops in Hamilton have been long gone, the car operations going to London, while the locomotive portion moved mainly to Stratford.

So, I hope enough material will turn up be able us to do more articles on how the various shops evolved, and as I mentioned, I would appreciate any material that you may have lying around.

Tourist railway

On my last visit to Montréal, Doug Brown passed me an article about a proposal for an urban tourist railway that would carry passengers between some of that city's historic sites. The proposal would now involve the relaying of track along much of CN's line that paralleled the old Lachine Canal. CN began ripping up this track last November.

The proposal would involve a three-car train that would enable visitors to travel between various historic sites along the old canal. Hiking and bicycle paths have been established along this linear park. The area is now under the control of Parks Canada, and discussions have been ongoing as to whether

the area should be served by a railway or boats on a rehabilitated canal. The canal saw water activities from 1824 until the St. Lawrence Seaway opened in 1959. The train proposal would operate between the Old Port and Lachine, letting people see or visit the grain elevators, warehouses, and ships at the old port, with panoramic views of the Montréal skyline and Mount Royal along the way. The train would also enable people to visit the fur trading post, old churches, historic buildings, and the Lac Saint-Louis waterfront at its western terminal in Lachine. While the goal of both the boaters and train promoters is to attract more tourists to the city's south-western sector, it should be interesting to see what happens. I'm sure that Doug will keep us posted.

Belleville and CNR 2534

David Ray Smith of Trenton has sent along a couple of articles about the Montreal-built 2-8-0 No. 2534 that has been displayed at Zwick's Island Park in Belleville since September 29, 1966. This locomotive, built in 1906, first carried GTR number 670.

The city of Belleville was first looking at repairing this locomotive to help reflect the city's railway heritage. The city, on receiving an estimate to remove the asbestos and cosmetically restore the engine, have now decided that they can't afford the estimated $91 000, and council has decided to sell the locomotive and find a suitable monument to replace it. The council will have to first rescind a 1990 by-law fostered by Heritage Belleville that designated the locomotive and its location an historically important site.

However, there are still a few small rays of sunshine around this locomotive. Local groups such as the Central Ontario Railway Historical Association have expressed an interest in acquiring it. A spokesman for the association stated that his group is interested in this engine and have been discussing with the city the possibility of moving it to a local industry which has offered storage space. They consider that it could be restored to operation, but the first step is to obtain agreement with the city over the engine and the costs of moving it from the park, presently estimated in the order of $21 000.

Information Network

Item 60 (May 1995)

CNR *International* consists

Reply from: **Ian Mackenzie**

In reviewing my copies of *Rail and Transit*, I did not notice any answers to the questions concerning CN's *International Limited* in the May 1995 issue. From my own observations and reference to *A Century of Deluxe Railway Cars in Canada* and some old timetables, I can answer some of the questions.

All sleeping cars used on CN's former Grand Trunk lines were purchased by CN in 1948 and leased back to Pullman until 1954, 1958, and 1959.

Cars *Alexandria Bay* and *Georgian Bay*, having one drawing room, two compartments, three single bedrooms, and a buffet lounge, were in use on Trains 14 and 15 until 1954. I do not recall seeing open observation platforms on these cars.

I believe all of the Pullman cars listed in the above book were air-conditioned in the early 1930s.

The basic consist of the *International Limited* until 1954 was a *Bay* car; a 12-section, two-double-bedroom car; and a 12-section, one-drawing-room car from/to Montréal until 1940.

From 1954, the consist was: *Cape* car (two compartments, two double bedrooms, and a buffet lounge) and two *Green* cars (six sections, six roomettes, and four double bedrooms). From 1967 to 1970, two former Nickel Plate cars – *City of Cleveland* and *City of Chicago* – were used in place of the *Cape* cars.

The *International Limited* ceased operation in May 1970.

Item 76 (January 1997)

TTC mechanised transfers (1965)

Correction from: **Rod Semple**

In editing Rod Semple's reply for the February 1997 issue, I changed his meaning to the extent that it was no longer correct. Here is a correction. –PS

The use of TIM ticket issuing machines in Britain was quite different than in Toronto. In the U.K., conductors used the machines to issue tickets which showed the fare paid between two "fare stages." The conductors would walk through the bus and sell tickets to passengers who had just boarded, and they would carry the TIMs by straps around their necks. The machines were also used to issue tickets at a fixed location on buses operated with a driver only.

The TTC was in effect using a standard British ticket machine for the simpler task of issuing transfers.

Item 81

Sleeping cars

Question from: **Tom Box**

There was recently a discussion on the Internet in the Usenet newsgroup *misc.transport.rail.americas* about open-section sleeping cars. When was the last regular use of a 12- or 14-section sleeper on CN or CP? They were still listed in the February 1971 CN public folder, but later folders didn't list equipment.

Doug Smith's *Canadian Passenger Rail Yearbook 1995* says that heavyweight sleeping cars were removed from *The Canadian* in September 1965. He doesn't mention if they were retained on *The Dominion*, but in any case this train was cancelled in January 1966. It was revived for the summer of 1967 under the name *Expo Limited*. I don't know if it had "tourist" sleepers, but my guess is that it did.

In the April 26, 1970, CP timetable, it says: "No. 41 and No. 42 – Drawing Rooms, Bedrooms, Duplex Roomettes, Standard Berths (Meal Service)." Nothing about what cars those standard berths were found in.

The February 1, 1971, CN timetable shows the *Super Continental* having two "Sleeper-Dormette – 12 Sec., 1 Fam. Rm." cars from April 1 to June 15 (one Montréal–Vancouver, one Toronto–Vancouver), and four such cars (two from each eastern terminus) from June 16 to September 9. None of these cars ran on Nos. 1 and 2 in the winter.

There was a "Sleeper-Dormette – 14 Sec." between Montréal and Sydney on Train 19-11, the *Scotian*, and Train 14-18, the *Ocean*, all year. In the summer, June 24 to September 7, there were also two of these car on Train 15, the *Ocean*, from Halifax to Montréal, one of which returned to Halifax on Train 12, the *Scotian*, and one on Train 14, the *Ocean*.

In addition, there was a "Sleeper – 12 Sec., 1 Fam. Rm." on Train 12 in the non-summer period (until June 23 and from September 8). Note that this was not called a dormette, though surely it must have been a heavyweight. I don't see any indication of how it got back to Montréal from Halifax.

Also on the eastern trains were "Sleeper – 8 Sec., 2 Bdr., 1 Dr." cars. Does anyone know anything about these? They ran between Halifax and Montréal (Trains 11 and 12), Moncton and Montréal (Trains 15 and 12), Sydney and Montréal (Trains 19-11 and 14-18) and Gaspé and Montréal (Trains 17 and 16), all in summer only.

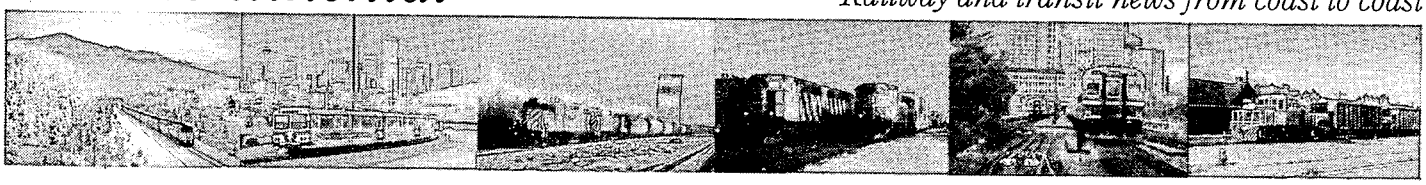
Equipment tables disappeared with the next CN system folder (October 31, 1971), but I have no reason to think that heavyweight sleepers were eliminated at that time.

Reply from: **Scott Haskill**

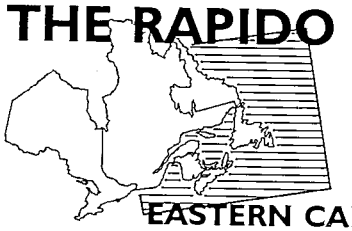
The CPR used heavyweight 12-1s (12 sections, one compartment) on the *Atlantic Limited* up to or after 1971, including the modernised heavyweight sleeper *Travers* which was painted all-over silver. In the mid-1980s, *Travers* was stored, with other cars, by the Ontario Rail Association in Mississauga, just north of the CN Oakville Subdivision, and its faded silver paint made it stand out. It's now at the Canadian Museum of Rail Travel in Cranbrook, with its original name of *Somerset*, restored as part of the museum's *Trans-Canada Limited* train-set.

Reply from: **Pat Scrimgeour**

The April 1967 CPR timetable says that the *Expo Express* had "Drawing Rooms, Compartments, Bedrooms, Roomettes, Standard Berths, Coaches; Dining Car, and Coffee Shop Car," with no details of car types. (I notice that the *Expo Express* had a "Dining Car," while *The Canadian* in the same timetable carried a "Dining Room Car.")



THE RAPIDO



EASTERN CANADA

Scott Haskill
Gordon Webster

CANADIAN PACIFIC
ST. LAWRENCE & HUDSON

NEW TRAINS AND CHANGES

A number of changes have been made to train numbers on the StL&H in Ontario and Québec:

• Train 270 has been changed to originate in London instead of Chicago. Previous to this change, Train 270 frequently ran combined with Train 504 between Chicago and London. Train 270 is now a London to Saratoga, New York, train, via Guelph Junction and Buffalo, operating seven days a week, scheduled to depart London at 14:00.

• A new train, No. 514, now operates from Bensenville Yard in Chicago to London, handling traffic for Train 270. It also handles overflow traffic for Train 512. It operates seven days a week, departing Bensenville at 02:15 and arriving at London at 04:00 the next day.

• New trains 530, 531, 532, 533, 534, 535, 536, 537, and 538 have been initiated to operate as and when required instead of second sections of Trains 500, 501, 502, 503, 504, 505, 512, 511, and 514 respectively. There are no scheduled times for these trains as they only operate when the overflow traffic dictates.

DIMENSION DETECTOR

A dimensional load detector has been placed in service for westbound trains at Mile 102.4, Windsor Subdivision. The talking detector checks adequate clearance (width and height) of trains passing through the Detroit River tunnel. It does not detect hot wheel, hot box, or dragging equipment. The detector transmits over the radio any alarms in the following manner:

• Immediately after the rear of the train has passed the detector, if no alarm has occurred, the voice talker system will broadcast the following message: "S-T-L AND H HIGH WIDE DETECTOR MILE 102.4 WINDSOR SUBDIVISION. TOTAL AXLES *(number)*. NO OVERSIZED EQUIPMENT DETECTED ON TRAIN. TRAIN IS OKAY FOR BOTH TUNNELS. MESSAGE COMPLETE; DETECTOR OUT."

• As the train passes the detector, each time an alarm occurs a one-second tone alert will be transmitted. If any width or high load alarms occur, a two-second tone alert will be transmitted on the radio after the train has passed the detector and before the following message is transmitted: "S-T-L AND H HIGH WIDE DETECTOR MILE 102.4 WINDSOR SUBDIVISION. TOTAL AXLES *(number)*. *(number)* ALARMS, *(number)* ALARMS. FIRST ALARM: TRAIN EXCEEDS MAXIMUM HEIGHT FOR BOTH TUNNELS NEAR AXLE *(number)*. SECOND ALARM: TRAIN EXCEEDS MAXIMUM WIDTH NEAR AXLE *(number)*. THIRD ALARM . . ." to a maximum of six alarms. This is repeated once, followed by: "MESSAGE COMPLETE; DETECTOR OUT."

• A slightly different alarm is used for cars which are restricted for movement in the south tunnel, but otherwise okay for the larger-clearance north tunnel. The detector also has a self-test feature, and broadcasts special messages when it is not working properly.

• If more than six width or high load alarms occur, a two-second tone alert will be transmitted on the radio after the train has passed the detector, and the crew are instructed to inspect the entire train from the location of the first alarm to the rear of the train.

DERAILMENTS

On January 9, 25 cars of lumber and logs derailed from westbound Sudbury–Sault Ste. Marie Train 911 at Mile 77.8, Webbwood Subdivision, in the Serpent River Indian Reserve, damaging 1400 feet of track. During closure of the line, trains between Sudbury and Sault Ste. Marie were routed over the ACR between Sault Ste. Marie and Franz, and over CPR between Franz and Sudbury. The line was reopened around 19:00, January 11. The cause of the derailment was a broken rail.

The last car of Train 403 derailed at Mile 20.5, Parry Sound Subdivision, at Reynolds on the evening of January 16. One of the car's wheels had shattered, causing the truck to dislodge from under the car, dropping the end of the car onto the rails.

Northbound Train 409 derailed 20 cars and the power at 19:11 on January 22 at Mile 111.40, MacTier Subdivision, just south of the Bala siding. The three units, CP 5974, Soo 6050, and CP 5951 all remained upright. Most of the cars, which included 13 loaded autoracks, came to rest on their side. During the closure, at least ten trains were detoured over the OVR between Sudbury, through North Bay and Smiths Falls to Toronto, and one southbound grain train, No. 320, was detoured over CN from Reynolds (just south of Parry Sound) to Toronto. Commencing March 9, the Sudbury auxiliary was scheduled to return to the derailment site for one to two weeks to re-rail cars that are still at the derailment site.

On February 8, five cars from Train 270 derailed near Desjardins, at Mile 58.9, Hamilton Subdivision. The derailment occurred at 14:20, with three of the five derailed cars carrying dangerous commodities. The cars came to rest on their sides or foul of both main tracks at the King Street overpass. It was determined around 18:30 that no leaks existed, and a recovery contractor had all the cars removed by 07:00 the next morning. The eastward track was reopened at 09:45 and the westward at 19:00 on February 9. During the track closure, Trains 730 and 731 were detoured over CN on February 8.

A snow plough work train derailed in the Chapleau Yard on February 11. RS18 1840 and SW1200RS 8142 were pushing a spreader to clear the snow off the yard tracks. It was working on number four track in the yard when the north rail rolled over, derailing one truck of the spreader and one truck of the RS18.

On February 25, Inco assignment No. 4, from Sudbury, was setting off cars at Falconbridge, Mile 69.20, Cartier Subdivision. The conductor removed the rear-end sense and brake unit (SBU) and placed it on the running sill of a tank car. The conductor walked ahead of the car to line a switch, and when the train arrived at the switch, the conductor noticed the SBU was no longer on the car. He returned up the track to look for the SBU, and found it had fallen off of the car and had been run over and destroyed.

DERAILED OVER AND OVER AGAIN

A car on westbound CPR Train 409 derailed four times and the train had a crew change before the train went into emergency and the problem was discovered. On January 18, at 02:15, the train went into emergency and the crew found the 29th car in the 69-car train had derailed one truck. This occurred at Mile 12.5 of the Heron Bay Subdivision. Further investigation discovered that the car had derailed at Mile 9.1, travelling 3.4 miles before putting the train into emergency when

it hit a crossing and a switch at the east siding switch of Bremner.

Because the train had left two blocks still showing as occupied on the dispatcher's board, it was discovered that this car first derailed at Mile 110.2, White River Subdivision, re-railed itself at Mile 120.2, derailed again at Mile 121.8, re-railed itself again at Mile 128.1, travelling a total of 16.3 miles on the ground. After a crew change in White River, the car derailed a third time at Mile 5.0, Heron Bay Sub., found its way back on the rails at Mile 8.7 before derailing the final time at Mile 9.1. The car travelled a total of 23.4 miles on the ground. The car remained upright and was re-railed by 13:31. The rear of the train was returned to White River, and track inspection was carried out until 17:45 before the line was reopened to traffic. The car with the problem had a twelve-inch skid on one wheel, which after pounding on the rail caused a six-inch by six-inch section of the wheel to break out.

StL&H LABOUR ISSUES

On December 23, the Brotherhood of Maintenance of Way Employees (BMWE) and the Canadian Pacific Police Association (CPPA) filed an application to the Canadian Labour Relations Board (CLRB) for a declaration of single employer and a declaration of a sale of business or part thereof between Canadian Pacific Limited, Canadian Pacific Railway and the St. Lawrence and Hudson Railway Company. This means the unions are asking the CLRB to declare the StL&H and Canadian Pacific Railway to be a single employer for all purposes under the Canada Labour Code. The StL&H will be challenging the application. The StL&H has no CPPA employees.

CANADIAN NATIONAL

YORK, UXBRIDGE, AND BALA NOTES

The Loram rail grinder RG-17 is back working on the Bala Sub. It's been stored on the west siding near the old station location at Richmond Hill recently. On March 24 they got the Elgin–Quaker block from 19:15 to 20:15, and went to work grinding in the dark, at Gormley, just south of the south spring switch at Quaker siding. As they crossed Leslie Street, each of the six grinding units slung under the frames lifted for the grade crossing and lowered once across. Time was running out, so they ceased grinding before reaching the pedestrian crossing in Gormley and scooted into the Quaker siding via the spring switch. Train 304, which was by Brechin East at 19:15 when RG-17 got the work block, came by at 20:25 with three units and a good-sized train. • The grade separation at McCowans is well under way. The land on the immediate south and north of where McCowan Road will pass under the York Sub. has been excavated. CN will install a "shoo-fly" diversion on the north side of the track while the highway underpass is constructed. • The overpass for the new Highway 407 over the Uxbridge Sub. was constructed last fall, well in advance of other highway construction in the area. It sits all by itself in the middle of the field, without even earth fills on either side. • CN Train 698, the southbound ONR *Northlander*, has recently been making a reverse move at Doncaster onto the York Sub. via the wye and connecting tracks in the southwest quadrant, to allow GO Train 837 (the last northbound afternoon train to Richmond Hill) to proceed northward from Old Cummer GO Station to Richmond Hill. This move is also regularly made by GO deadhead equipment move E833 as it meets GO Train 835 there. GO Train 831, when late, also does this move at Doncaster to meet GO Train 833. —*Paul Bloxham*

VIA RAIL CANADA

PLANS TO ABOLISH CONDUCTORS' POSITIONS

VIA has announced that they plan to abolish the positions of conductor and assistant conductor on their passenger trains. The engineers would handle all train-operating work and the service attendants in each car would handle all contact with passengers, including collecting tickets. The change would allow VIA to reduce its workforce by 154 people (227 fewer conductors, and 73 more customer-service positions), and save an estimated $15-million per year. The change is to be made by January 1, 1998. Jobs would be lost in Halifax, Moncton, New Carlisle, Lévis, Jonquière, Senneterre, Québec, Montréal, Ottawa, Toronto, Windsor, Hornepayne, Winnipeg, Edmonton, Kamloops, The Pas, Dauphin, Smithers, and Prince George. Jobs would be added in Moncton, Montréal, Toronto, and Winnipeg.

The two "operating engineers" in the locomotive would be qualified to act as both engineers and conductors. They would be responsible for train operation, throwing any track switches, and switching the train, and would have primary responsibility for response to any emergencies. The "in-charge" customer-services employee would have responsibility for the care and feeding of passengers, loading and unloading the coaches, car and seat assignment, and ticketing. The head-end crew and the train crew would share responsibility for spotting and releasing trains, checked baggage, announcements, and troubleshooting.

VIA filed an application on March 7 with the labour relations board, asking that VIA operating personnel choose whether they would be represented by the Brotherhood of Locomotive Engineers or by the United Transportation Union. Of the 227 conductors who would lose their jobs, most would have the option of returning to their former positions at CN, but 37 employees who were hired directly by VIA have employment security, and VIA hopes to place them in other positions.

VIA gave examples of how the crewing arrangements would change on different types of trains. On a corridor train with one locomotive, one VIA 1 club car, and two coaches, there are now two engineers, one conductor, one assistant service co-ordinator, and two senior service attendants; in future, there would be two operating engineers, one assistant service co-ordinator, and two senior service attendants. On the *Ocean*, with two locomotives, a baggage car, three coaches, a Skyline, a dining room car, three *Châteaux*, and a *Park* car, there are now two engineers, one conductor, one assistant conductor, one service manager, one service co-ordinator, one assistant service co-ordinator, and six other on-train services crew; in future, there would be two operating engineers, one service manager, one service co-ordinator from Halifax, nine other customer-service crew from Halifax, and two customer-service crew from Moncton.

There will be no change in crew arrangements on the trains that are operated by CN and CP under contract to VIA: Victoria–Courtenay, Thompson–Churchill, Wabowden–Churchill (mixed train), The Pas–Lynn Lake (mixed train), and Sudbury–White River.

IC3 DEMONSTRATION WINDS DOWN

VIA's use of two IC3 "Flexliners" leased from Amtrak and manufacturer Adtranz started to wind down on March 27. On that day, one train-set ended its service, and the last trips operated between Toronto and London, Kitchener, and Stratford. The train removed from service is to be sent to Missouri, where it will demonstrate in Amtrak service. The second IC3 will remain based in Toronto until May 5, and the trips between Toronto, Kingston, and Ottawa will continue until at least then.

VIA noted that passenger numbers on the trips that were introduced with the IC3s indicated a potential market, but the relatively high cost of operation of both the IC3 and VIA's conventional equipment does not allow VIA to continue these expanded services at this time, particularly in southwestern Ontario. VIA has concluded that is must have equipment with "rock-bottom" operating costs to operate this type of service profitably, and the IC3 doesn't give VIA as low a cost as they would like.

VIA forecasts a projected cost recovery of 87 percent on the Ottawa–Kingston–

Toronto IC3 runs. The Stratford–Kitchener–Toronto tests had revenue and ridership close to VIA's target, but total cost-recovery did not exceed 58 percent. VIA has decided to continue with the second IC3 set for the next six weeks on the Ottawa–Kingston–Toronto service, the market with the higher cost-recovery potential. The spring and summer timetable takes effect April 27, by which time some further trip adjustment may occur.

FP9s BACK

VIA's FP9s are returning to service, newly-fitted with HEP electric generator sets, after a period of storage when steam-heated cars were retired in early 1996. FP9 6307 was used on Train 607 to Jonquiere on March 28, together with F40PH 6436 on the trailing Senneterre section, Train 605. The 1957-built unit retains its blue and yellow colours. In the east, HEP-equipped 1800-horsepower FP9s are to be used on the Jonquiere and Senneterre trains to reduce operating costs, as the 3000 horsepower of F40PHs are not required for these short trains.

CLUB CAR CHANGES

One pair of seats has been added to the LRC and HEP-II VIA 1 cars, so that they now have 56 seats. Other changes that have been made, at least to the VIA 1 LRC cars:

- Seats are now equally-spaced. Some seats used to give more leg room than others.
- The partition near the middle of each car has been removed.
- The coat rack has been moved closer to the washrooms.
- The number of fixed rear-facing seats has been reduced. There are now two sets of four-seat groups, instead of the previous four sets.
- Electrical outlets have been installed at all seats for laptop computer and cellular phone users.

Other changes being tested in VIA 1 cars on Toronto–Montréal Trains 52 and 67 include curtains, lap desks, conference tables, and foot rests. *—Vialogue via Tom Box*

EXTRA MONTRÉAL-TORONTO TRAIN

VIA operated an extra train from Montréal to Toronto on March 7, departing after Train 69, the last scheduled train to Toronto. The extra ran with an F40, one HEP-II car, and three LRC cars, and did not stop at Dorval. The train was run to get customers to Toronto who were connecting from a very late-running *Ocean*, which arrived in Montréal at 20:08, almost 12 hours late because of a heavy snowstorm.

The lateness of the inbound *Ocean* caused the eastbound departure from Montréal the same day to be delayed. Train 14, scheduled to leave Montréal in the early evening on Friday, March 7, was only just west of Saint-Hyacinthe at 04:22 on Saturday (about 8 h 45 min late) and at Mont-Joli at 11:44 (9 h 11 min late). The delay to the Gaspé section of the train caused it to be terminated at New Carlisle and turned back west, as there would have been insufficient time at Gaspé to recover from the delay and return on schedule. *—Tom Box, Roman Hawryluk*

AMT – MONTRÉAL

BLAINVILLE TRAIN APPROVED

The temporary commuter train north of Montréal that was described in the February *Rail and Transit* will begin operation on May 12, and continue until October 15. There will be two trains in the morning south from Blainville to Park Avenue station in Montréal, and two trains north in the afternoon. One reverse-direction train will run north in the morning, and one south in the afternoon, without stopping at Saint-Martin. The planned station at Sainte-Rose will not be built, and so the four stations will be Blainville, Sainte-Thérèse, Saint-Martin, and Park Avenue. The single fare for the train will be $2.00, with monthly passes available for $60.00 ($30.00 for students); half-price monthly passes will be sold for May and October. At Park Avenue, passengers can transfer to the Métro or to special trips on the R-Bus–535 express bus route to downtown Montréal; in either case, a full regular STCUM fare or pass is required.

The train service was arranged in a short time because of the reconstruction of the Marius-Dufresne highway bridge across the Rivière des Mille Îles this summer. Arrangements were made between the ministry of transport, StL&H, the Agence métropolitaine de transport (AMT), the local transit agencies, and the municipalities along the line. The arrangement includes the municipality of Laval, which had previously opposed commuter trains and was pressing for an extension of the Métro orange line instead.

A demonstration run was made for the public on Sunday, March 23. One round trip from Blainville was planned, but two were run – one in the morning and one in the afternoon – because the first trip was so crowded that some people were turned away. The train ran with six of the AMT's gallery cars and one GP9.

The schedule will be:

Blainville	06:15	07:30	16:56
Sainte-Thérèse	06:25	07:40	17:06
Saint-Martin	06:37	07:52	–
Park Avenue	06:45	08:00	17:26
Park Avenue	06:55	16:20	17:36
Saint-Martin	–	16:28	14:44
Sainte-Thérèse	07:15	16:41	17:57
Blainville	07:25	16:51	18:07

—Michel Belhumeur

THE PANORAMA

WESTERN CANADA

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CANADIAN NATIONAL

WASHOUT AT CONRAD

At about 06:30 on Wednesday, March 26, eastbound CN container Train 102 hit a washout on the track at Conrad siding (Mile 105.7 of the Ashcroft Subdivision), about 20 miles north of Boston Bar and five miles south of Lytton, in the Fraser Canyon. A westbound sulphur train was on the river side of the eastbound train, hanging on the tracks above the washout. The two units on the eastbound train fell into the slip-out and down the embankment, pulling a number of sulphur-filled cars down on top of them. The diesel fuel caused an intense fire.

The bodies of the two crew members were trapped in the cab of the lead locomotive, SD75I 5658, for several days. The other unit on the train was GP40-2 9446. Access to the cab was prevented by the fire and hampered by the wreckage. The mud slide threatened the Trans-Canada Highway, which is above the CN tracks at this point. Cracks appeared in the pavement, and traffic was reduced to one lane. CN immediately routed some trains over BCR and later diverted some trains via BNSF.

—Victoria Times-Colonist, CHEK-TV, Dean Ogle

WRECKED UNIT RECOVERED

At Ashcroft, CN made another attempt on March 3 to recover Dash 8-40CM 2415, wrecked along with Dash 9-44C 2502 in a derailment on November 16. The trucks were cut off, and the "B" end was raised to track level and placed on its fuel tanks, clear of the main track. Further recovery work followed, and by March 11, 2415 was sitting in Kamloops yard. Both will be repaired at GEC Alsthom AMF Transport in Montréal.

—Jeff Robertson, Dave Wilkie

AMTRAK

MT. BAKER INTERNATIONAL NOTES

BNSF GP39-2 2720 was the power on the *Mt. Baker International* on March 11. This train apparently did not operate March 18. • A 12-year-old boy was struck and killed by the southbound *Mt. Baker International* in White Rock around 19:15 on February 20. The child, and three other youngsters, apparently

heard the train coming and ran out of a public washroom and onto the tracks right in front of the train near White Rock's southern boundary. Officials said that the other boys said Everson said he wanted to see what the train looked like from the other side.

—*Dean Ogle*

BRITISH COLUMBIA RAILWAY

WHITE ROCK STEAM

BC Rail and several sponsors will be sending 2-8-0 3716 and Royal Hudson coaches to White Rock on April 13 as part of the 40th anniversary celebration of White Rock's existence as a separate municipality. The route from North Vancouver is unusual in that passengers will be able to ride over CN's bridge across Burrard Inlet and through the tunnel under North Burnaby. The schedule shows departure from North Vancouver at 11:00 with arrival at White Rock two hours later. The train will run to Intalco, Washington to wye, then depart from White Rock at 16:00. —*Dean Ogle*

BUDD CAR FUTURE

Rail and Transit recently asked the Passenger Services Department of the BCR whether there were definite plans to replace the Budd Rail Diesel Cars with a land-cruise style tourist train, as has been persistently rumoured over the last two years. The reply contradicts those rumours, and makes it clear that the Budd cars will provide service in 1997 and 1998. The BCR replied, "It is true that Passenger Services is looking at different scenarios for its service in the future. The Budd cars we currently use are quite old and certainly aren't going to last forever. Plans for a new service, which may be akin to the *Rocky Mountaineer*, are being considered but if they see the light of day, it wouldn't be until 1999 at the earliest."

CANADIAN PACIFIC RAILWAY

KAMLOOPS YARD MISHAP

CP GP9 switcher 1581 sideswiped two loaded CN cement cars at the east end of Kamloops yard on February 27. There were no injuries, but 1581 was damaged on the long-hood end and right side, and was shipped to Ogden, covered with cement powder. The cement cars ended up on their sides. CP Extra 5817 East derailed on March 6 at the west switch at Kanaka, B.C. Some boxcars wound up on their sides. —*Dean Ogle, Dave Wilkie*

NORTHWEST ONTARIO DERAILMENT

On February 14, Train 403 (Toronto–Edmonton) derailed 26 cars near Ignace, Ontario. CPR detoured around the wreckage by using CN lines from Thunder Bay to Winnipeg and by sending some trains through the U.S. over the Soo Line to Chicago. —*Glenn Courtney*

VIA RAIL CANADA

CANADIAN RESCHEDULED

The *Canadian* will run on a slower schedule as of April 27. The new timetable, showing times at the crew change points only, will be:

	Train 1 ▼	Train 2 ▲
Toronto	11:00 dp	22:35 ar
Capreol	18:50 ar	15:10 dp
	19:05 dp	14:55 ar
Hornepayne	02:28 ar	07:43 dp
	02:53 dp	07:18 ar
Sioux Lookout	10:24 ar	21:29 dp
	10:39 dp	21:14 ar
Winnipeg	17:00 ar	14:50 dp
	18:00 dp	13:50 ar
Saskatoon	02:20 ar	03:45 dp
	02:40 dp	03:25 ar
Edmonton	09:25 ar	20:50 dp
	10:30 dp	19:50 ar
Jasper	15:55 ar	14:30 dp
	16:30 dp	13:55 ar
Kamloops	23:21 ar	05:05 dp
	23:56 dp	04:30 ar
Vancouver	08:55 ar	20:00 dp

On-time performance for Trains 1 and 2 in 1996 was 44 percent, and the schedule change will give a more realistic timetable, with a greater chance of reliable operation.

The new earlier departure time for Train 1 breaks same-day connections from Montréal on Train 53. There will be only a 15-minute connection at Jasper from Train 6, *The Skeena*, to Train 1, on all three days these trains are running, if no changes are made to the schedule for Train 6.

The station time at Jasper has been reduced and the time at Edmonton has been increased, as the extra sleeping cars from Vancouver will now be switched out at Edmonton.

With this change, VIA Train 1 will be scheduled to run between Mission and MacAulay between West Coast Express trains 17 and 19 on Tuesday and Friday, instead of between WCE trains 15 and 17, as at present. In theory, you could change trains at Port Coquitlam and take WCE to the CPR station downtown, but it is not likely to be a reliable connection. —*Tom Box*

PARK CARS ON *SKEENA*

Park series dome-lounge-sleeping cars will be used on the daytime Jasper–Prince Rupert *Skeena* this summer, when the "Touring Class" upgraded service is offered, from May 16 to October 15. Coach passengers won't be allowed in the *Park* cars. The end-of-train observation cars will be used in place of the Skyline mid-train café-lounge dome cars that have been used on the *Skeena* for the past several years, as there is a surplus of *Park* cars, compared to Skylines. Food on the *Skeena* will continue to be prepared in the galley of the VIA 1 coach, and the bar in the *Park* car will be used to serve drinks to touring class passengers.

MALAHAT NOTES

On Saturday, February 1, the *Malahat* ran on the E&N with two cars (6148 and 6133), taking about 120 passengers up-island for the weekend. Only 18 came back Saturday night, but they had to run two cars again on Sunday to bring everyone home. The trucks of RDC-1 6133 are apparently in bad shape, with plenty of clatter coming into the passenger compartment, trucks hunting, and so on. • The *Malahat* service is to revert to the summer schedule after the weekend of April 25-27. —*Dave Wilkie, Tom Box*

COASTAL SHIPPING

SIDNEY–ANACORTES FERRY

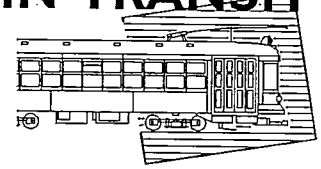
The Washington State Ferry Commission has decided to keep the Sidney–Anacortes ferry running until at least the year 2000. They had considered dropping the line, saying that it is mainly used by non-residents. Public support for the service was strong from both terminal towns. The ferry *Elwa* will be dedicated to the route, and will be upgraded. The *Evergreen State* will be used as backup. In summer, the *Elwa* will make two trips per day. This will be possible because San Juan Island stops will be dropped. In 2000, a private operator will be sought; the ferry will be kept running even if not privatised. Clipper Navigation have considered buying the ferry and operating it from Anacortes to Ogden Point in Victoria. • Meanwhile, Clipper's purchase of the *Royal Victorian* (former *Queen of Burnaby*) has not yet been officially announced. Clipper have yet to complete negotiations with a couple of unions, but should be operating the Victoria–Seattle car ferry this summer season. The ferry is to be renamed the *Princess Marguerite III*.

THE GRAIN TRADE

RAILWAY BACKLOGS

The Canadian Wheat Board claims Canada's railways are responsible for poor performance in moving grain this winter. The board estimates up to 2 000 000 tonnes of shipping capacity have been lost. "Poor railway performance has had a direct impact on the amount of grain that the CWB is able to accept for delivery," the board said recently. As of mid-March, 26 ships were waiting for wheat at west coast ports, and there is congestion at the elevators. The board has resorted to shipping some grain through the Gulf of Mexico and the U.S. Pacific Northwest. The railways blame bad winter weather and other problems outside of their control. —*Victoria Times-Colonist*

IN TRANSIT



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VANCOUVER

BURNABY IMPROVEMENTS

BC Transit is planning a number of changes to Burnaby services beginning on April 14:

• Direct bus service between North Burnaby and downtown Vancouver, eliminating transfers at Kootenay and Boundary Loops.

• Improved intra-municipal travel for North Burnaby residents. For example, there will be a new service connecting Burnaby General Hospital with Patterson SkyTrain Station, Metrotown, and Brentwood Mall.

• Orientation of local routes in a more north-south direction, connecting with the Hastings and Broadway-Lougheed service to Vancouver. This new grid system (similar to that in Vancouver) will lend itself better to future service increases.

• Increased frequencies on several routes to allow for improved transfers at major intersections.

Some of the new routings will extend all the way through downtown Vancouver to Stanley Park. At the same time, the 10–Hastings Express trolleybus service along the inside wires over Hastings Street will be discontinued. *–Dean Ogle*

NOTES

Beginning Monday, March 31, SkyTrain has eliminated rush-hour turning-back of trains from downtown at Scott Road. All trains will operate the entire length of the line at average peak-period headways of 2½ minutes. All going well, 136 of 150 cars (34 trains) will be in use in each rush hour. • Starting Sunday, April 6, the SkyTrain Sunday and holiday start times will be moved up one hour, to 07:08 departing King George Station. • SeaBus carried its 75 millionth passenger on February 10. The unsuspecting customer at Lonsdale Quay became the centre of a celebration. The service began on June 17, 1977. • BC Transit plans to build a new operating centre in Richmond to reduce the crowding currently experienced at Oakridge garage. The five-year plan budgets $28-million for the new centre over the next two years. It's tied in with the introduction of the Vancouver–Richmond RapidBus service and the creation of an off-street Richmond Centre transit exchange. • Changes to the assignment of buses to different transit centres has been taking place. The articulated diesel buses currently operating out of Port Coquitlam transit centre will be re-assigned to Burnaby, which will provide the buses for the 99–B-Line. To compensate, several MCI Classics have returned to Oakridge transit centre, including V4193. These are the MCIs with the wheelchair lift and the extra-large destination signs. *–Dean Ogle, Derek Cheung*

TORONTO

SPADINA STREETCAR

The opening day for the new 510–Spadina streetcar route has now been put back six more weeks, because of continuing delays in designing, procuring, and installing the overhead. The first day of regular service is now planned to be Sunday, July 27.

T-1 TROUBLES

The TTC's new T-1 subway cars have been pulled from service until several reliability problems are addressed, and new deliveries of the cars from Bombardier have been halted. The AC-powered cars are suffering from propulsion, brake, and door problems, and were causing an unacceptable number of delays while in service. Until the problems can be addressed to the TTC's satisfaction, the cars will remain out of revenue service, and retirements of H-1 cars have been halted. Consideration is being given to spending money to extend the life of some H-1 cars, as cover against possible further T-1 failures.

MONTRÉAL

NOVA BUS LFS MODIFICATIONS

Montréal's new Nova Bus LFS low-floor buses are already receiving modifications, even as production of the large order of buses continues. The most prominent change is the removal of seven forward-facing seats in the front part of the bus, to give three-across seating with a wider aisle. The dual seat behind the driver (which faced directly into the solid partition behind the driver, and gave the customer very poor visibility) has been changed to an inward-facing single seat.

Modifications have also been made to signage by the rear doors, so that they can be opened more easily by passengers. A large sign at eye level showing a spread hand says "pour ouvrir, mettez votre main ici" (to open, place your hand here) has been added. In a departure from previous practice, the rear door is activated by an infrared light beam that shines vertically down from the top of the door. The beam is very close to the door, and the passenger has to be very close to the door in order to activate it. The "place hand here" had previously been painted onto the door itself, which caused customers to think that they had to press on the door to open it.

–Colin R. Leech, Radio-Canada via Marc Dufour

OTTAWA

LAST TRANSITWAY EXTENSION

OC Transpo opened the final segment of the 31-km Transitway on November 2, with a ceremony at the new Billings Bridge Station. Regular service on the final 1.8-km section of the Southeast Transitway started on November 3. It links the Billings Bridge Shopping Centre with Riverside Hospital. A new intermediate station at Pleasant Park was also opened at the same time.

The new Billings Bridge station is an expansion of the previous transit exchange at the existing site, with a new upper level bus roadway and platforms added for the through express routes and 90-series Transitway routes. The new facility includes complete passenger information displays and security features. The extension required a minor realignment of CN's Beachburg Subdivision, used by VIA's Toronto–Ottawa trains, which parallels the Transitway between Riverside and Heron stations.

The Transitway has been planned and built over a staged period of 18 years. The first phase of the Transitway was approved in 1978. Planning continues for further extensions, but none are currently authorised or under construction. *–CUTA Forum*

NEW CASINO SERVICE

The Société de transport de l'Outaouais (STO) has been operating a new service linking downtown Ottawa with the Canadian Museum of Civilisation and the Casino de Hull. In the ten months the service has been running to the new casino, 75 000 passengers have used the route.

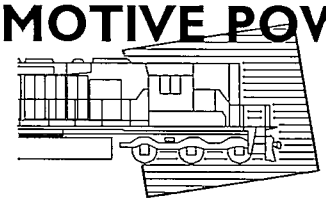
The hourly service, Route 21, often uses a Nova Bus Classic bus, 9603, specially painted for the Casino. The bus is one of an order of Classics for STO that will be the last produced by Nova Bus, as the company has announced the end of the GM New Look-derived line. *–CUTA Forum*

INDUSTRY NEWS

BUS ORDERS AND DELIVERIES

Calgary Transit is taking delivery of its 44 latest New Flyer 40-foot low-floor buses. The buses have the rear window replaced by an upgraded heating system. • Overland Custom Coach has orders for its ELF 125 low-floor bus, based on a van chassis. Edmonton Transit has ordered six vehicles, Hamilton three, and Sarnia Transit and Markham Transit two each. • OBI announced orders for Orion VI low-floor buses for Windsor, Belleville, Whitby, and Cambridge; all are part of the large order guaranteed to OBI by the Province of Ontario. • Laval's STL has put its first of 15 Nova Bus low-floor buses in service. *–CUTA Forum*

MOTIVE POWER



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CP INCREASES ORDERS

CP has increased its orders for new locomotives from GE and GM, by 10 units each. There will now be 101 new AC4400CWs from GE, and if they are numbered immediately after the current 83 similar units, they will be 9583–9683. The order for SD80MACs from GE has been increased to 20.

CN LEASED FLEET

CN is not leasing as many locomotives as is CP (listed in last month's issue), but the leased units are still commonly seen on freight trains across the country. Combined with the various versions of CN paint schemes, trains can be colourful and definitely not uniform. All of these units were on CN between March 1 and March 20.

LMSX Dash 8-40Cs 715–739.
NS C30-7s 8003, 8004, 8006, 8007, 8012, 8013, 8022, 8024, 8025, 8029, 8035, 8046, 8050, 8053, 8062, 8063, 8073, 8079, 8080, and 8082.
GSCX GP40 3702.
CR SD40-2s 6430, 6438, 6444, 6453, 6462, 6466, 6479, 6482, 6492, and 6499.
CR SD45-2s 6654–6666.
NREX SD40s 869, 870, 872, 878, 882, 886, 889, and 892.
EMDX SD45s 6403, 6407, 6410, 6419, 6420, 6426, and 6427.
HATX GP40s 407 and 409.
HLCX SD40s 5001, 5002, 5004, 5005, 5006, and 5053.
HLCX SD40-3s 6062 and 6074.
MKCX SD40s 9402, 9408, 9409, 9414, 9416, and 9417.
WC SD45s 6608, 6613, 6614, 6617, 6618, 6620, and 6625.

The most newly-arrived are the Norfolk Southern GEs. A batch of 12 arrived together, on Train 789 of March 18, a train of coal from the CSX at Toledo, Ohio, to Lansing, Michigan. The power on the train was GTW GP38-2 4906 (recently renumbered from 5706), with NS C30-7s 8004, 8063, 8046, 8006, 8062, 8053, 8003, 8025, 8073, 8080, 8024, 8050, hauling 46 loads.

Also during February and March, CN had six Amtrak F40PHs on lease for a short time. Nos. 263, 292, 299, 343, 362, and 399 arrived between February 19 and 24, and left between February 6 and March 7.

GM DIESEL DIVISION, LONDON – SUMMARY OF LOCOMOTIVE ORDERS FOR 1996

Contract	Qty	Model	Serials	Customer	Numbers	Delivery	Notes
928803	14	GT18LC-2	928803.1–14	GR *Ghana*	1670–1683	Apr-May 1996	• 3'6" gauge • Painted grey, with red, white, and green ribbons • Shipped on CN to Halifax
936449	25	SD90MAC	936449.1–25	UP	8003–8024	Jan-Mar 1996	• Built with 16-710GB engines, at 4300 horsepower • To be converted to 6000 horsepower later • 8000–8002 delivered in 1995
938832	2	G22CU-2	938832.1–2	TIACEM *Taiwan*	R193–R194	Apr 1996	• Taiwan Cement Co. • 3'6" gauge • Painted orange with a white band
946501	28	SD80MAC	946501.1–28	Conrail	4100–4127	Jan-Apr 1996	• 4103, 4107–27 delivered in 1995
946565	141	SD70MAC	946565.1–141	BNSF	9572–9712	Jan 1996	• Only the last two, 9711 and 9712, delivered in 1996 • Painted green and cream (BN colours)
956608	25	SD75M	956608.1–25	BNSF	8251–8275	Jan-Mar 1996	• Originally ordered as ATSF 251–275 • Painted red and silver (ATSF colours) • 8251–8257 painted at AMF
956613	50	SD90MAC	956613.1–50	UP	8025–8074	May-Oct 1996	• Built with 16-710GB engines, at 4300 horsepower • To be converted to 6000 horsepower later • 16 painted at DD, 34 painted at VMV
956615	59	SD70MAC	956615.1–59	BNSF	9717–9775	Feb-Jun 1996	• Painted green and cream (BN colours) • 37 painted at DD, 22 painted at VMV
956616	105	SD75I	956616.1–105	CN	5626–5730	May-Dec 1996	• 28 painted at AMF
956626	2	SD90MAC	956626.1–2	UP	8160, 8201	Aug, Oct 1996	• Built with 16V-265H engines, at 6000 horsepower • 8160 painted at DD, planned to become 8200 • 8201 shipped in primer, marked x8161
958634	5	GT22LC-2	958634.1–5	CdfS *Senegal*	CC2485–2489	Apr-May 1996	• Réseau Chemin de fer Sénégal • Transferred from Contract 928807 • Dark green, silver roof; lime, yellow, red ribbons • Shipped through Montréal
966706	62	SD70MAC	966706.1–62	BNSF	9776–9837	Dec 1996-	• An 85-unit increase from the original order for 350 • Painted green and cream (BN colours) • Nine built in 1996, but none delivered until 1997
966714	85	SD90MAC		UP	8075–8159	Dec 1996-	• Built with 16-710GB engines, at 4300 horsepower • To be converted to 6000 horsepower later • Seven built in 1996, but none delivered until 1997

—Compiled by Don McQueen

CN ROSTER CHANGES

Retirements

HR412 3584 ..... February 5
GTW GP9 4433 ..... February 10

Renumberings

GTW GP38-2 5700 to 4900 ..... February 16
GTW GP38-2 5701 to 4901 ..... February 16
GTW GP38-2 5716 to 4916 ..... February 16
GTW GP38-2 5717 to 4917 ..... February 16
GTW GP38-2 5718 to 4918 ..... February 16
GTW GP38-2 5719 to 4919 ..... February 16
GTW GP38-2 5724 to 4924 ..... February 16
GTW GP38-2 5733 to 4933 ..... February 16
GTW GP38-2 5734 to 4934 ..... February 16

CURRENT WORK AT DIESEL DIVISION

These units were seen in various states of completion outside GM Diesel Division in London in December, January, and February:

- **Burlington Northern Santa Fe** SD70MACs 9776, 9777, 9778, 9779, 9780, 9781, 9782, 9783, 9784, 9785, 9786, 9787, 9788, 9789, 9790, 9791, 9792, 9793, 9794, 9795, 9796, 9797, 9798, 9800, 9803, 9805, and 9806.
- **Canadian National** SD75Is 5699, 5704, 5708, 5710, 5714, 5716, 5717, 5719, 5721, 5722, 5723, 5724, 5725, 5726, 5727, 5728, 5729, and 5730.
- For **Mauritania**, SNIM *(Société nationale industrielle et minière)* SDL40-2s CC117, CC118, CC119, CC120, and CC121 — *Shipped through Charleston, South Carolina.*
- For **Senegal**, CdfS *(Réseau Chemin de Fer Sénégal)* GT22LC-2s CC2485, CC2486, CC2487, and CC2489 — *Shipped through Montréal.*
- **Union Pacific** SD90MACs *(UP class SD90/43M)* 8075, 8076, 8077, 8078, 8079, 8080, 8081, 8082, 8083, 8084, 8085, 8086, 8087, 8088, 8089, 8090, 8091, 8092, 8093, 8094, 8095, 8096, 8097, 8098, 8099, 8101, 8102, 8104, 8105, 8106, 8107, and 8109.
- **Union Pacific** SD90MAC *(UP class SD90MAC)* 8202.

UP SD90MAC 8204 is being delivered in EMD colours with a new paint scheme, the long hood mainly blue, black, and teal green, the short hood mainly white.

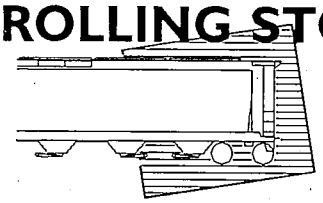
CP POWER NOTES

CP has borrowed three 4300-horsepower SD90MACs from Union Pacific for trials. UP 8026, 8072, and 8075 were in Cranbrook on March 27, on Train 983-26. In exchange, CP has lent to UP three AC4400CWs, Nos. 9515, 9529, and 9551. These were the trailing units on UP train MHKET-27 leaving Hinkle, Oregon, on March 27.

GP9 1625 and SD40-2s 5619 and 5690 have recently been relettered or repainted for StL&H. The other units lettered for StL&H are SD40s 5532 and 5542, and SD40-2s 5614, 5615, and 5654.

Motive Power sources: Ray Corley, Don McQueen, Bill Miller, Ian Platt, Bob Sandusky, FCRS Tempo Jr.

ROLLING STOCK



NATIONAL STEEL CAR 1996 PRODUCTION SIGHTINGS

National Steel Car in Hamilton was very productive in 1996, constructing approximately 5000 freight cars, mostly for the U.S. market.

Volume has been high enough for NSC to subcontract primer-painting out to Blastech in Brantford; many covered hoppers arrived there in bare metal and left painted in an off-white colour. The cars shipped to Brantford were identified with the reporting mark NSCX and a three- or four-digit road number.

During the past year, freight car watchers in London have likely seen most of the production. What follows is a list of known production from Hamilton, based on visual sightings. Exact quantities are, in most cases, not confirmed.

- **ADMX 52100—52299** (ADM Transportation Co., 200 cars) — capacity (capy) 221 000 lbs., 5150 cubic feet (cu ft), inside length (IL) 59 feet 0 inches (59-0), LO-type cylindrical covered hoppers, built in April and May 1996; painted grey, black, and blue.
- **BAR 2800—2849** (Bangor and Aroostook, 50 cars) — capy 222, IL 73-0, FBS bulkhead flat cars with a centre spine, built December 1995; blue and white.
- **BN 686450—686499** (Burlington Northern Santa Fe, 450 cars) — capy 244, IL 34-0, FMS coil flat cars, built September 1995 to January 1996; green and white.
- **CP 524400—524499** (Canadian Pacific, 50 cars) — capy 170, IL 48-1, FCA articulated container flat cars, built March and April 1996; red and white.
- **CRDX 13800—13925** (Chicago Freight Car Leasing Co., 125 cars) — capy 221, 5150 cu ft, IL 59-0, LO, built April and May 1996; grey and black.
- **CHVX 896300—896424** (125 cars) — capy 221, 5150 cu ft, IL 59-0, LO, built October to December 1996; grey and black.
- **GROX 700100—700149** (USL Capital Rail Services, 50 cars) — capy 222, IL 73-0, FBS, built November and December 1996; blue and white.
- **IANR 61300—61549** (Iowa Northern Railway, 250 cars) — capy 221, 5150 cu ft, IL 59-0, LO, built May and June 1996; grey and black.
- **IC 799300—799799** (Illinois Central, 500 cars) — capy 222, 5150 cu ft, IF 59-0, LO, built September to December 1996; slate.
- **ICMX 1000—1049** (Illinois Cereal Mills, 50 cars) — capy 221, 5150 cu ft, IL 59-0, LO, built from November 1996; black and white.
- **SOO 117200—118749** (Canadian Pacific, 1550 cars) — capy 223, 5200 cu ft, IL 59-0, LO, built June to December 1996; grey, black, and red; lettered CP Rail.
- **TTZX 863000—863224** (TTX Company, 225 cars) — capy 222, IL 73-0, FBS, built October 1995 to January 1996; yellow and black.
- **TTZX 863225—863349** (TTX Company, 125 cars) — capy 222, IL 73-0, FBS, built February and March 1996; yellow and black.
- **UP 90350—91499** (Union Pacific, 1150 cars) — capy 223, 5150 cu ft, IL 59-0, LO, built January to April 1996; grey and black with UP shield and the slogan "We Will Deliver."

—Don McQueen

BOMBARDIER BUYS NORRAIL

Bombardier Capital Inc. has bought the U.S. freight car leasing company NorRail, based in Minnesota. Bombardier Capital is one of the financial arms of Bombardier. It leases aircraft, railway cars, and other products to their operators, and also provides loans for dealers' inventories of snowmobiles and other goods. NorRail's reporting marks are NRLX.

CN ORDERS FROM GREENBRIER

CN has acquired a number of Gunderson-built centre-beam cars, such as brown CNA 623792, built 12-96. The 75-foot FMS cars have marked load limit (ld lmt) of 224 000 lbs., and a light weight (lt wt) of 63 000 lbs. Also from Gunderson are some 5250-cubic-foot covered hoppers, FURX (First Union Rail, St. Charles, Illinois) 850500—850599 and FURX 850600 and up, the two series in slightly different grey paint schemes. Car capacities vary slightly: the lower series have a ld lmt of 223500, lt wt 62500, while the 850600s are ld lmt 224200, lt wt 61800.

(First Union Rail also purchased 238 BethGon coal gondolas from Johnstown America, and these are now in use on CN, in the FURX 960000 series.)

CN has also placed an order for 1000 new cars with The Greenbrier Companies. Six hundred covered hopper cars will be built at Greenbrier's TrentonWorks plant in Trenton, Nova Scotia. Four hundred centre-beam lumber flat cars will be built at Greenbrier's Gunderson plant in Oregon. The order is valued at $50-million (U.S.), and the cars will be leased to CN by Greenbrier. All of the new cars will be built in the first part of 1997.

JET-POWERED SNOW BLOWER

StL&H used an RMC Jet Snow Blower this winter in Toronto yard to clear snow. The blower, fleet number 2404-16, is mounted on a regulator underframe, and is equipped with a large air flow nozzle which directs hot air (1100 degrees Fahrenheit) toward the track roadbed. The machine blower is fuelled by aviation fuel and emits air from the nozzle at 700 m.p.h.


ACHINE