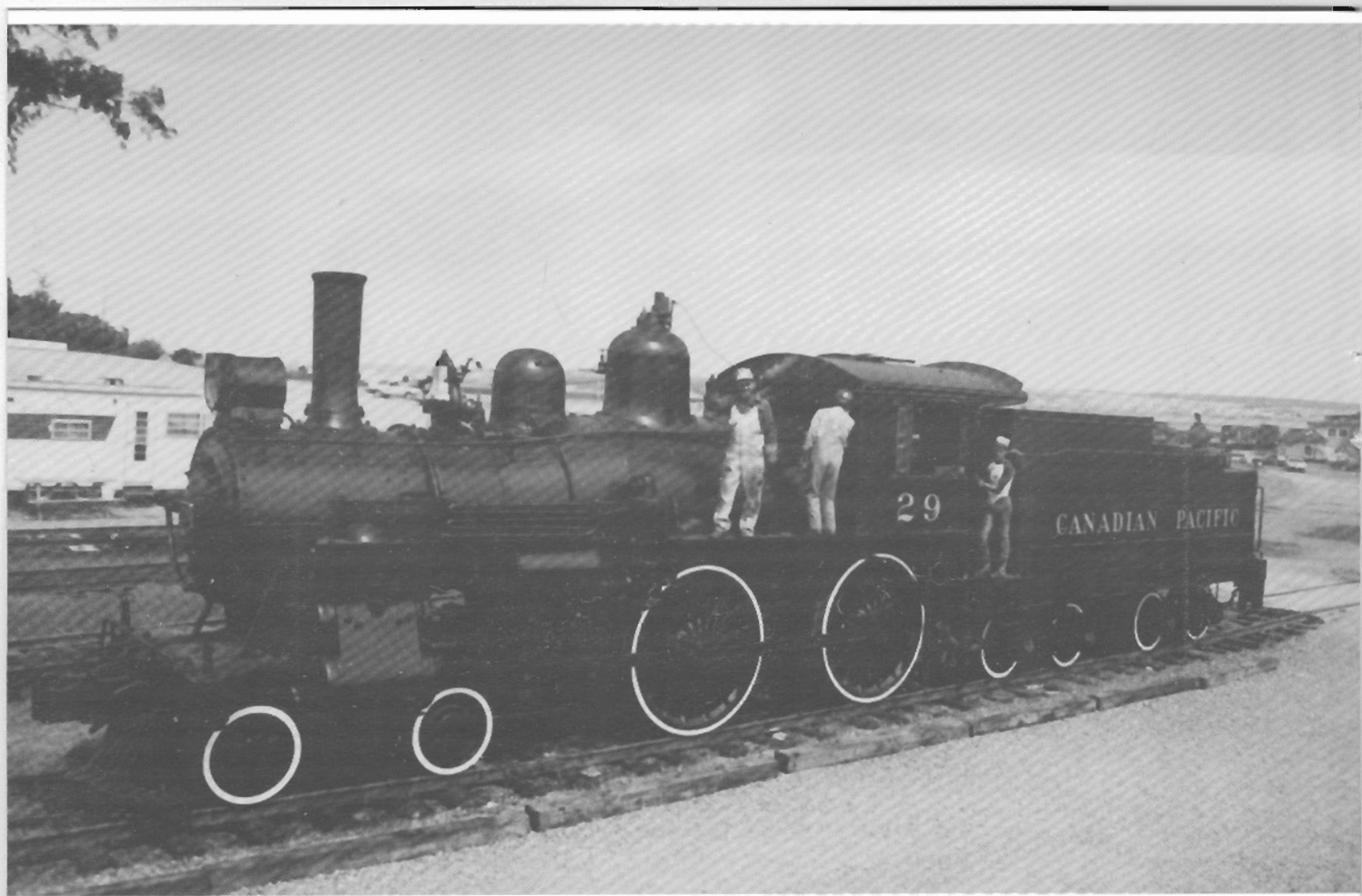


# Canadian Rail



No. 401  
NOVEMBER-  
DECEMBER 1987







# CANADIAN RAIL

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## FRONT COVER:

### MERRY CHRISTMAS TO ALL!

*The place was Montreal's Windsor station, the time was Christmas about 1923, as Santa Claus waved from the front of C.P.R. locomotive 2321. Although the exact date and train are not known, the paint scheme on locomotive and cars, as well as Santa's costume, suggests a period when No. 2321 was new. This engine was built by M.L.W. in 1923 and scrapped in 1945. Although almost 64 years old, the greeting and good wishes are as sincere today as they were in the "roaring twenties".*

*Public Archives of Canada. Photo No. PA 149057.*

## INSIDE FRONT COVER:

### TOP:

*Resplendent in its new paint finish, former C.P.R. locomotive No. 29 celebrated its 100th birthday in September. Here we see it at Hillsborough N.B. on September 6 1987. An account of this celebration will appear in a later issue of Canadian Rail.*

*Photo by David Morris.*

### BOTTOM:

*The beautiful Kennebecasis river forms the backdrop to this Christmas scene as VIA train No. 12, the Atlantic, speeds through East Riverside New Brunswick en route to Moncton and Halifax on December 21 1986, no doubt carrying many happy passengers going to spend the holiday season "down East". The recent delivery of VIA's new locomotives make scenes like this increasingly rare as the old units are retired.*

*Photo by David Morris.*

NEW BRUNSWICK DIVISION  
P.O. Box 1162  
Saint John,  
New Brunswick E2L 4G7  
ST. LAWRENCE VALLEY DIVISION  
P.O. Box 22 Station 'B'  
Montreal, Que. H3B 3J5  
TORONTO & YORK DIVISION  
P.O. Box 5849, Terminal A,  
Toronto, Ontario M5W 1P3  
WINDSOR - ESSEX DIVISION  
300 Cabana Road East,  
Windsor, Ontario N9G 1A2  
NIAGARA DIVISION  
P.O. Box 593  
St. Catharines, Ontario L2R 6W8  
RIDEAU VALLEY DIVISION  
P.O. Box 962  
Smiths Falls, Ontario K7A 5A5  
ROCKY MOUNTAIN DIVISION  
P.O. Box 6102, Station C,  
Edmonton, Alberta T5B 2N0  
CALGARY & SOUTH WESTERN DIVISION  
60 — 6100, 4th Ave. NE.  
Calgary, Alberta T2A 5Z8  
CROWNSNEST & KETTLE-VALLEY DIVISION  
P.O. Box 400  
Cranbrook, British Columbia V1C 4H9  
PACIFIC COAST DIVISION  
P.O. Box 1006, Station A,  
Vancouver, British Columbia V6C 2P1  
KEYSTONE DIVISION  
14 Reynolds Bay  
Winnipeg, Manitoba R3K 0M4  
KINGSTON DIVISION  
P.O. Box 103  
Kingston, Ontario K7M 6P9

# A CHRISTMAS STORY

*(Reprinted from Herald Press Graphic)*

OF THIS STORY THE LATE SIR WILLIAM VAN Horne is the hero, and I shall endeavor to reproduce the scenes as he so cleverly sketched them to me in his home one winter night, the while we smoked the after-dinner cigar. Picture then a Christmas eve in Toronto, crowds of shoppers abroad in the brilliantly illuminated thoroughfares, and Sir William Van Horne walking down Yonge Street towards the station in a magnificent fur-lined overcoat with a sable collar. Yes, he was proud of the figure he cut in that coat — he admitted it. It was one he had bought within the hour in a Toronto store. He was going back to Montreal and, as often happened in those days, he travelled with the passengers instead of in a special car. When he got on the train, prior to going to the smoking-room, he threw off his new coat and threw it over the back of his seat. There he left it.

There ends Act. I. And there began the troubles of the evening.

All alone the C.P.R. president's overcoat occupied the

president's seat. Sir William did not come near it until the train pulled up at Burketon Junction, and then he only gave it a passing glance as he rushed through the car, in a hurry to get out and see the station agent. When he returned the overcoat was gone. Sir William raised a rumpus. He cross-examined the conductor, and called in the trainmen. They could give no explanation of the disappearance. Sir William was inconsolable. His beautiful coat was gone — the handsomest coat he had ever had! The only clue to it that could be discovered was that supplied by a passenger, who said that when the train stopped at Burketon Falls he saw a man passing through the carriage with a coat on his arm.

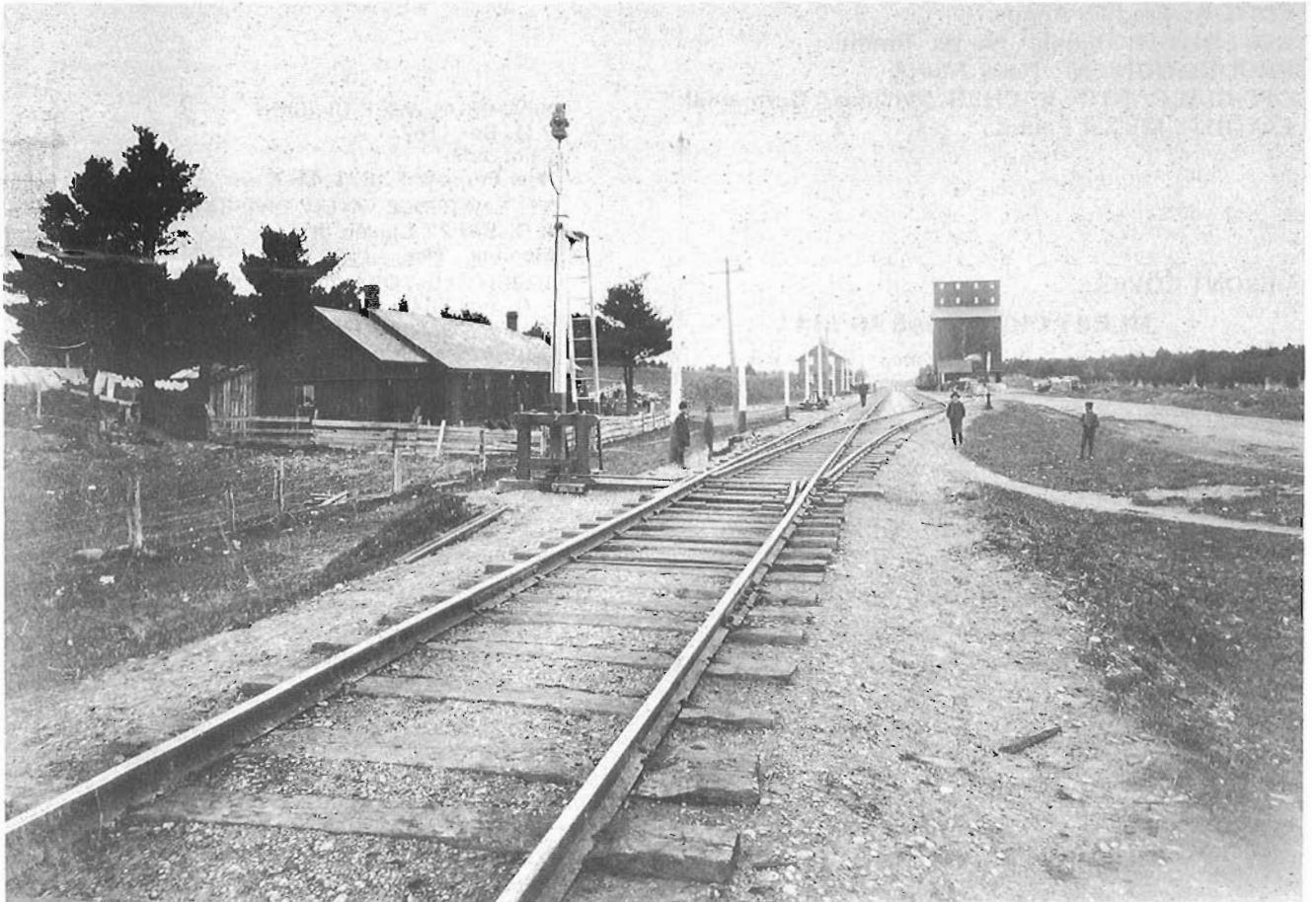
"Did he get off the train?" asked the president.

"Really, I couldn't say."

"What sort of a man was he?"

"I haven't the least idea. I was reading at the time and didn't take much notice of him."

By the president's orders, the train was pulled up at a



*The Canadian Pacific Railway station at Burketon Ontario as it appeared when photographed on May 5 1898 by company photographer J. W. Heckman. Except for the time of year, it must have looked the same on that long-ago Christmas Eve when President Van Horne noticed his coat missing as the train left that same location.*

*C.P. Rail Corporate Archives, photo No. A-20524.*

wayside station, and a wire was sent back to Burketon Falls to put the police on the track of any man seen wearing a black, fur-lined overcoat with a sable collar.

Then Sir William, in his democratic way, strolled forward to the baggage car to hunt out another coat from his baggage. As he passed through the third-class coach, he saw a man sitting there wearing an overcoat remarkably like the one he had lost. But the collar was turned up and he could not be sure. He scrutinized the man carefully and passed on to the end of the car. Then he turned back through the car and gazed fixedly into the man's face.

The man turned troubled eyes to the president and quickly averted his gaze from the piercing scrutiny. In that glance the president knew him to be guilty. He leaned over the man and said in a low voice: "Come forward with me to the baggage car."

"What for?" asked the man obstinately.

"Because I say you've got to," replied the president, "unless you want a fuss made before the other passengers?" The man got up and followed the president without another word. The conductor, at a sign from the president, also followed.

"Now," said the president, sternly, when the baggage car was reached, "where did you get that overcoat?"

The man looked at his questioner sheepishly.

"I don't see that I'm bound to tell you," he answered.

He was evidently a laboring man, and was overshadowed and subdued by the president's manner. His face was bronzed and weather-beaten; it was by no means the face of a criminal. He looked like one of the great army of workers who, by labor with pick and shovel and axe, spend their lives in conquering the wilderness for their fellow-men.

With a quick movement the president slipped his fingers into the breast pocket of the coat and pulled out a silk handkerchief. On one corner of this were his own initials.

"Do you know to whom that belongs?" asked the president, shaking the handkerchief threateningly in the man's face.

"No."

"That handkerchief belongs to me, and that overcoat you've got on belongs to me. Now do you know what I'm going to do with you? I'm going to hand you over to the police at the next station."

"Oh, for God's sake, don't do that, sir" exclaimed the man, almost in tears.

He stripped off the overcoat and held it out.

"Here's your overcoat. I didn't mean to steal it. I saw it lying on the seat, and I thought some passenger had got out and forgotten it. Really, sir, I never meant to steal it!"

"If you didn't mean to steal it, why didn't you hand it to the conductor?"

"I thought if I didn't take it somebody else would. I looked on it as a stroke of luck, that's all."

"Well, you'll find it a stroke of bad luck for you, my man!" "Get a policeman as soon as we get into Bethany Junction," he said to the conductor. "I'll look after this man meanwhile."

"My God, sir! don't do it!" pleaded the man. "It'll drive

my poor wife crazy. I haven't been home for six months — been railroading back in the bush. She and the little ones are expecting me for Christmas."

"Where do you live?"

"At Peterborough."

"What's your name?"

"Kennedy."

"I suppose you've got four or five little ones looking forward to your coming home Christmas?" asked the president, sarcastically.

"Yes, sir." Tears came in the man's eyes; a choking sob burst from him.

"Shut up, you snivelling coward!" roared the president. To see the man actually in tears angered him beyond measure.

The brakes were already grinding on the wheels. The man put his hand on the president's arm, "Don't do it, sir," he said. "I don't ask it for myself, but for my wife and youngsters. There's no harm done. You've got your coat."

The president shook him off roughly. "You common thieves," he said — and the words cut the laborer like a knife — "you common thieves are always afraid to face the music. You always snivel about your wife and family at home when you're found out. But I've made up my mind to stop your little games on this railroad and by Gum, I'll do it!" "Jump out and get a policeman," he said to the conductor, as the train came to a standstill.

A few minutes afterwards the conductor returned with a policeman, and the man, silent and dejected, was marched off into the dark night in custody.

When the train started off again for Montreal the president rode in the baggage car. He sat on the top of a pile of boxes, quietly smoking a cigar and dangling his feet. His gaze was fixed on a new perambulator, but it was a long time before he really saw it. When the conductor came in he nodded toward the perambulator, and remarked: "Seasonable present, eh?"

"Yes, sir, a very useful sort of article," replied the conductor.

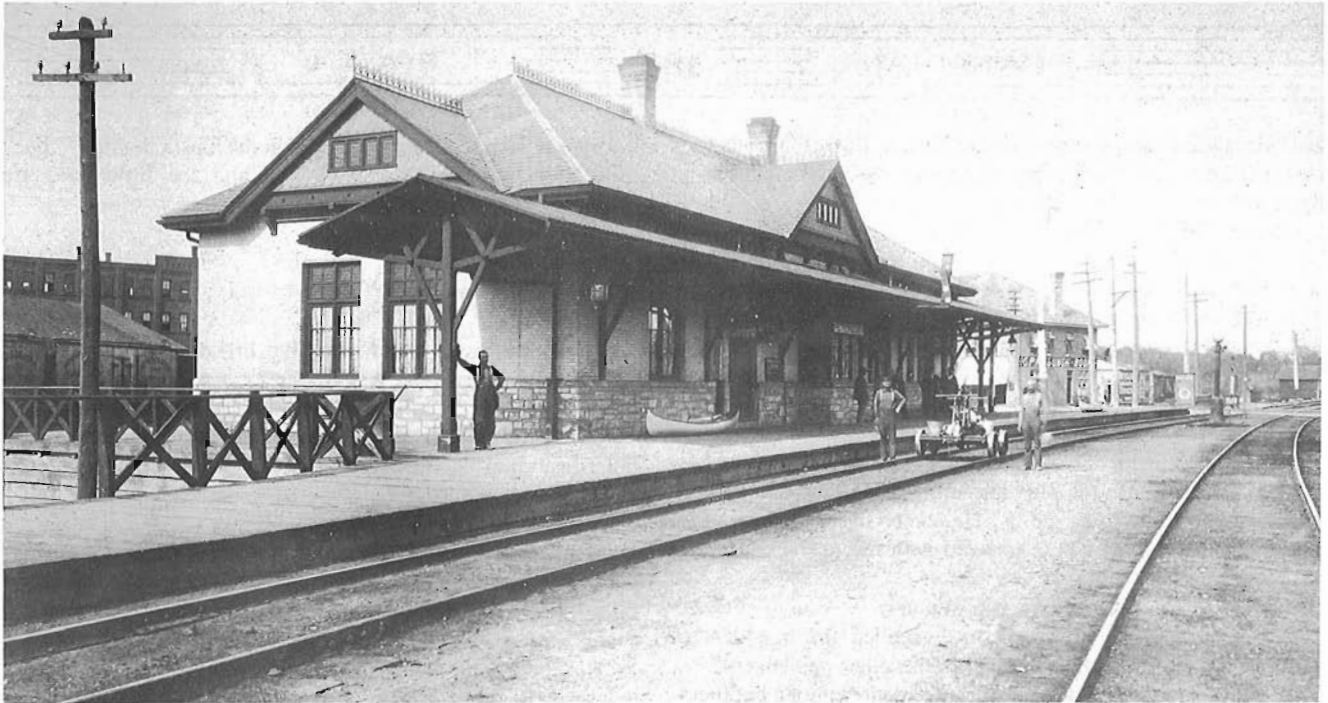
"But what I want to know," replied the president, "is why anybody should buy a wheeled baby carriage at this time of the year. A man bought that, for sure. A woman would have bought one with runners at this time of the year."

"Of course she would," replied the conductor. "But the man must have had a busy time shopping, mustn't he? There's a rocking horse in the baby carriage; there's a toboggan; there's a turkey, and, oh — dozen of things. It'll be a pretty happy Christmas wherever that baby carriage and its load is going."

"Yes, a carriage for the new baby, and lots of presents for a pretty healthy little family, by the look of it."

The label on the baby-carriage caught the eye of the conductor. He lifted it with his thumb and forefinger, and bent over to look at it. Then he dropped it as though it burned his fingers, and turned to the president with something like consternation in his face.

"What does it say?" asked the president. "Why man, anybody would think it was dynamite with a live fuse attached to



*C.P.R. station at Peterborough Ontario on May 10 1899, photographed by J. W. Heckman. It was here that Mr. Kennedy was reunited with his family on a Christmas Eve not long before this photo was taken.  
C.P. Rail Corporate Archives, photo No. A-20511.*

look at you. What's on the label, anyway?"

"It says John Kennedy, Peterborough."

"Holy Caesar!" exclaimed the president, springing to his feet. "Why that's the man who took my overcoat — the man I had arrested!"

"Yes, sir."

The president stood for a long time looking at his cigar. He recalled the pitiful pleadings of the man — his pale, agonized face, the unmanly tears.

"It'll drive my poor wife crazy," the man had said. "I haven't been home for six months — been railroading back in the bush. She and the little uns have been expecting me for Christmas."

Sir William thought of his own wife and family in his luxurious home in Montreal. They were waiting for him this Christmas eve, he knew, waiting and counting up the hours before he would return. Yet he had only been away two weeks. As a contrast he pictured some humble little home in Peterborough where a poor woman, who had not seen her husband for six months, was waiting this Christmas eve for his arrival. She would have scrubbed up the house till it looked as clean as a new pin. She would have a dainty meal ready for her husband and the president's imagination added the domestic touch of a kettle singing on the stove. She would have put clean clothes on the little children, and probably at this moment, was telling them for the hundredth time, "Your father's coming home!" And the little children! Surely they were dancing about the house and saying, "Daddy's coming! Daddy's coming!" He knew what little children were! Lastly came a stinging thought. The baby carriage was probably meant for a new baby that the father had never seen.

The president began to repent. After all, what had the man done! Probably he really thought the overcoat was lost, and had

picked it up just the same as a man might pick up a ten-dollar bill on the floor of a hotel, feeling he might as well have it as anybody else.

When the train got to the next station, Sir William jumped out and walked into the little station house.

"Give me that key," he said to the astonished operator. The president had been an operator in his early days, he at once sat down at the telegraph instrument and gave the call for Bethany Junction. When he got through to that place he sent a message that considerably surprised the operator at the other end.

"Get Kennedy, the man arrested this evening, released immediately. His arrest a regrettable mistake. Get out an engine and one car and immediately run a special through to Peterborough. Kennedy must get there to-night."

"By whose orders?" asked the operator at the other end.

"By order of the president, William Van Horne," was the reply.

At Peterborough station that night a woman named Kennedy, with a baby in her arms, and three or four little ones flocking around her, was considerably astonished to hear an important looking gentleman, who stepped from the train on which she had expected her husband, inquiring for her by name.

"Is Mrs. Kennedy here?" roared Sir William.

"Yes, sir," said the woman timidly. "I'm Mrs. Kennedy."

"Your husband is coming along on the next train," said Sir William.

"He'll be here in a couple of hours. Here, let me shake your hand and wish you a Merry Christmas, God bless you, ma'am! God bless you!"

He jumped on the train and was gone.

And in the hand that the president had shaken Mrs. Kennedy found a Christmas present. It was a twenty dollar bill! —

Source: *Pembroke Standard*, Dec. 15, 1915.

# One Hour and Fourteen Minutes at Val-Royal

Photo story by M. Peter Murphy

CANADA HAS SEVERAL NOTED RAILWAY PHOTO-graphic locations, among those that come to mind are

B.C.'s Fraser Valley, Montreal's Dorval Station area and Toronto's lakeshore. During the summer months when the days are long it is difficult to beat the action at CN's Val-Royal Station. Built around 1915 Val-Royal was originally called 'Lazard' and is located on CN's electrified commuter line about a third of the way between Central Station and Deux-Montagnes. Val-Royal was the switching point in the days of steam where the electric haulers would be replaced with steam locomotives on the CN trains north to Lac Remi etc.

Today the station is the dispatch point for commuter trains heading north onto the single track line to the end of wire at Deux-Montagnes (the line continues north to St. Jerome with freight only service being offered) CN's electric service is operated on behalf of the MUCTC (Montreal Urban Community Transit Corporation) all equipment is lettered CN and while it is kept clean and in good repair it is notably historic, especially the rush hour heavyweight electric hauled trains, some of the coaches in this service date back to 1919! It is said that these trains are the oldest and most historic operating in regular service anywhere in North America at this time. Numerous

studies have been done to evaluate the possibilities of upgrading the line, stations and rolling stock. Like so many other subjects today all we get are studies but little action.

CN has apparently advised the MUCTC that the service cannot be continued in its present format beyond the expiration date of the MUCTC contract which expires on December 31, 1989. Some locomotives date from 1918, in fact the first locomotive to operate through the Mount Royal Tunnel on October 21, 1918 is still in regular service it carries No. 6711. Keeping these units in service is a tribute to CN's technical staff at Pointe St. Charles shops, while some units have been scrapped for parts crews must often manufacture parts to keep the locomotives in operating condition. Time is running out on Montreal's heavyweight electric trains, if you have the opportunity in the near future may we suggest that you treat yourself to a ride on a 12 wheel heavyweight coach in a 13 car train pulled by a pair of 1918 vintage 2400 volt box cab locomotives.

In the photographic story that follows you will see all the action at Val Royal, all photos were taken on a warm sunny weekday in July 1987 between 16:55 and 18:09 (4:55 and 6:09 P.M.).

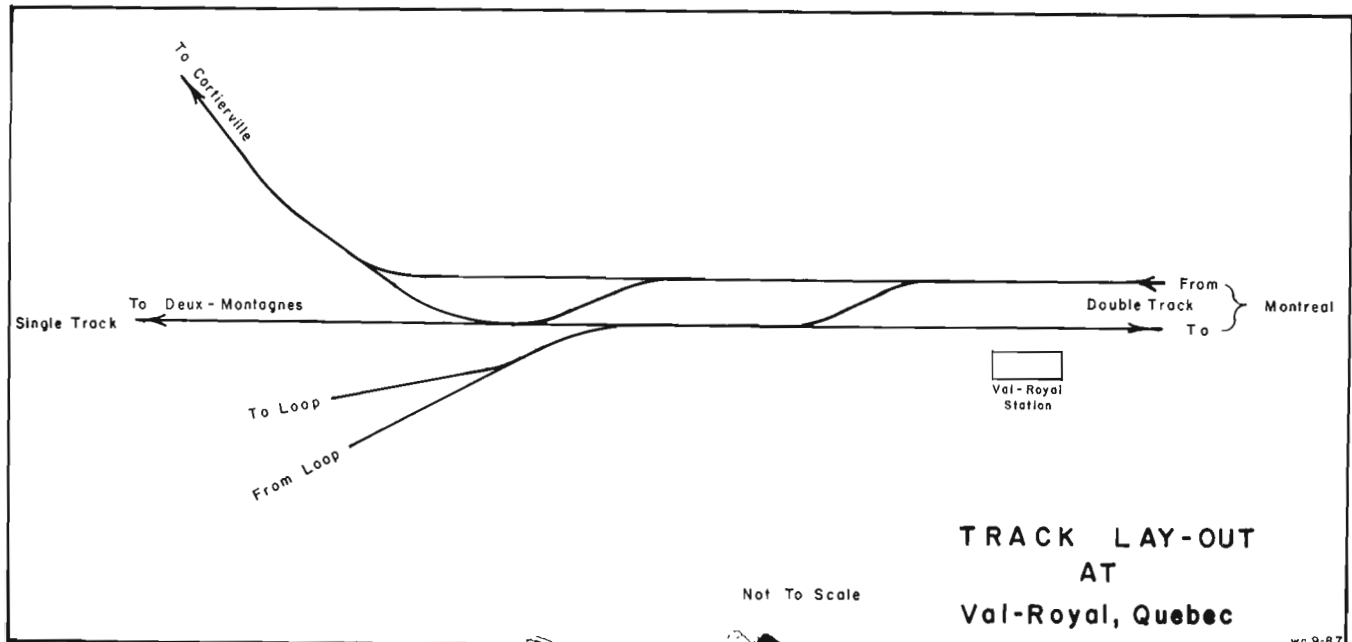




PHOTO #1

CN's Val-Royal Station contains a waiting room, wash rooms, MUCTC ticket wicket (manned by CN) dispatchers office.



PHOTO #2

Train #911 arrives at Val-Royal at 16:55 PM, this train will short turn on the electrified loop just north of the station. Box cab locomotives Nos. 6723 and 6722 are pulling coaches 5069, 4999, 4995, 4990 and 4952.

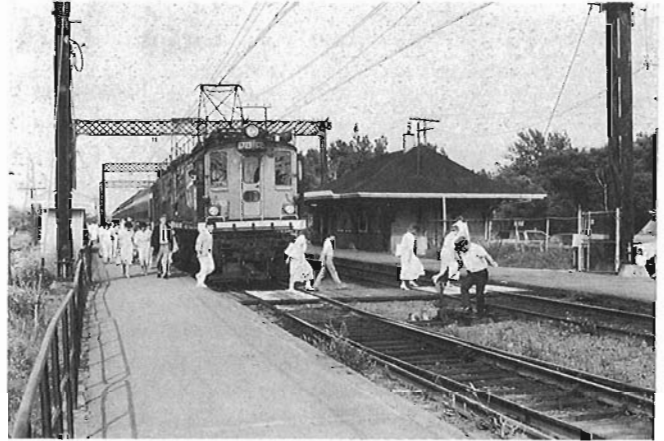


PHOTO #3

Train #911 has stopped just short of the crosswalk to permit passengers to cross in front of the locomotive. The trainman is manually throwing the switch to permit 6723 and train to cross over to the southbound track and subsequently proceed into the loop as this is the end of the line for this train.

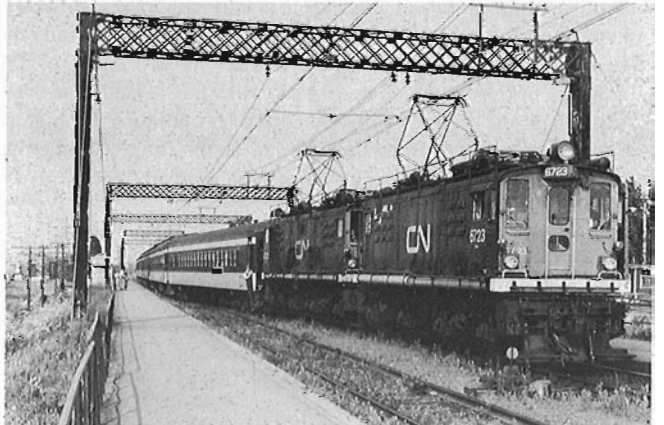


PHOTO #4

The two box cab locomotives and five heavyweight cars are switching over to the southbound track.







PHOTO #5

Train #911 having cleared the southbound track and entered the loop train 954 southbound for Central Station rumbles through the trackage at 17:04 PM. The right track leads to the Cartierville spur, train 954 is coming off the single track portion onto the double tracked section between Val-Royal and Montreal.

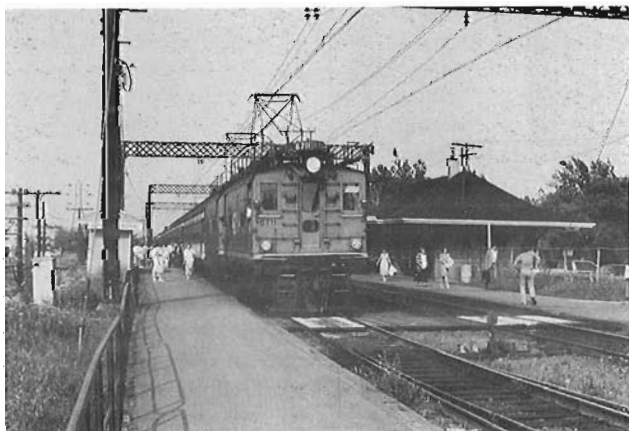


PHOTO #6

The dispatcher has hooped the orders up to the engineman as train 955 arrives at Val-Royal at 17:09. This is the first of the rush hour scheduled trains headed for Deux-Montagnes. General Electric locomotives 6711 and 6715 are hauling 12 heavyweight coaches ranging in age from 1919 to 1942. CN keeps a fleet of 42 coaches to service this line as well as the Diesel powered daily commuter train from Central Station to St. Hilaire on the south shore.



PHOTO #7

Train 955 departs Val-Royal for Deux Montagnes as it switches over to the single track line we see locomotive 6723 and train #911 which has been turned in the loop and is now ready to pull out onto the mainline and deadhead back to Montreal.



PHOTO #8

Deadhead #911 pulls into Val-Royal southbound.

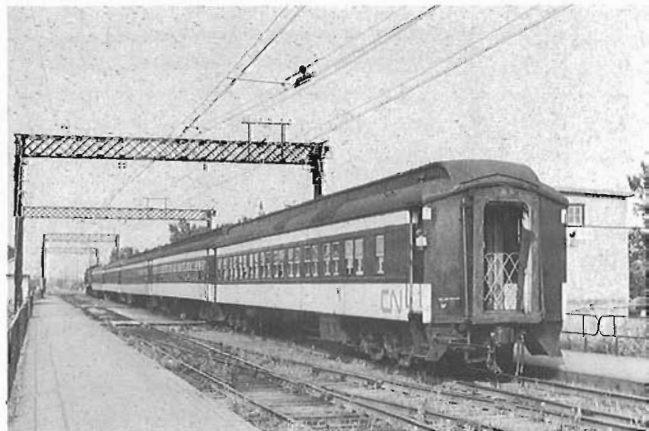


PHOTO #9

Deadhead #911 has pulled up to the station and is waiting for the clearance to proceed at 17:20 for Central Station. The last coach in the train is 4952 built by Canadian Car and Foundry in 1919 as CN car 5173, the aluminium windows and general conversion was done in 1971.

CANADIAN

194

RAIL

*Montreal*

**CN Rail**

CN 714-B-GEN (4-77)  
48-05-020

*Aug* 19 *août* 1986  
MONTH DATE MOIS

FORMULE FORM 19 Y

ORDRE DE MARCHÉ TRAIN ORDER No. 735

GEN

POUR

*No 955*

A AT

*Val Royal*

TO

*No 955*

*Tous les trains de premiere classe  
attendus à Val Royal  
avant seize trente 1630  
Mardi 19 août  
ont arrivés et partis*

*NDG*

*All first class trains  
due at Val Royal  
before sixteen thirty 1630  
Tuesday August 19th  
have arrived and left*

*NDG*

SIGNATURES

FRANÇAIS

A ÉTÉ MADE *Com* RÉPÉTÉ À REPEATED AT *1631* HEURE TIME *1631* OPR *Boucher*

ENGLISH

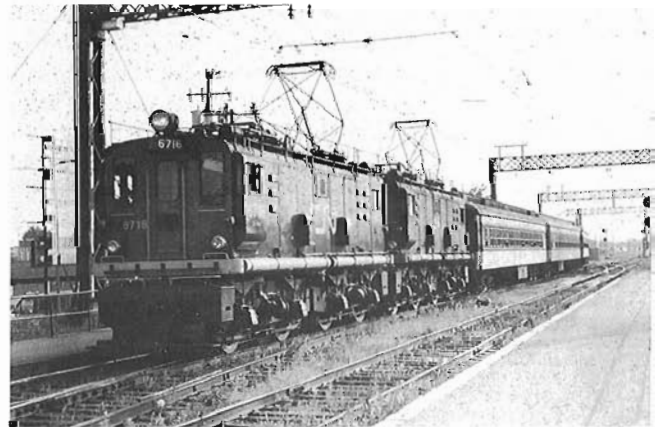
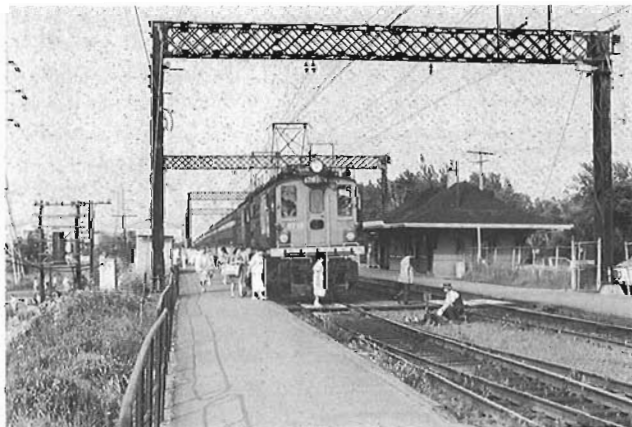


PHOTO # 10

*It is now 17:25 PM and train 913 another short turn pulls into Val-Royal. Locomotives 6716 and 6717 head up seven heavy-weight coaches. Once again the trainman is throwing the switch that will eventually lead into the loop.*

PHOTO # 11

*Train 913 promptly does the loop and at 17:40 pulls gracefully into the station headed southbound deadheaded.*

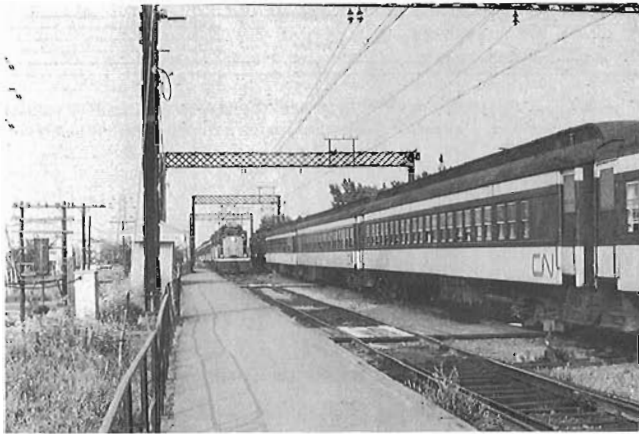


PHOTO #12

As deadhead train 913 waits on the southbound track the second electric heavyweight train bound for Deux Montagnes pulls into the station, its train 961 headed by a pair of steeple cabs Nos. 6725 and 6727. The time is now 17:49 PM and this is the heaviest train of the afternoon 13 heavyweight vintage coaches all rolling on 6 wheel rolling bearing trucks.

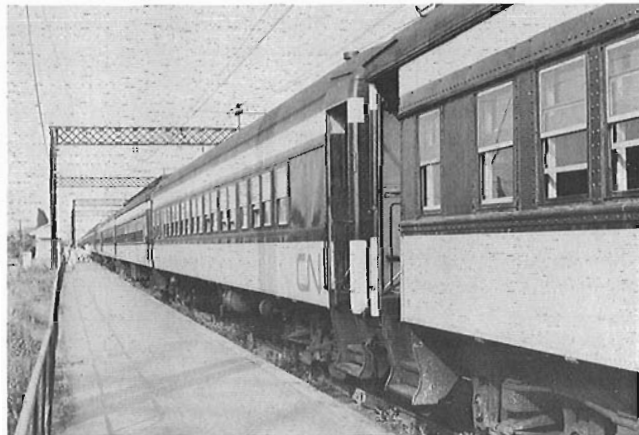
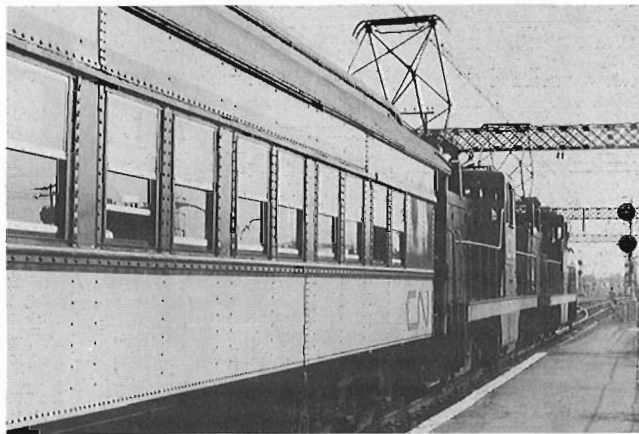


PHOTO #13 and #14

Because of its length train 913 has pulled up to the block signal to let local passengers de-train. The length of the train is clearly evident in this photo. All cars are painted black and white with the CN logo in red. Car interiors are bright and clean with a combination of bench and lengthwise seating to provide the maximum space possible for standees.

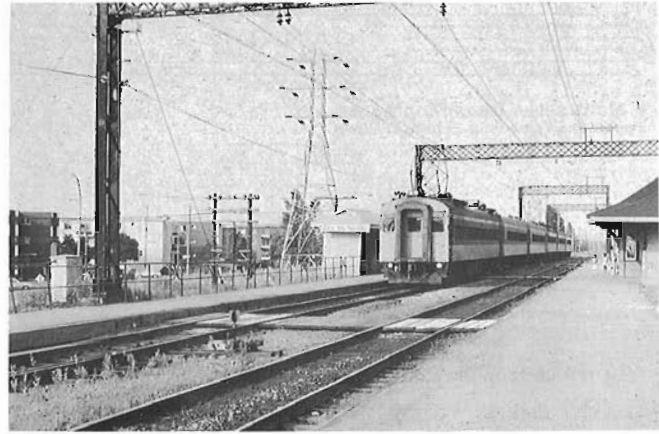


PHOTO #15

The time is now 17:53 and MU train 915 arrives at Val-Royal. This is another short turn but because the train is a double ended multiple unit it will enter the Cartierville siding, clear the block and reverse back out crossing over to the southbound track.



PHOTO #16

Train 915 turns down the Cartierville spur. Track to the left leads into the loop, center track is the single track main line to Deux Montagnes, in the foreground we notice the tail end of the cross-over from the northbound track. All switches are manually operated, to turn a train on the loop requires the throwing of 8 switches.

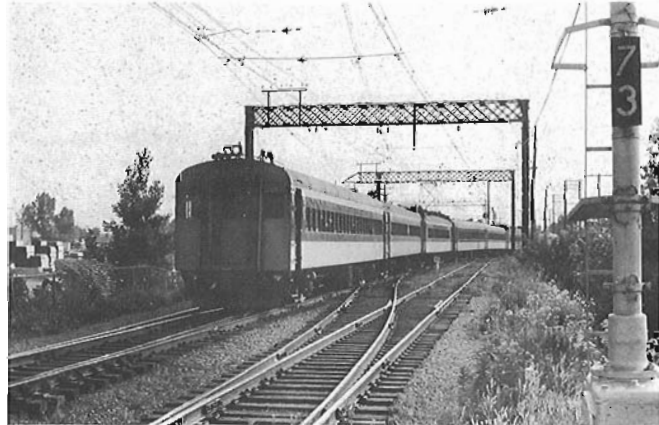


PHOTO #17

MU train emerges from the Cartierville spur as train 916 southbound, it will pull up to the station and wait for 1805 its scheduled departure time for Central Station.

**Montréal → Deux-Montagnes**

du lundi au vendredi, sauf les jours fériés / from Monday to Friday except statutory holidays

numéro du train / train number	921	923	929	903	905	909	939	941	943	945	947	949	951	953	911	955	913	961	915	965	917	969	971	973	975	977	979	981	
Départ Montréal	04:50	05:20	05:45	07:10	07:45	08:25	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:30	16:40	17:00	17:20	17:30	17:45	18:00	18:20	18:15	19:15	20:15	21:15	22:15	23:15	00:15
Portail-Heights	04:59	05:29	05:55	07:19	07:55	08:34	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:40	16:50	17:10	17:30	17:40	17:55	18:10	18:30	19:24	20:24	21:24	22:24	23:24	00:24	
Mont-Royal	05:00	05:31	05:58	07:21	07:58	08:37	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:43	16:54	17:13	17:34	17:42	17:57	18:13	18:33	19:26	20:26	21:26	22:26	23:26	00:26	
Veru	05:04	05:35	06:02	07:25	08:02	08:41	09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	16:48	17:00	17:18	17:40	17:47	18:02	18:18	18:38	19:31	20:31	21:31	22:31	23:31	00:31	
Monkland	05:07	05:38	06:05	07:28	08:05	08:44	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	16:52	17:04	17:22	17:44	17:51	18:05	18:22	18:42	19:34	20:34	21:34	22:34	23:34	00:34	
Val-Royal	05:11	05:42	06:10	07:30	08:07	08:46	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:06	16:55	17:09	17:25	17:49	17:53	18:09	18:25	18:47	19:38	20:38	21:38	22:38	23:38	00:38	
A-Ma-Baie	05:17	05:48	06:17	07:34	08:11	08:50	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:00	17:16	17:40	17:47	18:01	18:16	18:30	18:52	19:44	20:44	21:44	22:44	23:44	00:44	
Roxboro	06:21	06:01	06:21	07:30	08:07	08:46	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:05	17:21	17:45	17:51	18:05	18:20	18:35	18:57	19:48	20:48	21:48	22:48	23:48	00:48	
Île-à-Bigras	06:26	06:06	06:26	07:34	08:11	08:50	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:10	17:26	17:50	17:56	18:10	18:25	18:40	19:02	19:53	20:53	21:53	22:53	23:53	00:53	
Sainte-Dorothée	06:27	06:07	06:27	07:35	08:12	08:51	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:11	17:27	17:51	17:57	18:11	18:26	18:41	19:03	19:54	20:54	21:54	22:54	23:54	00:54	
Laval-Links	06:30	06:10	06:30	07:38	08:15	08:54	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:13	17:29	17:53	17:59	18:13	18:28	18:43	19:05	19:56	20:56	21:56	22:56	23:56	00:56	
Laval-sur-le-Lac	06:33	06:13	06:33	07:41	08:18	08:57	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:15	17:31	17:55	18:01	18:15	18:30	18:45	19:07	19:58	20:58	21:58	22:58	23:58	00:58	
Arrivée Deux-Montagnes	05:33	06:15	06:45	07:50	08:25	09:04	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:17	17:33	17:57	18:03	18:17	18:32	18:47	19:09	20:01	21:01	22:01	23:01	00:01	01:01	

**Deux-Montagnes → Montréal**

du lundi au vendredi, sauf les jours fériés / from Monday to Friday, except statutory holidays

numéro du train / train number	922	924	902	936	904	908	934	906	910	940	942	946	948	950	952	964	916	966	962	970	972	974	976	978	980	982
Départ Deux-Montagnes	05:45	06:35	07:05	07:25	07:45	08:05	08:25	08:45	09:05	09:25	09:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05	12:25	12:45	13:05	13:25	13:45	14:05	14:25	14:45
Laval-sur-le-Lac	05:47	06:38	07:08	07:28	07:48	08:08	08:28	08:48	09:08	09:28	09:48	10:08	10:28	10:48	11:08	11:28	11:48	12:08	12:28	12:48	13:08	13:28	13:48	14:08	14:28	14:48
Laval-Links	05:48	06:39	07:09	07:29	07:49	08:09	08:29	08:49	09:09	09:29	09:49	10:09	10:29	10:49	11:09	11:29	11:49	12:09	12:29	12:49	13:09	13:29	13:49	14:09	14:29	14:49
Sainte-Dorothée	05:51	06:43	07:13	07:33	07:53	08:13	08:33	08:53	09:13	09:33	09:53	10:13	10:33	10:53	11:13	11:33	11:53	12:13	12:33	12:53	13:13	13:33	13:53	14:13	14:33	
Île-à-Bigras	05:53	06:45	07:15	07:35	07:55	08:15	08:35	08:55	09:15	09:35	09:55	10:15	10:35	10:55	11:15	11:35	11:55	12:15	12:35	12:55	13:15	13:35	13:55	14:15	14:35	
Roxboro	05:58	06:51	07:20	07:41	08:06	08:31	08:56	09:11	09:36	09:51	10:16	10:41	11:06	11:31	11:56	12:11	12:36	12:51	13:16	13:31	13:56	14:11	14:36	14:51	15:16	
A-Ma-Baie	06:03	06:57	07:25	07:47	08:12	08:37	08:52	09:17	09:42	09:57	10:22	10:47	11:02	11:27	11:52	12:17	12:42	13:07	13:22	13:47	14:02	14:27	14:52	15:17	15:42	
Val-Royal	06:10	07:06	07:20	07:34	07:45	07:56	08:07	08:18	08:29	08:40	08:51	09:02	09:13	09:24	09:35	09:46	09:57	10:08	10:19	10:30	10:41	10:52	11:03	11:14	11:25	
Monkland	06:12	07:08	07:23	07:37	07:48	07:59	08:10	08:21	08:32	08:43	08:54	09:05	09:16	09:27	09:38	09:49	10:00	10:11	10:22	10:33	10:44	10:55	11:06	11:17	11:28	
Veru	06:15	07:12	07:27	07:41	07:52	08:03	08:14	08:25	08:36	08:47	08:58	09:09	09:20	09:31	09:42	09:53	10:04	10:15	10:26	10:37	10:48	10:59	11:10	11:21	11:32	
Mont-Royal	06:19	07:17	07:32	07:46	07:57	08:07	08:18	08:29	08:40	08:51	09:02	09:13	09:24	09:35	09:46	09:57	10:08	10:19	10:30	10:41	10:52	11:03	11:14	11:25	11:36	
Portail-Heights	06:21	07:20	07:35	07:49	08:00	08:10	08:21	08:32	08:43	08:54	09:05	09:16	09:27	09:38	09:49	10:00	10:11	10:22	10:33	10:44	10:55	11:06	11:17	11:28	11:39	
Arrivée Montréal	06:30	07:30	07:45	08:00	08:10	08:20	08:35	08:45	08:55	09:15	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	21:30	22:30	23:30	00:30	

**Montréal → Deux-Montagnes**

fin de semaine / weekend

jour / day	samedi / Saturday																												dimanche / Sunday						
numéro du train / train number	926	927	927	928	941	943	945	947	949	951	953	957	963	965	917	973	975	977	979	981	931	939	943	947	951	959	971	975	979						
Départ Montréal	05:30	05:45	07:05	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:50	17:55	18:10	19:15	20:15	21:15	22:15	23:15	00:15	05:55	08:45	10:45	12:45	14:45	17:15	19:15	21:15	23:15						
Portail-Heights	05:39	05:55	07:14	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:59	17:35	18:19	19:24	20:24	21:24	22:24	23:24	00:24	06:04	08:54	10:54	12:54	14:54	17:24	19:24	21:24	23:24						
Mont-Royal	05:41	05:57	07:16	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	17:01	17:38	18:21	19:26	20:26	21:26	22:26	23:26	00:26	06:06	08:56	10:56	12:56	14:56	17:26	19:26	21:26	23:26						
Veru	05:45	06:01	07:21	09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:06	17:43	18:26	19:31	20:31	21:31	22:31	23:31	00:31	06:10	09:01	11:01	13:01	15:01	17:31	19:31	21:31	23:31						
Monkland	05:48	06:04	07:24	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:09	17:46	18:29	19:34	20:34	21:34	22:34	23:34	00:34	06:13	09:04	11:04	13:04	15:04	17:34	19:34	21:34	23:34						
Val-Royal	05:52	06:08	07:28	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:13	17:50	18:33	19:38	20:38	21:38	22:38	23:38	00:38	06:17	09:08	11:08	13:08	15:08	17:38	19:38	21:38	23:38						
A-Ma-Baie	05:58	06:15	07:34	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:19	17:57	18:39	19:44	20:44	21:44	22:44	23:44	00:44	06:23	09:14	11:14	13:14	15:14	17:44	19:44	21:44	23:44						
Roxboro	06:02	06:19	07:38	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:24	18:02	18:44	19:48	20:49	21:49	22:49	23:49	00:49	06:27	09:19	11:19	13:19	15:19	17:49	19:49	21:49	23:49						
Île-à-Bigras	06:07	06:24	07:43	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:29	18:07	18:49	19:53	20:54	21:54	22:54	23:54	00:54	06:32	09:24	11:24	13:24	15:24	17:54	19:54	21:54	23:54						
Sainte-Dorothée	06:08	06:25	07:45	09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:26	17:31	18:09	19:51	20:55	21:56	22:56	23:56	00:56	06:34	09:26	11:26	13:26	15:26	17:56	19:56	21:56	23:56							
Laval-Links	06:13	07:27	07:42	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:33	18:11	19:53	20:58	21:58	22:58	23:58	00:58	06:37	09:28	11:28	13:28	15:28	17:58	19:58	21:58	23:58							
Laval-sur-le-Lac	06:11	06:38	07:48	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:34	18:13	19:54	20:59	21:59	22:59	23:59	00:59	06:39	09:29	11:29	13:29	15:29	17:59	19:59									



PHOTO #20

*One hour and fourteen minutes after our first photo train 916 pulls out northbound headed for Roxboro. The time is now 18:09 PM. In all we saw ten trains both heavyweight and MU in both directions at Val-Royal in the space of one hour and fourteen minutes, action like that is hard to beat.*

*Footnote: Northbound and Southbound refer to the direction of travel, actually at this particular spot the geographic location is really east to west. Special thanks to J. Norman Lowe CN's History Research Officer for data on the heavyweight coaches, we also referred to Anthony Clegg's book 'The Mount Royal Tunnel' published by Railfare.*

# Salute To GO: 20 Years of Progress

By: Douglas N. W. Smith

ON MAY 23, 1987, GO TRANSIT INVITED ALL THOSE living within its service area to a party at Ontario Place to celebrate the twentieth anniversary of the start of its service in the metropolitan Toronto area. As on the first day of service, all rides along the Lakeshore rail line to the festivities were free for the day. While planners had recommended in 1965 that the commuter rail service should be tried as a three year experiment, it is now an integral part of the region's transport system.

Unlike the case in Montreal, Toronto did not possess a well developed commuter service. In 1967, CN operated commuter trains twice each weekday between Toronto and Hamilton, once between Toronto and Guelph and in one direction only from Toronto to Markham. These CN trains operated with coaches dating back to the 1910's. CP carried a limited number of commuters on its Toronto-Havelock Dayliner service.

In 1963, the provincial government commissioned a regional transport study to report on overall transport policy for Toronto and surrounding municipalities. As part of the report over 280 miles of rail line in the region were investigated to assess their suitability for commuter service. The report concluded that 250 miles could accommodate commuter service on a frequency of one or two trips per day. Only 80 miles of line, primarily between Burlington and Pickering was suited for an intensive service. A 1964 study in Burlington-Pickering corridor found that 38,000 daily trips were made by auto and concluded that 15,000 of these could be diverted to a rail service if it were comfortable, reliable and priced right.

Faced with the need to expand transport capacity to move

daily commuters from the burgeoning suburbs to the downtown, transport planners undertook a bold step and proposed that rather than widen highways, the Province should initiate a rail based system between Hamilton and Pickering. This would be the first new rail commuter system introduced in North America since the turn of the century and be the first to be completely funded by government. While the consultants recommended that a trial service be operated, the government over-ruled them and announced the service would be permanent.

The provincial government spent approximately \$23 million to start the service. Orders valued at some \$10 million were placed with General Motors Diesel for eight GP40TC locomotives and with Hawker Siddeley for forty cars and nine self-propelled units. Seven of the engines went into CN freight service in October-November 1966 while awaiting the start-up of the commuter service. In February and March 1967, they returned to GO receive have the commuter agencies logo painted over the CN one they had carried for their temporary assignment. Nineteen miles of new main line, 5 miles of new sidings primarily in the Scarborough, Port Credit and Clarkson areas, 100 new high speed turnouts, and upgrading the signal system, including 35 new signal bridges, cost \$8 million. Station facilities, parking lots and passenger underpasses between platforms cost \$4.6 million.

On Saturday, May 19th, the CN Toronto-Hamilton commuter trains made their last trips. On May 23, 1967, at 0550 the first train GO train departed Oakville after a short ceremony featuring Premier John Robarts and CN Vice-

President Douglas Gonder. On-board the first train, the Premier had stated, "Now that we have it [GO], all we have to do is make it work." Skeptics were astounded by the instant popularity of the service which achieved the forecasted ridership of 15,000 per day in November 1967, a full eighteen months ahead of predications.

The full slate of schedules were introduced over the course of the summer. On May 23rd, GO started with 21 Pickering-Oshawa trains and four Toronto-Hamilton trains. On June 26th, 20 additional weekday frequencies were added. Weekend and holiday service began on Dominion Day, July 1st. Finally, on September 5th, the 6 weekday frequencies were added to bring the Lakeshore service up to its full frequency of one train per hour in the off-peak and one every twenty minutes in the peak commuter period.

As the boom in Toronto population continued, the system was expanded to include six rail and six bus routes. GO's bus operations commenced on September 8, 1970. The new rail routes, which operate only at rush hours, and the date of their inauguration are as follows:

Route	Inaugural Date	Weekday Round Trips
Toronto-Georgetown	May 1974	Four
Toronto-Richmond Hill	May 1978	Three
Toronto-Milton	October 1981	Three
Toronto-Stouffville	September 1982	One
Toronto-Bradford	September 1982	One



*In 1983, GO Transit took delivery of 15 bi-level coaches equipped with control cabs for push-pull service. With Toronto's every changing skyline behind it, Control Car #210 emerges from the flying junction just to the east of Bathurst Street as it heads up an Oakville bound train on January 2, 1987.*

*Photo by: Douglas N. W. Smith*



*Prior to the completion of the flying junction and CTC signals, movements through the interlocking at Bathurst Street were controlled from Cabin D. In this September 1985 view, a GO Transit train enroute to Union Station passes this venerable structure. Both units heading up this train came from the United States. GP40 #726 was purchased from the Rock Island and APU #800, which was purchased from the Burlington Northern, was originally purchased by the Northern Pacific in 1950.*

*Photo by: Douglas N. W. Smith*

GO started service over the Georgetown line as it was viewed as possessing the most potential after the Lakeshore Line. CN discontinued its Toronto-Georgetown-Guelph commuter train in November 1975. The Milton line was inaugurated to take some of the pressure off of the Lakeshore line which was experiencing congestion at rush hours. The discontinuance of services by VIA was responsible for GO last two rail services started by GO. Under directives from the federal government, VIA discontinued its Barrie and Stouffville trains in September 1982. As GO provides service in an area within 50 miles of downtown Toronto which is viewed as the preferred area for bedroom communities, it truncated the Barrie train some 21 miles south at Bradford.

For the fiscal year ending March 31, 1986, the train services carried 15.3 million passengers and the bus routes 10.6 million. In April 1987, the average daily ridership of the GO rail services is an impressive 61,450 trips, up 7.1% over the same month in 1986. The distribution of average daily ridership in April 1987 is as follows: Lakeshore Line - 45,200 trips, Georgetown Line - 6,100, Milton Line - 5,500, Richmond Hill Line - 2,400, Stouffville Line - 1,300 and Bradford Line - 950.

To keep up with growth, GO has added to its equipment fleet, developed a new rail car, upgraded track infrastructure,

and expanded station facilities. The GO fleet has grown over the past two decades to 32 locomotives, 3 electric auxiliary power cars and 250 coaches.

Due to overcrowding on its trains and the high costs of adding new frequencies or expanding train lengths, GO began to replace its single level cars with cars of greater capacity in 1977. In 1974, GO borrowed a trainset of twin level gallery cars from CP Rail in Montreal for testing. These gallery cars are typical of the standard North American design which consists of a gallery like deck suspended midway up the wall on each side of the car. Based on this experience and passenger comments, GO decided that a different car design was necessary. The narrow spiral staircases used in the gallery car to access the upper level were viewed as hindering passenger circulation and the cars had only one door which slowed loading and unloading. Hawker-Siddeley of Thunder Bay, Ontario produced the new award winning design. The new GO car is shaped like a cigar has two full floors in the area between the car's trucks connected by broad staircases. By incorporating a two sets of entry doors into each car, passenger access and egress is remarkably fast for a car which seats 162 and can carry a crush load of 350.

Initially, GO occupied the former arrival level of Toronto's Union Station. After the post office vacated the eastern portion

of the station, GO converted it into a new passenger terminal in 1979. At rush hour some 25,000 passengers pass through this facility within the 90 minutes peak. New attractive brick stations have been constructed at major stops replacing modest facilities. Most recently, in June 1987, GO relocated from the VIA station in Newmarket to a new complex across the street known as The Old Davis Centre, a renovated Tannery Building.

At Bathurst Street, a major project was completed in May of this year to eliminate the bottleneck to the west of Union Station where the lines carrying the Oakville, Georgetown, Milton and Bradford trains merged. A flying junction has been installed whereby the tracks leading to CN's Oakville Subdivision now pass under those leading to the Weston Subdivision. As part of the project, a new CTC signalling system and automated switches have been installed on the Toronto Terminal Railway replacing the familiar but antiquated Cabin D and hand thrown switches.

As the population of the GO service area is projected to increase from 4 million to over 6.5 million by the year 2000, work is underway on a \$284 million plan to expand the system. The centrepiece is the extension of the Lakeshore Line. In December 1988, GO will extend hourly rail service over the new rail line it is building between Pickering and Whitby. When construction started it was planned to operate the extension as an intermediate capacity electrified system to be known as GO Alert. Following the provincial election of 1985, the new government cancelled GO Alert and decided to extend the conventional train system. This avoids time-consuming transfers which would have been necessary with GO Alert between the two systems.

The extension of GO service to Oshawa is planned.

Currently an assessment is being done of whether to follow the CP or CN line eastward from Ajax. On the western end of the Lakeshore Line, plans call for the extension of full service to Burlington by 1992. Studies are proceeding to evaluate whether to use the CN or former Toronto, Hamilton & Buffalo station in Hamilton at the time when the frequency of GO service is substantially increased. An additional rush hour round trip was inaugurated between Toronto and Hamilton in October 1986 bringing the frequency up to three round trips each weekday. The CP line to Milton will be upgraded to permit the expansion of the rush hour service from three to five trains in December 1988.

Equipment is being upgraded and increased. An \$82 million order for 63 additional bi-level cars was placed in 1986. This will permit the retirement of all but 30 of the 99 single level cars which remain in service. Complementing the bi-level car order is an order with General Motors Diesel for 16 new locomotives. Designated F59 PH these engines will have an auxiliary diesel-alternator to provide train services so a full 3,000 horsepower can be used to accelerate the trains and speed up service. Half of the order will be used to replace the remaining original diesels acquired in 1966 and the others will power new trains. These new engines will allow GO to retire its auxiliary power cars which are built in the body of obsolete diesel units. This step will eliminate the operating costs of the extra unit as well as permitting GO to expand the number of coaches per train.

GO has shown that more highways are not necessarily the solution to traffic snarls. Along with the thousands who ride GO each day, "Canadian Rail" will be following with great interest future developments as GO builds for the 21st Century.

The author wishes to acknowledge the assistance of Tom Henry in the preparation of this article.

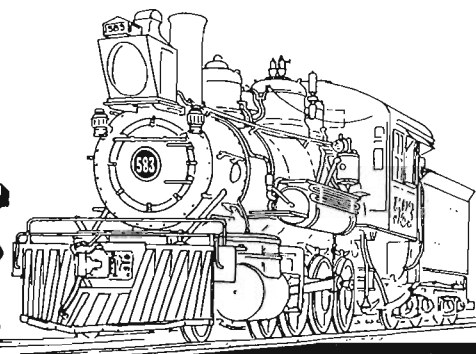


*The three daily Toronto-Milton GO trains layover at Guelph Junction. In this August 1986 view are two generations of diesel power. GP40TC #503 is one of the 8 original locomotives bought for the start-up of GO in 1966. APU's 902 and 906, converted from FP7A's, were originally purchased by the Ontario Northland in 1952. On GO Transit, these units serve as auxiliary power cars to generate the electricity to operate the services on the coaches, and as control cabs for push-pull operation.*

*Photo by: Douglas N. W. Smith*



# FROM THE COLLECTION



The aim of the Association, when it was formed in 1932, was to foster the study and preservation of Canadian railway heritage. At that time few could have predicted the rapid changes in railway and urban transit technology which would banish the steam locomotive and street car from daily use in the following three decades. Fortunately, the Association took an active role in acquiring representative examples of significant equipment which was being retired in the 1950's and 1960's. This equipment forms the basis of the collection at the Canadian Railway Museum, which is a project of the Association.

Often just one step ahead of the scrap dealer, much of the energy of the Association has been devoted to acquiring the artifacts which comprise the collection. To those who have worked diligently in the past to secure these items is owed a massive debt of thanks and appreciation.

The time has now come to consider the means to preserve and to interpret the collection. It is hoped that in the near future significant government support will allow the collection to be properly housed, provide necessary facilities for maintenance and restoration, and permit the exhibition of the collection to the public in a comprehensive and meaningful manner.

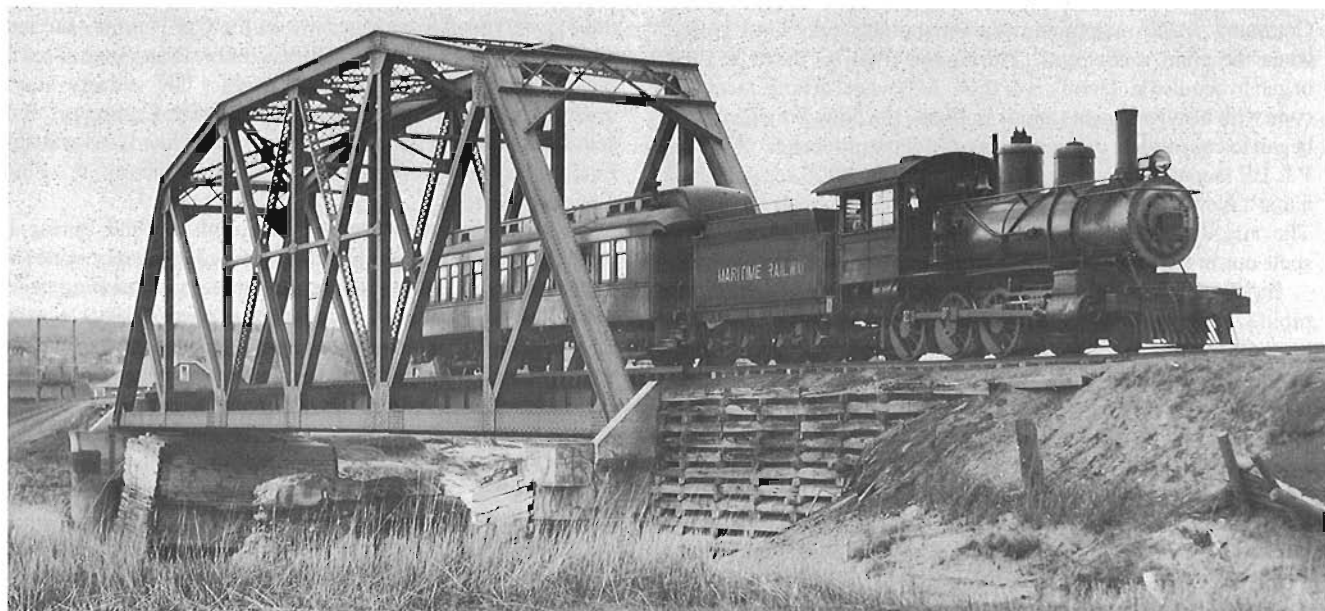
Since the CRHA collection now is over thirty five years old, it has been decided to start a column which will highlight the history of individual pieces. It is the hope of the editors that this

will help younger members to appreciate the significance of these items and for older members to recall the days when these artifacts were in every day service.

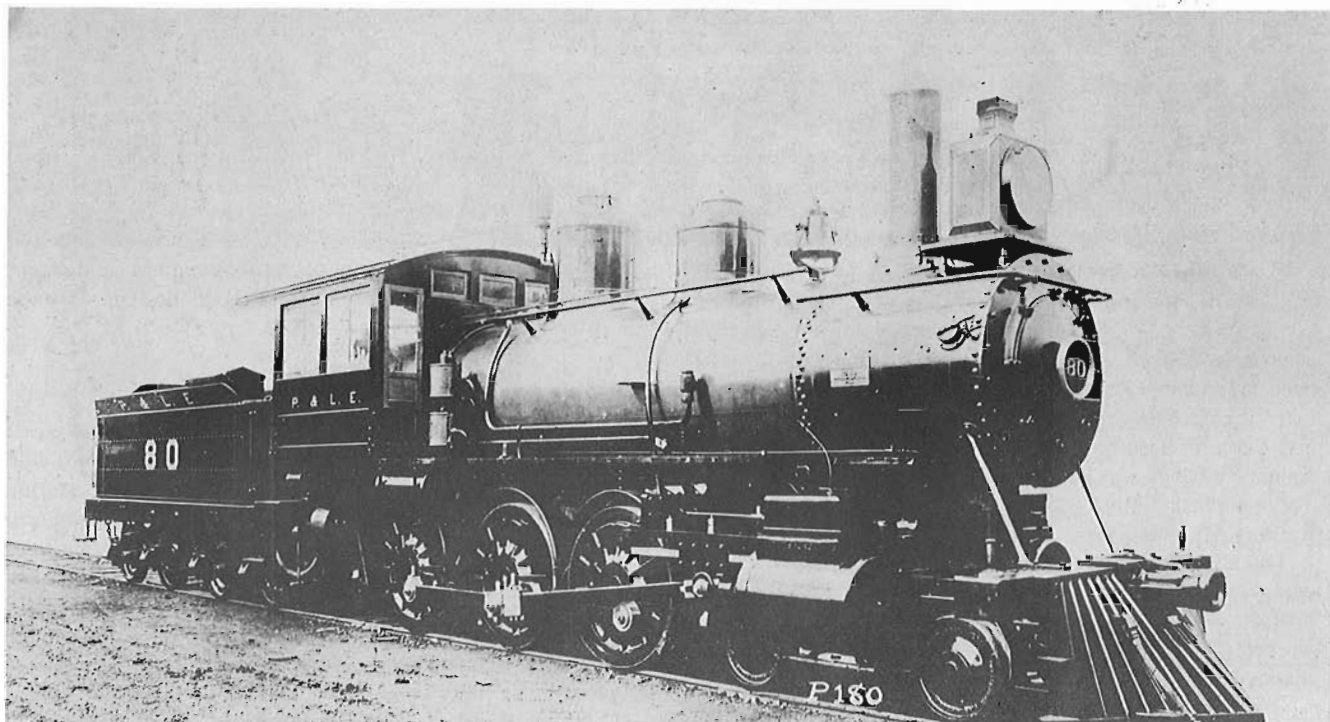
## A LATE NINETEENTH CENTURY STEAM LOCOMOTIVE

The first piece chosen for this series is steam locomotive #5 which was acquired for the museum from the Maritime Railway, Coal & Power Company. The engine is a unique and valued item in the collection. It is the only engine in the collection built for and operated on a United States railroad and is the best unmodernized example of late nineteenth century locomotive technology in the collection. The locomotive retains its original square valve chests and has a deckless cab. Built to accommodate the heavy coal and steel traffic on the Pittsburg and Lake Erie Railroad (P & LE), the drivers are but 52 inches and the firebox occupies the entire cab. This made the fireman's life more difficult as he had to stand on the bobbing tender, but, as a compensation, he was much closer to the coal supply.

Locomotive #5 is the "boomer" locomotive in the collection having had at least three owners in the course of its active life. The locomotive is also somewhat of a mystery engine in that its precise identity when on the P & LE has not yet been established.



*Maritime Railway No. 5 and its one-car train crossing the bridge at River Hebert Nova Scotia on May 28 1949.  
C.R.H.A. Archives, Toohey Collection No. 49-312.*



*Pittsburgh & Lake Erie No. 80 photographed when new in 1895. It is a locomotive similar (or perhaps identical) to this which became Maritime Railway No. 5. The similarity between this engine and No. 5 as it is now shows how little it has been altered in more than ninety years.*

*Collection of John Loye.*

What is known is that the engine was built by the Pittsburgh Locomotive & Car Company in either 1895 or 1896. The firm, part of the steel empire of Andrew Carnegie, supplied most of the P & LE's early locomotives. In 1901, the manufacturer was taken over by the American Locomotive Company. Also maintained the Pittsburgh works until 1919 when the plant was closed. During the 1880's, the P & LE began to acquire locomotives of the 4-6-0 wheel arrangement to cope with heavier freight trains. In 1906, the New York Central began to consolidate its interest in subsidiary properties. All the P & LE locomotives were renumbered into the 9000 series. The name "New York Central Lines" was carried on their tenders. The only sign of the Pittsburgh & Lake Erie was initials P & LE spelt out in small letters on the upper portion of the tender.

By the 1900's, these engines could no longer handle the rapidly increasing tonnage of freight trains. The P & LE turned to large 2-8-0's for its freight service needs and began a wholesale program to dispose of all its pre-turn of the century ten wheelers. Many were sold to the Atlantic Equipment Company who in turn disposed of them to short line railroads or railroad contractors.

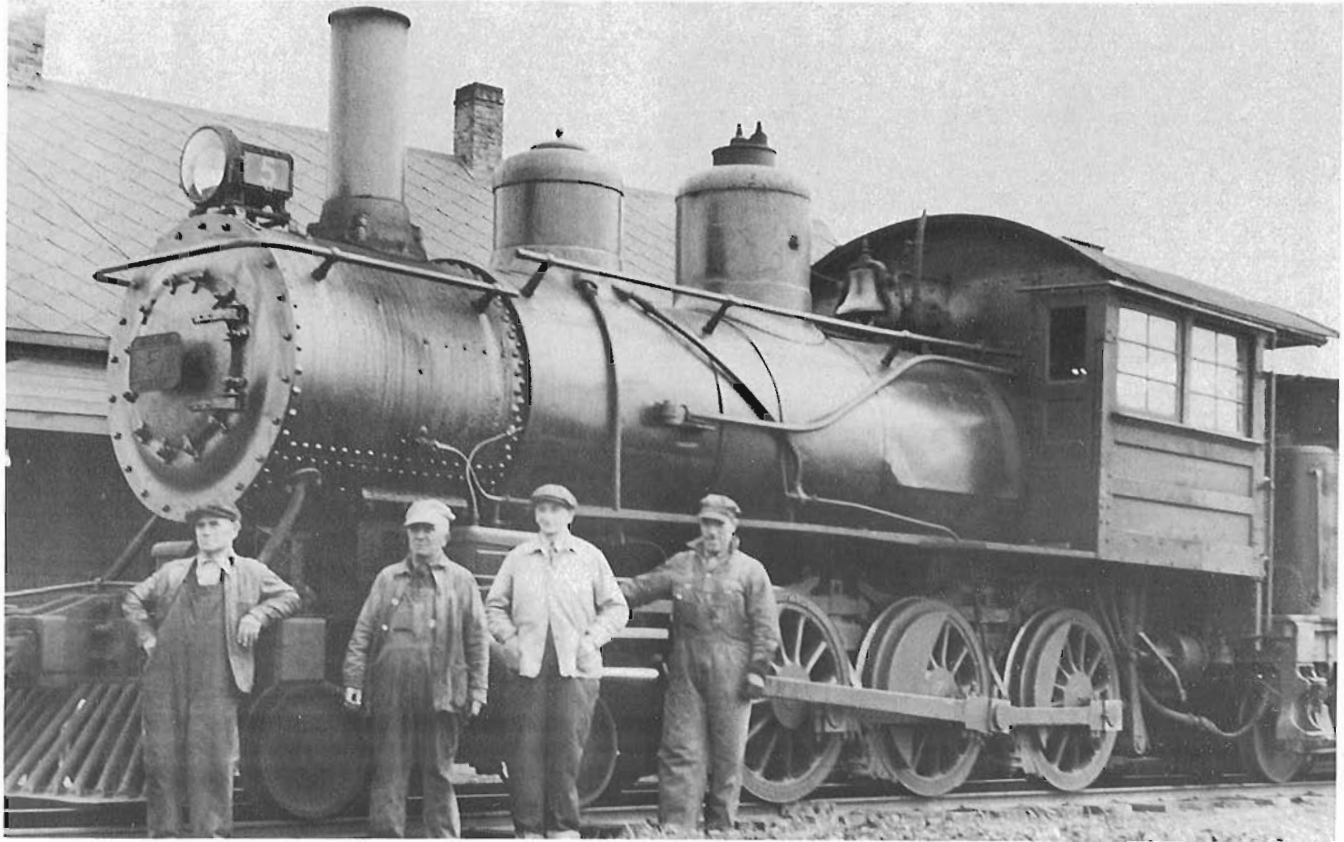
By the latter portion of the first decade of the twentieth century, Canada was in the midst of its greatest railway construction period. Two new transcontinental railways, the Canadian Northern and the Grand Trunk Pacific-National Transcontinental were under construction. One of the contractors at work on the National Transcontinental was the firm of E. F. & G. E. Fauquier. Between 1909 and 1911, Fauquier acquired

five of the P & LE ten wheelers to cope with the increase in their business.

In 1920, the Maritime Coal, Railway & Power Company purchased one of Fauquier's former P & LE engines. This engine became #5 on the Maritime Railway roster. This railway extended from Maccan, on the CN Halifax-Moncton main line, to Joggins, Nova Scotia and was an integral part of the coal mining complex in the area. The railway started operations in 1883 as the Joggins Railway Company. Subsequently, the coal fields and railway traded hands several times finally becoming the Maritime Coal, Railway & Power Company in 1906.

The coal business started an abrupt decline during the 1950's as railways and ship lines switched to diesel engines and consumers switched to oil burning furnaces for heating needs. When #5 came due for heavy repairs in the mid 1950's, it was laid up as the decreasing traffic could be handled by other two steamers on the Maritime Railway roster. In 1961, the Maritime Railway ceased operation. On September 23, 1961, members of the Association made a special trip to Maccan to ride on the last run of the railway. An obliging management had the lifeless #5 pulled out of the shed for a pictures with the two ex-CN moguls still on the property.

These three steam engines were put up for sale along with the other assets of the railway. A request by the Association to have #5 donated by the railway was unsuccessful. Its scrap value was simply too high for the small company to forgo. A temporary loan by an Association member permitted the acquisition of the engine in November 1961.



*The train crew pose by No. 5 at Joggins Nova Scotia on May 28 1949.  
C.R.H.A. Archives, Toohey Collection No. 49-310.*

The engine was moved to Montreal in December 1961 and was the first steam engine brought to Delson in 1962. Regretably, visitors to the Canadian Railway Museum will not find #5 on exhibit. As in her latter years on the Maritime Railway, #5 is safely in storage. This time she is tucked away in Building No.

2. Hopefully, it will not be too many more years before the public will be able to encounter this doughty Yankee product which spent more than half of its active life on one of Canada's short line railways.

#### TECHNICAL SPECIFICATIONS OF P & LE LOCOMOTIVES SOLD TO E.F. & G.E. FAUQUIER

Original Number	Renumbered in 1906	Date Built	Construction Number	Dimensions		Weight	Traction Effort	Boiler Pressure	Farquier Number
				Drivers	Cylinders				
P & LE 78	9150	4/17/1895	1547	52	18 x 24	79120	20355	160	F5
P & LE 82	9153	1/07/1896	1592	52	18 x 24	79120	20355	160	5
P & LE 84	9155	1/14/1896	1594	52	18 x 24	79120	20355	160	F02
P & LE 86	9157	1/22/1896	1596	52	18 x 24	79120	20355	160	?
PM & Y 160*	9199	8/22/1883	674	51	18 x 24	79120	20735	160	F6

Notes: #9150 sold in 1911 to the Atlantic Equipment Company and subsequently to Fauquier.  
#9153 sold in 1910 to the Atlantic Equipment Company and subsequently to Fauquier  
#9155 sold in 1909 to the Atlantic Equipment Company and subsequently to Fauquier  
#9157 sold in 1909 to Fauquier  
#9199 sold in 1911 to Fauquier  
\* In the early 1880's, the P & LE leased the Pittsburgh, McKeesport & Youghiogheney.

While it is possible to conjecture that Maritime Railway #5 is most likely former P & LE #82 on the basis of the Fauquier number, there is as yet no conclusive proof which one it is of the four locomotives built in 1895 and 1896.



*Number 5 at Macan Nova Scotia on May 28 1949. Compare this view to that of P. & L.E. No. 80 taken more than half a century before.*

*C.R.H.A. Archives, Toohey Collection No. 49-305.*

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# Le Garage Hochelaga . . . En Bref

Par: Daniel Poirier

## The Hochelaga Garage – In Brief

By: Daniel Poirier.

VERS 1860, PLUS DE 90 000 MONTRÉALAIS VIVENT, travaillent et circulent à Montréal. Le mode habituel de déplacement demeure la marche à pied mais pour les plus pressés ou les plus fortunés, des services privés de calèches sont offerts. Pour les autres qui ont à voyager sur de plus grandes distances, le train et le bateau assurent les liaisons régionales et nationales. Le pont Victoria, inauguré en 1860, relie Montréal à la Rive-Sud et permet aux voies ferrées du Grand Tronc de rejoindre celles de l'Est des États-Unis.

C'est dans ce contexte et dans ce décor urbain que les premières lignes de transport en commun font leur apparition.

En 1861, des hommes d'affaires Montréalais confient l'établissement d'un premier réseau de transport en commun à M. Alexander Easton de Philadelphie. Par contrat, il est tenu de fournir huit véhicules et de construire une étable et une

AROUND 1860, MORE THAN 90,000 PEOPLE LIVED, worked and moved around Montreal. The most fortunate, or those most in a hurry, used the services of private carriages. For those who were going long distances, the train and boat went to other parts of the country and to other countries. The Victoria bridge, opened in 1860, connected Montreal with the railway lines on the south shore and connected with the United States. This is the context in which the first regular public transport lines appeared in Montreal.

In 1861 the businessmen who established the Montreal City Passenger Railway commissioned Alexander Easton of Philadelphia to construct the line furnish the first eight cars, and to build a stable and car house. The first such buildings were constructed at Hochelaga, in the East end of the city, near the terminus of the line.



85-039:

*Nous apercevons une partie du garage Hochelaga. Au dessus de la porte centrale, située sur la rue du Havre, on retrouvait une plaque nous rappelant que l'édifice remontait à 1898. Cette photographie fut prise dans l'après-midi du 29 mai 1985 par Daniel Poirier.*

*Part of Hochelaga garage during demolition on May 29 1985. Above the door is a stone block bearing the date "1898", the year the building was constructed.*

remise. Les premiers bâtiments sont aménagés à Hochelaga, point de départ du réseau.

Des sa création, la compagnie possède trois types de véhicules: d'été, sur rails, d'hiver, sur patins et de demi-saison, sur roues. Les tramways étaient de petits véhicules à quatre roues où pouvaient s'asseoir près de vingt personnes. Ils étaient tous tirés par des chevaux. Pendant la belle saison, la compagnie se servait de tramways ouverts.

## LES DÉBUTS DU GARAGE HOCHELAGA

La « Montreal City Passenger Railway Company » incorporée le 18 mai 1861, a fait l'acquisition des premiers terrains à Hochelaga en 1862.

Dans un premier contrat passé devant le notaire J.S. Hunter, le 30 janvier 1862, M. William Forsyth Grant, d'Écosse, cédait ses droits sur une partie du lot 163, dans le village d'Hochelaga, pour la somme de 750 livres, soit \$ 3 000 à l'époque.

Le 4 juillet de la même année, en présence du même notaire, M. Grant vendait à la « Montreal City Passenger Railway Company » une autre partie du lot pour le même montant.

Au recensement de 1891, Montréal compte déjà plus de 200 000 habitants et son territoire s'étend alors de l'avenue Mont-Royal au nord, de l'avenue Atwater (ouest) aux confins est du quartier Hochelaga.

La « Montreal Street Railway Co. » procède à l'électrification de son réseau, au printemps de 1892. L'on retrouve alors des véhicules ouverts pour l'été, et, fermés pour l'hiver. Le

Originallement il y avait trois sortes de véhicules, des voitures sur rails pour l'été, des traînes pour l'hiver, et de petites voitures, pouvant en contenir 20 personnes, pour l'été. Tous ces véhicules étaient tirés par des chevaux, et plus tard ils furent complétés par des voitures ouvertes pour l'été en plus des voitures fermées.

## DEBUT OF HOCHELAGA

The Montreal City Passenger Railway, incorporated on May 18 1861, acquired its first land at Hochelaga in 1862. In a contract, signed before notary J.S. Hunter on January 30 1862, Mr. William Forsyth of Scotland sold a part of lot 163 in the village of Hochelaga to the company for 750 pounds currency (equal to \$ 3000.). On July 4 of the same year, before the same notary, a Mr. Grant sold another part of the lot to the company for the same amount.

By the census of 1891 the population of Montreal had grown to 200,000 in an area extending from the river to Mount Royal Ave. and from Atwater in the west to Hochelaga in the east. The Montreal Street Railway (the name to which the City Passenger Railway had been changed in 1886) proceeded with the electrification of the system starting in the Spring of 1892. They continued the practice of open cars in summer and closed cars in the cooler weather, but the sleighs were given up. The car which began the electric service was called the Rocket and has now been preserved at the Canadian Railway Museum. At this time there was much doubt as to whether electric traction would be successful due to the great snowfall, but, to the great surprise of the owners of sleighs, the city of Montreal decided to permit the company to use the rails during the winter of 1892-93.

In 1893 the company purchased lot 159, adjacent to their Hochelaga property, from the Montreal Gas Company for \$ 18,670. The following year the last horse car was retired, and the extra space was needed for the many new electric cars required by the expanding system.

A few years later, on September 16 1898, a disastrous fire destroyed the Hochelaga car barn. More than 70 cars were also lost in the fire. However the company quickly responded to the emergency and a new barn was built the same year, and the cars were replaced by new ones built in the company's shops in 1899.

In 1907 a new era began when Hochelaga received all ten of the first steel street cars in Canada. After this no more wooden cars were built, and these particular 10 cars remained assigned to Hochelaga for their entire career, which for some lasted until 1952.

Street cars used on such major routes as Notre Dame, Ste. Catherine, Ontario and Frontenac, as well as numerous smaller routes, were assigned to Hochelaga which was the major depot in East-end Montreal.

## WHAT HAS BECOME OF HOCHELAGA?

After having served as stables for horsecars, then barns for electric cars, the division was converted to bus in 1956 except for the newer portion north of Ste. Catherine street. When the

premier tramway électrique à circuler dans les rues de Montréal se nommait le Rocket et il fut fabriqué par la Brownell Car Co. de St-Louis au Missouri. Le Rocket est préservé au Musée Ferroviaire Canadien à St-Constant. À cette époque, plusieurs doutaient de l'efficacité de la traction électrique dans une ville reconnue pour avoir un taux de précipitation de neige très élevé. À la grande déception des propriétaires de traîneaux, la ville de Montréal décida de faire débayer les rails pendant l'hiver en 1892-93.

En 1893, la compagnie de transport du temps acheta de la «Montreal Gas» le lot 159, au coût de \$ 18 670.

L'année 1894 vit la disparition du dernier tramway tiré par un cheval.

Quelques années plus tard, soit en septembre 1898, un désastreux incendie ravageait les hangars Hochelaga. Plus de 70 voitures furent alors la proie des flammes. Un autre édifice fut alors construit en 1898.

Par la suite, le garage Hochelaga recevait en 1907 la livraison de dix premiers tramways fabriqués en acier, une nouveauté à l'époque puisqu'ils étaient fabriqués en bois auparavant.

Les tramways qui étaient affectés au service notamment sur les rues Notre-Dame, Ste-Catherine, Ontario, Frontenac étaient tous assignés au garage Hochelaga.

### QU'EST DEVENU LE GARAGE HOCHELAGA ?

Après avoir servi d'étables pour les chevaux, de hangars et de remises pour les tramways, il abrita les autobus jusqu'à la construction du garage Frontenac.

Par la suite, la division de l'entretien des propriétés de la



85-040:

*En ce 29 mai 1985, une partie du garage Hochelaga partiellement démolie.*

*Photographie de Daniel Poirier.*

85-040:

*The partially-demolished building as seen on May 29 1985.*



85-045 - 85-046:

*Sur le plancher de briques, parmi les poutres d'acier et les débris, on pouvait très bien distinguer en 1985 les voies ayant servies dans le temps des tramways.*

*Photographie de Daniel Poirier - 2 juin 1985.*

85-045 and 85-046.

*The remains of the street car tracks, still plainly visible in the pavement of the building. June 2 1985.*

STCUM a occupée les lieux jusqu'en 1974, alors que cette division fut déménagée au garage Villeray.

La Section des Télécommunications s'est retrouvée, par la suite, temporairement au garage Hochelaga afin d'installer au Centre Providence les nouvelles installations de communications nécessitées par les prolongements du métro.

Cette bâtisse constituait une des plus vieilles propriétés de la STCUM, sinon la plus vieille. Et comme toute bonne chose a une fin, on procéda à la démolition du garage Hochelaga au cours de l'été 1985. La disparition des installations Hochelaga a définitivement marqué la fin d'une époque.

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85-048:

*Une autre partie du garage Hochelaga situé à l'angle des rues Ste-Catherine et du Havre. On remarque une grue de démolition à l'intérieur du garage.*

*Photographie de Daniel Poirier - 2 juin 1985.*

85-048:

*The corner of St. Catherine and Harbour streets during the demolition of the old Hochelaga garage on June 2 1985.*

Frontenac bus terminal was built the 1898 car barn was demolished early in 1956. The newer part was still used for tramways until it was converted to a bus garage in 1958.

Bus operation continued from this division until 1974 when it was transferred to the Villeray garage. However the telecommunications section continued to use the building on a temporary basis while working on new communications installations necessary for the Metro extensions.

Finally, in the summer of 1985 the transit commission proceeded to demolish the Hochelaga garage, thus ending operations at one of the oldest divisions on the system (but not the oldest building; St. Henri dates back to 1900). The disappearance of the Hochelaga division definitely marks the end of an era.



## Railway Savvy

**BC Rail leads in electronic control as railways prepare North American standards. By Mark Wilson.**

*BC Rail will test electronic train control on two sections of track. Transponders under the rails signal a train's whereabouts to a master computer.*

AS THE RAILWAYS OF NORTH AMERICA MOVE toward the next generation of train control equipment, many are sending their experts to British Columbia, where they will find the first prototype at places with such romantic names as Tumbler Ridge and the Chilcotin Plateau.

There are many bigger railroads than BC Rail, at least 50 in North America at last count, but few as innovative.

"Perhaps size has worked to their advantage," says Transport Canada's Ted Rudback, who has worked with BCR on advanced train control experiments for 11 years. "With fewer resources, it may have been easier for them to collaborate with government and manufacturers, a three-way effort that has put them ahead of the pack."

"Still, they deserve a pat on the back for this and other projects. They were first with 50-kilovolt electrification, the highest voltage used on a railway anywhere in the world, and

first in Canada with microwave communications," adds Rudback, executive director of the department's Transportation Development Centre, which supports innovations and has a stake in these.

"Their management team is suited to innovation," he adds, "with Mack Norris, the dynamic president, vice-president Norm McPherson, recently retired, and Gerry Taylor, who pioneered the electronic train control project. Gerry's know-how is much sought after. He was counselling railways in Mozambique this summer."

The key to advanced train control systems (ATCS) is being able to mastermind the movement of trains in precise relation to one another through two-way, real-time data communications. With such technology, the locomotive engineer is warned of unsafe track conditions, and the train is automatically stopped if the engineer fails to take appropriate action.

BCR relies on transponders on the track which, in a passive mode, give the locomotive data on speed and location and, in an active mode, can change the locomotive's speed and even stop a runaway train.

Once the bugs are out of the system, ATCS could be as big an advance for the railways as the move from steam to diesel electric in the 1950s, according to Rudback, whose TDC has pumped \$500,000 into recent BCR experiments.

Another informed observer, Morrison Renfrew, predicts that ATCS will provide a quantum jump in safety and efficiency, and that conventional signalling with its track side lights will disappear in 10-15 years.

"The prospects are big. It's fundamental, a different way of looking at railroading. For the first time, the North American railway system will be run as a real time process," says Renfrew, executive director of the Canadian Institute of Guided Ground Transport, Kingston, Ont.

Renfrew, who evaluated ATCS technology for the Railway Association of Canada and the American Railway Association, notes that the railways will be able to enforce stopping and speed control on a train, a vital backup in case of human error.

Why aren't the railways already ATCS-equipped? The technology only emerged in the late 1970s, bringing together more powerful computers, and advances in signalling and sensors.

Furthermore, it makes sense to have one system all North American railways can use, which means the railways, mostly privately owned, must first agree on a standard, then move to implementation.

Meantime, Renfrew cautions that BCR's prototype will require further development before it can meet standards for Canadian and U.S. railroads.

BC Rail has offered up two short sections of its 2736-kilometre system to serve as ATCS test beds. Comparative



"With ATCS the railways will have the precise knowledge necessary to manage in the short term. They will have the ability to sample what's going on now, forecast the situation in half an hour, two hours, four hours, and look at strategy for revising schedules, giving priority to high dollar trains."

The Canadian-American approach to ATCS is being headed by Peter Detmold, a special consultant with Canadian Pacific Ltd. Detmold expects further testing next year, with implementation beginning in 1987.

Tighter control will lead to cost savings, Renfrew says, noting that Union Pacific has published data showing that ATCS would save them \$6 million a year in fuel costs alone, "and probably bigger numbers would apply to CN and CP because they have longer trackage."

testing will show the provincially-owned railway whether it should retain its own system, perhaps licensing others to build it, or whether it should start afresh and buy from outside suppliers.

Some testing will take place on a 7.2-km section of the railway's Tumbler Ridge branchline, which crosses the Rocky Mountains in north-eastern B.C.

The 130-km electrified branchline was opened to coal traffic in 1983. Its use will allow testers to see how ATCS equipment performs in the presence of catenary energized at 50 kilovolts.

But the chief test site will be a 67.5-km stretch of mainline between BC Rail's southern terminus in North Vancouver and Squamish, where it has its shops. This trackage skirts a spectacular fjord and is used in summer for steam train



excursions.

North of Squamish lie the coast mountains and beyond them there is a gruelling climb from Lillooet on the Fraser River to the lip of the Chilcotin Plateau.

A sprawling system, rugged operating conditions and relatively modest freight volumes made BC Rail an early enthusiast for ATCS, which promised the benefits of Centralized Traffic Control (CTC), as used by CP Rail and CN Rail to control mainline operations, at greatly reduced cost. ATCS could be applied to all lines, regardless of traffic levels.

In a typical CTC operation, two dispatchers control all CN Rail traffic between Vancouver and Edmonton, having remote control over power switches and signals. A train gives approximate notice of its location by shorting electrical circuits in the rails and train crewmen and dispatchers are linked by radio.

CTC is safe but costly and lacks savvy. There is nothing to alert engineers to the fact that by decelerating they can avoid stopping and manage a roll-through meeting with an opposing train at a passing loop ahead, thus saving fuel and brake wear.

It is claimed that "smart" train operations with ATCS providing the intelligence could save North American railways \$174 million a year in fuel costs.

In November 1985, 70 engineers from 16 Canadian and U.S. railways met in Kansas City to agree on guiding principles for ATCS development. Equipment must be modular with full compatibility between all modules.

ATCS must calculate the most economical sequence of traffic movement consistent with safety.

A central control point will monitor the speed, location and direction of each train and note the alignment of switches and any obstacles on line. Instructions issued by control to train crews must be acknowledged and there has to be an override so that trains can be stopped if instructions are ignored or not acknowledged.

Various levels of control can be built into systems to suit different traffic conditions, but all locomotives, no matter how they are equipped, must be free to roam anywhere within ATCS territory.

A look at what BC Rail has done in the ATCS field helps explain what is being attempted.

BC Rail was an early pioneer of microwave communications for train control. But basically it was still working a manual block system, whereby an engineer could not enter a particular

sector of line without holding written authority from the dispatcher.

With microwave communications in place, a dispatcher could dictate a train order to a train crew out on the road. The order would be written out in longhand, this in a jolting locomotive cab, and then read back to the dispatcher.

BC Rail entrusted development work on ATCS to Glenayre Electronics Ltd., of Vancouver. The system, dubbed LIC for locate, identify and control, employed a computer in North Vancouver, fixed radio repeaters spaced along the 250 km of mainline from Vancouver to Lillooet and digital displays mounted on trains. The mainline was laid with transponders, located in pairs at 1.6 km intervals. The transponders were energized by a passing locomotive allowing the master computer to record the direction of travel as well as location of the engine. The existing microwave system gave communications between North Vancouver and the fixed radio displays.

BC Rail consultant William Tracey said testing of the LIC system in 1983 showed problems with the quality of data flow and reception. "There was an alpha numeric display in the cab and it was supposed to tell engineers whether they had authority to enter the next block or not. Acknowledgement was when the dispatcher received back an error-free version of the original transmission or reply. We decided it was just not working well enough to put into service."

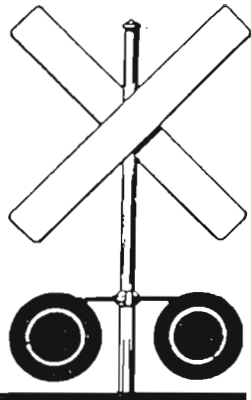
Glenayre sold off its LIC technology to DSL Dynamic Sciences Ltd., of Montreal, in 1985. DSL, which was founded in 1976, makes locomotive cab simulators for domestic and overseas customers. DSL vice-president Richard Pomeroy, who is based in Vancouver, said there were some problems with LIC but they had not been too damaging. "We have built up considerable experience with LIC and have discussed possible partnership arrangements with a number of people. It might be precipitate for us to continue major development on our own when a lot of muscle is being applied to ATCS development in the U.S."

Since the tests in 1983, BC Rail has been working to prove it can link transponders and data communications equipment without restricting the movement of trains.

It's an 80% bet that the technology adopted by the North American railroads will be similar to BC Rail's according to Transport Canada's Ted Rudback. "If BC Rail can protect its interests while leading the pack there will be tremendous opportunities for Canadian manufacturers," he says.

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# Book Review

## Grand Trunk in New England

by: Jeff Holt

Publishers: Railfare 1986

RAILFARE'S LATEST OFFERING IS THE FIRST major work on the first international trunk line in North America. While it was the third railway to cross the international boundary, the first two barely crossed the border and relied upon American railroads to reach their intended destinations. Entitled "The Grand Trunk in New England", author Jeff Holt relates the history of the more than 140 years of rail operations between Portland, Maine and Island Pond, Vermont.

During the middle years of the eighteenth century, the cities on the east coast of the United States battled each other to secure rail lines to the interior. Portland and Boston vied to be the terminus of the line which would link the Province of Canada to a year-round ice free port. The decision by Montreal to favour Portland influenced the decision to build the first major rail line in the Province to broad gauge. The story of how Montreal was induced to select the relatively obscure city of Portland as the terminus is the stuff of which legends are made.

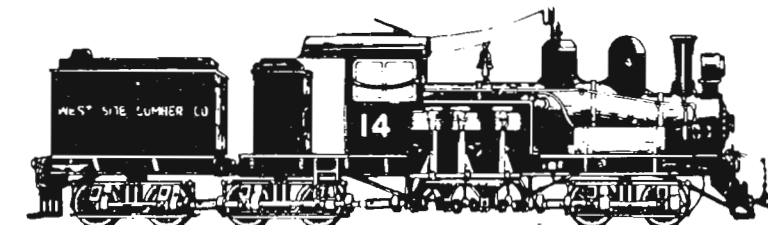
Initially, the Atlantic & St. Lawrence Railroad was to build the lines in New England while its sister corporation, the St. Lawrence & Atlantic, constructed the lines in Quebec. Chronic money problems delayed the progress of both companies. While construction started in 1846, it was not until July 11, 1853 that the two lines were joined, not at the border but at Island Pond, Vermont. Island Pond was selected as being the best situation for a divisional point. Recognizing the worth of the line, the Grand Trunk leased the two companies in 1853. This was the first trackage to be operated by the Grand Trunk.

The author has undertaken a substantial body of research. Of particular interest is the details concerning the operation of the line under Grand Trunk and Canadian National management from the 1850's through to the 1980's. Supplementing the text, is a complete locomotive roster for the Atlantic & St. Lawrence, a listing of the steam locomotives assigned to the line numerous photographs, maps, and an index.

For scholarly readers, the author has included a substantial number of footnotes to his text. An oversight in the production of the book saw one page of footnote citations omitted. Railfare has produced the required page. A copy will be sent to those who write to Railfare, Box 33, West Hill, Ontario M1E 4R4.

Rounding out the volume is a generous selection of photographs which includes the work of Jim Shaughnessy and Phillip Hastings. Photo reproduction meets the usual high standards of Railfare. The pictures taken by Edward L. Greene provide some of the best views of turn of the century Grand Trunk trains this reviewer has seen. Perhaps the only criticism of the volume can be the levelled at the seeming random presentation of pictures at the end of the volume. Instead of scattering them through the footnotes, index and bibliography, a more cohesive approach could have been to group them in a photograph section progressing systematically from the steam to diesel era.

This volume will make a suitable addition to the library of any individual interested in the Grand Trunk, New England railroads, or rail history in the middle of the nineteenth century.





# The business car

THOUGH AT TIMES IT SEEMED THERE WERE JUST too many things that needed doing, the White Pass railway project headed up by Rolf Hougen is within weeks of starting serious negotiations to buy the moribund operation.

Inspectors from the Canadian Transport Commission, which licences Canadian railways, are in town this week to tour the tracks and facilities from Skagway to Carcross and give their evaluation. They'll be following in the footsteps of experts from the Alaska Railroad who checked out the rolling stock, bridges and track earlier this month.

Financial analysts from the Vancouver based firm of Pemberton, Houston Willoughby were in Whitehorse and Skagway last week gathering information for a business plan and more meetings with Westours and Princess Tours are slated for early September.

"We hope to have our business plan together by September and to start serious negotiations with White Pass thereafter," said Hougen in a recent interview with the *Star*.

While a self-imposed Aug. 1 deadline has been broken, that hasn't slowed down Hougen and his group. In fact, they recently worked out a three-month extension of the option to buy the railway. It now expires on Nov. 19.

If all goes well, just five months will have elapsed between the time Hougen went public with his intention to acquire the White Pass and Yukon Route and the start of purchase negotiations.

It's been a big job and Hougen says he has no intentions of being a full-time railway operator if a deal is pulled off.

"I'm just a facilitator... once it's up and running, we'll hire professionals to run it." It's not going to be *his* railway. "I don't really care who starts it up, as long as somebody gets the railway going."

Somebody, for now, is Hougen, a clue-chip board of directors and Roland McCaffrey, a vice president on one of

Hougen's companies.

One of the hardest tasks for the group has been gathering the information necessary to make a solid business plan. Facts and figures relevant to the railway are a good five years out of date and often subject to new rules.

The starting point was finding out what kind of a market, if any, existed for a revived WP & YR, particularly one that will rely almost wholly on tourists, Hougen said.

"There were 76,000 people using the railway before the road, 56,000 after road was put in, but it began growing again," he mused. "Now there's more ships docking, and they're carrying more passengers."

"If there was a certain percentage that rode before, then we can expect the same percentage now. We're guessing between 90,000 to 100,000 and we think we can rely on those figures."

That guess, however, is based on extensive talks with the major cruise companies serving Skagway and promotion efforts.

Another big question has been operating costs. All along, Hougen has said the new railway cannot operate as before, with high staffing levels and union wages. "We know the historic costs, but that was for a year-round operation, with both freight and passengers. Now we'll have to work in a totally different atmosphere."

New regulations are throwing a few curves too. For example, the tracks are now overgrown with willow, aspen and poplar and need to be cleared.

"Initially the group anticipated a small work crew would be required to go out and spray the overgrowth with a herbicide, such as 2,4-D, as was done when the railway was operating. However, they soon discovered that Alaska no longer allows that kind of spraying and that a larger crew would be needed to go chop down all the saplings."

"You try to determine if there's going to be surprises, because on a railway like that a surprise can cost you hundreds of thousands or even millions," said Hougen.

While the railway is in good shape considering the lack of attention for the past five years, things like ties need to be replaced on a large scale for at least the first year.

"The ties have deteriorated," Hougen said. "There's been five years of no replacement. Normally thousands are replaced each year, so in the first year we'd have to do 12,000 ties just to keep standards up."

Plans must also be made for the thousands of people suddenly descending on the border thanks to the train.

"How does customs deal with 400 people coming through on a rather tight schedule — and returning to the U.S. — and you want to do it all in less than eight hours?" asked Hougen rhetorically.

And what do you do with those tourists? Hougen says if Carcross is to be a successful destination, there has to be more for tourists to do there and a more rustic atmosphere. "Carcross needs a lot more attention than it's received to date."

The same goes for Bennett, where a co-ordinated effort with Parks Canada is needed to preserve and enhance the historic buildings there.

Hougen's already planning to have signs along the railway spruced up and a communications system installed in the passenger cars so sights and historic points of interest along the way can be announced.

"We have to be able to tell the story of the gold rush and the railway."

One thing tourists will get more than enough of is a sense of age about the railway. Hougen said, after touring the shop in Skagway, that essentially "the calendar stopped" in the yard the day the railway shut down.

"The bulletin boards have 1982 notices . . . nothing has happened since then." Fortunately, there hasn't been too much vandalism but weather and neglect have taken their toll on the passenger cars.

"All of those have to be refurbished in part but they may not be perfect," Hougen said. "But it's an old railroad, an historic railroad, and I think the passengers are willing to ride in something old."

Especially if the train is pulled by Engine 73, a historic steam engine. Despite rumours to the contrary in Skagway, Hougen insists No. 73 is part of whatever deal is made.

Much is still undecided about how a new WP & YR would operate. Hougen says Skagway will definitely be the point of departure, but whether the train goes to Fraser, Bennett or Carcross or if a bus trip there or back again is involved are still unanswered questions.

Certainly there won't be a train past Carcross in the immediate future. The track after Carcross, to Whitehorse, is in much worse condition than track south and while Hougen's group intends to bring all the line up to scratch, it won't be for a while. Besides, the scenery between Carcross and Whitehorse is relatively uninteresting compared to the Skagway-Carcross stretch, he says.



*Alaska Railroad experts and members of the Hougen team cross a wooden trestle on the railway earlier this month as they managed a clear run from Skagway past Bennett on an inspection of the railway.*

So far the financing for the project is private and Hougen says he wants to keep it that way. But the presence of Dave Joe, chairman of the Yukon Development Corporation, on the board, and Joe's previous mention of a possible joint venture between the corporation and the railway group, does prompt speculation about where the money to improve the north stretch of line will come from — especially with Whitehorse City's grandiose plans for a riverfront development.

In the meantime, Hougen's group is steadily gathering the information they need to effectively negotiate a sale. In just under five months they've learned all about the WP & YR literally from the ground up.

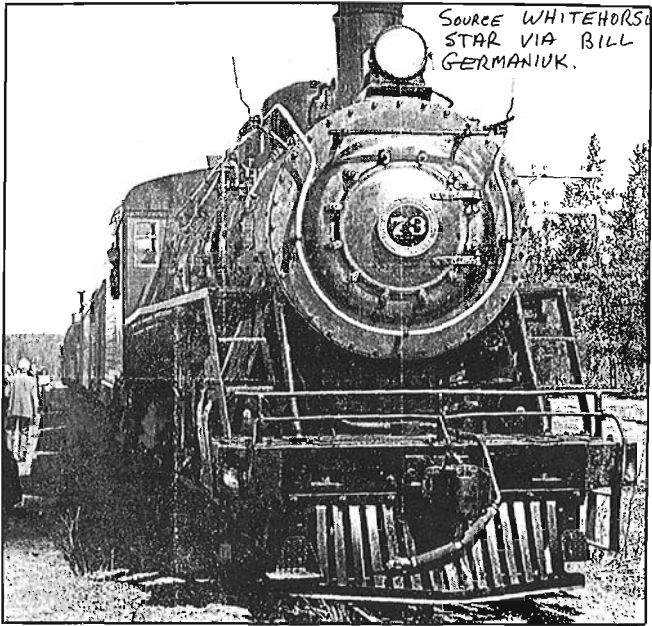
While Hougen will warn the over-eager that a deal is by no means certain, his group is the strongest contender so far to take on reviving the WP & YR. The next move will be up to White Pass.

Because of his success in business, it would be easy to attribute Rolf Hougen's efforts towards reviving the White Pass and Yukon Route to simple financial motives.

But that would be doing him an injustice.

It's hard not to believe him when he says he regards the multi-million dollar effort as a community project, not just a business venture. His commitment to history and preservation is quietly demonstrated just by the huge mammoth bones, native crafts and collection of vintage *Whitehorse Star* front pages sprinkled about his office.

"I regret in the past the time I spent talking about stopping things from being demolished but I didn't man the barricades," he says.



Too much already has been lost — the SS Casca and SS Whitehorse, the old post office-courthouse at Lambert and First, the telegraph building by the MacBride Museum.

"We allowed all of this to happen . . . and this time I thought it's time to take the time to make sure the White Pass railway doesn't go the way of these (landmarks)."

Hougen knew from past experience it wouldn't be easy. After watching the Casa and Whitehorse molder away from 1955 to 1974, he launched an effort to save the paddlewheelers, managing to get them painted, patched up and fenced despite political and media opposition.

It was a case of too little, too late, however, for just months later the two old warhorses went up in flames thanks to careless trespassers.

When the railway shut down, it seemed like history was going to repeat itself. Hougen said when it looked like Curragh was going to buy the mine, he banged on a lot of doors in Ottawa trying to get the new owners to use the railway.

"The feasibility reports said trucking was cheaper," he rned. "The irony is that the railway was a totally private operation and the highway is maintained with public money."

(While privately owned, the railway did borrow \$5 million, interest-free, from the federal government in 1981. That arrangement was recently altered, with the federal government taking a \$4 million loss on the deal.)

The government would have been much better off taking the \$3 million it invested in the Klondike Highway to make it an all-season road and putting it into the railway, Hougen maintains.

"Besides, we pay \$40 million a year to keep a railway in Newfoundland open."

Of course, as every Yukoner now knows, Curragh chose to have its ore hauled by truck to Skagway — a move which sealed the fate of the railway's freight operation.

At that point, Hougen says, he started to look at saving the White Pass and Yukon Route as a passenger-only operation.

In fact, he says he was ready to launch his effort last fall when New York businessman Don Primi came forward with plans for a grand operation, plans which ultimately petered out when regional support and financing didn't materialize as expected.

It wasn't until mid-April that Hougen publicly announced his plans. Since then he's assembled a board of directors that has representatives from the tourism, railway and finance industries, plus a healthy local component.

While Hougen has personal reasons for saving the WP & YR, there's sound business ones as well.

"Tourism will decline in this region if the railway doesn't open," he claims. "Without the railway, some diversion from Skagway to Whittier — where there is a train, although it isn't historic — will occur, because they can ride to Anchorage."

And by riding to Whittier, cruise passengers are off the choppy open seas north of the Inside Passage — a trip that cruise companies prefer since they don't like seasick passengers.

Tourism officials here have said many passengers arrive in Skagway expecting the railway to be open, even though it's been closed for five years. Eventually, however, people will realize there is no railway and Skagway — and the Yukon — could lose out.

Hougen has fond memories of the WP & YR and hopes a revived railway will be able to give today's passengers a similar experience.

"I've travelled the railway frequently since the early 1940's, I really remember the basketball trips to Skagway . . . in winter there'd be the steam engine and the rotary plow, with its deep v-cut. The new bulldoze plow destroyed that beauty."

There was also a memorable trip along the route on a flatdeck with a film crew recording the whole trip.

"Up until the 1950's, most people travelled to the Yukon via the White Pass Railway and coastal ships. It took four days, just a great trip."

Since he began his drive to revive the WP & YR, Hougen says he's received lots of letters and phone calls from people all over the continent asking "How can we help? Where can we invest?"

And there's also the tens of thousands of railway buffs and clubs that know about the WP & YR, a loyal following that can be counted on to spread the word if the project succeeds.

"It's not a sure thing yet," Hougen warned, however. "There's a lot of pieces still to fit together."

"I don't want to hold people's hopes out. There's no lack of commitment and support, but it has to make economic sense, it has to be financed . . . we can't state anything certain yet."

Still, Hougen and his board are the surest bet yet on getting the moribund railway back into the high life. He's hoping public support this time around will prevent history from repeating itself.

“There’s an awareness now of people that too much more (loss of history) could be allowed, I hope.”

Source: Whitehorse Star via Bill Germaniuk.

## All Aboard For Nostalgia

By: Wanda Pratt  
for the Oil Museum of Canada

### THE OIL SPRINGS DEPOT OF THE NEW YORK

Central Rail line is being made into a Lambton County Railroad museum. The depot has been on the grounds of the Oil Museum of Canada since 1960 when New York Central closed its St. Thomas to Courtright branch line. Since then, it has been a storage building for Oil Museum artifacts and some agricultural exhibits. By 1988 it will tell the story of Lambton County’s Railroad systems.

The little Oil Spring Depot has had a rather colorful life beginning in 1885 when it was built. The oil men in Oil Springs were anxious to have the town pay a \$15,000 bonus to have the MCRR build a spur line into the oil district. They were the first to use the new line to transport their products.

Soon a flourishing business was done at the depot, freight being moved into and out of town at a great rate. Sugar beets, flour and lumber were shipped out by the carload along with the oil. Ice cream, bananas, mail, and even Lambton’s first motor car were items received at the station. All these stories and more will be featured when the old depot begins a new lease on life again as a railroad building.

The waiting room and station agents office will depict railroad life as it was in earlier days. A variety of exhibits in the baggage room will show and tell the story of the railroads importance in developing the county of Lambton.

Many communities in the county owe their existence to the railroad. Some were built up around their stations. Others, like Oil Springs, paid dearly to have the railroad come to transport their goods since clay roads in the area were impassable much of the year.

During the railroads heyday, four lines served the county. Three came from the east to west, and one from south to north. All of them were busy until the last 50 years when trucks and cars were better able to get around the area to transport goods and people.

The railroad helped secure the oil industry in the late 1800’s. The oil industry is helping secure the railroad in the late 1900’s. The billion dollar petro-chemical industries in Sarnia still ship a good part of their production over rail lines cut through the forest 130 years ago.

The first and last railroad built in the area are the ones that remain to serve. Their stories, along with the others, will be told in the Oil Springs Depot.

Another story to be shown at the depot will be the building of the St. Clair Tunnel, the engineering marvel of the 1890’s. A three dimensional exhibit will show how the Beech tunneling shield was used to bore the ‘hole’ under the St. Clair River.

By summer 1988, visitors will be able to experience a bit of the golden age of railroading. They will smell the oiled floors, see the pot bellied stoves and the busy agents office, hear the click of the telegraph and learn of the bustling excitement of a community’s heart, the railroad station.

### HISTORIC BRIDGE BURNS—AN ARSON FIRE EARLY

June 8 morning destroyed what was believed to be the longest covered railroad bridge in the country at Swanton, Vt. “It’s a crying shame. It’s a terrible waste,” one resident said of the destruction of the 369-foot-long bridge that spanned the Missisquoi River about a quarter-mile upstream from the Vermont 78 highway bridge. The bridge had not been used by railroad traffic for about 20 years. In recent years, the bridge had been a recreational domain, carrying bicyclists, snow-mobilers and pedestrians. Another resident mentioned the days when the bridge was part of the St. Johnsbury and Lake Champlain Railroad—later, the St. Johnsbury and Lamoille County Railroad—and was a key link in moving heavy freight to Portland, Me. from Lake Champlain.

“It’s a huge loss. We had plans to develop that site in the coming years,” Gina Campoli, an architectural historian with the Vermont Division of Historic Preservation, said. The division owned the bridge, which was a Town-Pratt double lattice truss. It was placed on the National Register of Historic Places about 15 years ago. The bridge was partially covered by insurance, the state had spent about \$150,000 on it in recent years. State Police Fire Investigator John Prentice said there may have been a connection between a party at the bridge, which lasted until about 2 AM, and the fire.

A late report states a young man has been arrested after turning himself in. It seems he left a fire going after the party.

S. The 470

## Toy trains are anything but child’s play

*Price guides list a number of early models at up to \$3,000.*

By: Barbara Arpin  
Source: The Gazette

TOY TRAINS ARE NO LONGER THE PROVINCE OF little boys.

Thousands of sophisticated adult collectors have got into the act and current prices for vintage trains, train sets and accessories have made this fascinating hobby anything but child’s play.

The latest toy train price guides (advanced collectors say *Greenberg’s Price Guides* are the most authoritative) list a number of early models at \$2,000 to \$3,000.

Some rarities are worth even more.

## SET WORLD RECORD

Several years ago, for instance, a 1937 Marklin Swiss Crocodile locomotive set a world record when it sold for more than \$20,000 at auction in London.

More recently, a 1930 standard-gauge Ives circus set (mint-in-box) sold at an American auction for \$18,000 (U.S.).

Toy trains first appeared on the market during the late 1890s and were an instant success.

Over the years they have been produced by so many European and U.S. firms in such a wide variety of sizes and styles that train buffs have an astonishing array from which to choose.

Most collectors specialize. Some confine themselves to the trains of a particular manufacturer — Lionel, Ives and American Flyer are especially popular. Others collect specific cars, such as locomotives, box cars or cabooses.

Accessories, including stations, signal lights, bridges or towns, are also sought after.

Some collectors include trains of a particular gauge (size), country or era — pre-Second World War, post-Second World War or the golden era of 1925-39.

Many collectors run their trains and insist they be in perfect working order, but others who wish only to display them are usually more concerned with a train's appearance.

Montrealer Sam Adams, a doorman at the downtown Holiday Inn, has been an avid collector-dealer for nearly 20 years.

His mail-order and "by appointment only" business is one of the largest in Canada.

Adams, whose own collection centres around pre-war American Flyer and some early Lionel, says a number of factors determine the value of a specific piece. These include scarcity, age, size (the larger the better), condition, manufacturer and overall appeal.

He says that while some early locomotives and train sets sell for thousands, most are not nearly that valuable.

"My current list is more than 25 pages long," he says, "and most items are priced at less than \$500 — some as low as \$10."

Adams — who also repairs and restores early toy trains — says his love affair with them began when he was a boy.

"I used to spend a lot of time at the railroad yards marvelling at the huge steam locomotives."

He says that one day when he was in his early 20s he went into a local hobby shop and bought a few large Lionel pieces. Before long he was hooked.

## 'STARTED BUYING'

"I started buying some of the earlier pieces when I could find them and soon had the makings of a really good collection.

"Now I've got rooms full of old trains."

**THE TEMPTATION IS TO CALL TOM PAYNE AND** the dozen or so people who run the Central Western Railway a bunch of kids with a very large train set.

But that would put the very results being rolled up by Canada's one and only privately run short-line railway in the

wrong light. Since it turned its first wheel last November, CWR has been moving grain from the nine elevator locations along the 175-km line between Stettler and Camrose. It's moved so much of it — 19,800 tonnes in January alone — that some agriculture people were grumbling publicly last week, wondering why there's never a shortage of cars on the CWR line while, on others, shippers are pleading for rolling stock.

Tom Payne, CWR's 37-year-old president, says his pint-sized railroad is doing a better job than the big boy: "It takes us 36 hours, from the time we pick up an empty grain car from (where the CWR line connects with CN lines north of Camrose) until we return the loaded car, ready to go to the coast." By comparison, CN Rail's "average car cycle" on the subdivision was 19 days.

Actually running the railroad is the easiest part of Payne's job. He's been wading through flack since 1983 to convince governments, regulatory agencies and the railways that he isn't mad to want to buy and run his very own railway.

Even so, this mouse-sized operation — one man with a dozen employees, three diesel engines and "two rusty streaks of rail stretching 108 miles across the Prairie" — could have made the elephants squeal and roar as they have.

From CWR "head office," a 30-by-20-foot room on the second floor of a Whyte Avenue office building ("above Beneficial Finance, across the street from Greenwoods Bookstore") Payne revels in the fruits of four years worth of labor, \$600,000 worth of start-up costs — and explains why CWR can make money off a line CN has been trying to have closed down since 1963.

CN and CP Rail's very size means they have to take a system-wide approach to railroading. "They're looking at thousands of miles of rail line. We zero in on 108. And we know precisely what makes this branch line tick." One key, Payne says, is the fact that he can ignore the "40-70 Rule" — something he calls a rule designed to kill a branch line. CN and CP, for reasons of operating efficiency, says it's uneconomic to move a train of less than 40 cars, or more than 70, on the old branch lines (CN built the Camrose-Stettler line between 1909 and 1911). Payne says if the four grain companies with elevators on the Stettler subdivision have grain to move, CWR will move it — period.

How's CWR doing? "Quite well, thank you very much," Payne says. And why not? After lukewarm responses to initial approaches, the feds agreed that, in return for a permanent rate reduction, Ottawa would agree to the sale and kick in a cash advance. The "regular" grain-hauling rate is \$15.80 per tonne. CWR gets \$12.30 and it got a \$1.75-million start-up grant. CWR bought the line from CN for \$2.7 million, plunking down \$700,000 as a down payment. CWR knows it'll get \$12.30 per tonne, forecasts it can haul 150,000 tonnes out of the subdivision. You do the multiplication.

CWR has downside risks, too. It will spend \$1 million on maintenance and upgrading the line, which is not in good shape. It's also appealing to the Federal Court of Appeal a Jan. 15 ruling by the Canada Labor Relations Board that it inherited CN's union contracts when it bought the line so seven of its operating employees have to belong to the union.

Even so Payne says with a huge gleam in his eye: "We're not yet at optimal size."

Source Edmonton Journal via Lon Marsh.

**PETER BOWERS HAS A PLAN TO RESCUE SEVERAL** hundred kilometres of unwanted railway branch lines in Ontario. It is a case of hoping to turn a life-long passion into a healthy profit.

Mr. Bowers is convinced that there is money to be made in a western Ontario railway system that shows no sign of making it into the next century unless he rescues it.

"I like trains — I always have — and because of that people hesitate at first to take this project seriously," said Mr. Bowers, a 40-year-old Owen Sound mail order book salesman and author of a history of steam locomotives.

After spending thousands of hours and more money than he cares to mention to promote his plan during the past 10 years, Mr. Bowers is finally getting official support for his proposal to organize a short-line railway on track the major railways don't want.

His target area is a triangle roughly bounded by Brampton, Owen Sound and Stratford.

"Peter Bowers may be just the kind of entrepreneur who can move in with a small, personalized service and make a go of it where the big rail companies are losing money," said Ian Chadwick, manager of the railways office of the Ontario Ministry of Transportation and Communications.

The ministry is studying the short-line idea in the face of mounting pressure from Ontario communities, which are beginning to realize that the major railways do not want their business. It has offered to help Mr. Bowers pay for a detailed business plan for his proposal.

Ontario has no legislation covering long-term financial aid for short-line systems, but Mr. Chadwick said his ministry is considering a plan that would offer startup assistance. As well, he said, the ministry "could put some pressure on the rail companies to make locomotives and other equipment available."

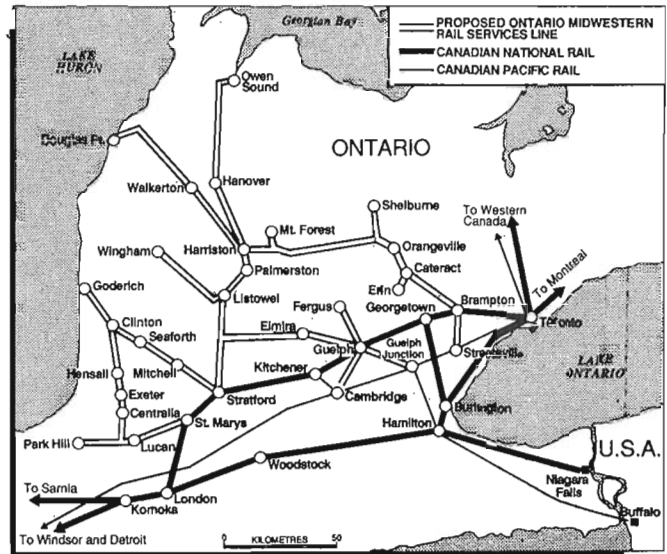
Mr. Bowers said his railway could be financed by a partnership of municipal and private sources, the arrangement used by many new short-line companies in the United States.

Ontario Midwestern rail services, as he calls his proposed 750-kilometre line, would be a "service-oriented, more personalized railroad — the same kind of company that thrived in Ontario more than a century ago.

"The majors aren't capable of serving customers on the small branch lines and they're determined to shed as much unprofitable track as possible. That's where Ontario Midwestern comes in."

Interest in reorganizing and rescuing threatened railways in Canada has been kindled by the success of short-line operations in the United States. More than 100 railway companies have been formed since the U.S. industry was deregulated in 1980.

The U.S. companies, most of which use track not wanted by the major railways, range from networks of 1,000 kilometres or



more to a two-kilometre line in Colorado.

Canada's first modern-era short-line railway is Central Western Railway Corp., which was launched last November in southeastern Alberta on a 173-kilometre branch line formerly owned by Canadian National Railway Co. It was purchased for about \$2.5-million.

If Central Western survives — and early indications are that it will, with the CN freight volume already tripled — it may be copied widely.

There could be plenty of surplus track available: CN wants to abandon 16,000 kilometres of track across Canada. Canadian Pacific Ltd. of Montreal wants to abandon 11,000 kilometres.

After surveying the freight shipping needs of dozens of companies in southwestern Ontario and the current railway traffic on the 11 branch lines left in the area, Mr. Bowers is certain a well-run, low-overhead operation could increase its business and make a profit, although the major railways say there isn't enough demand for them to do so.

His plan calls for freight service only at the outset. Passenger service could be added later.

CN and CP Ltd. are encouraging his efforts to find partners and to organize a business plan for the company, which could be launched for between \$10-million and \$15-million, Mr. Bowers said.

Rolling stock would be leased or purchased secondhand from the major railways, and the short-line system would connect with the national railway system.

"It makes sense to us," said Michael Matthews, manager of public affairs at CN's Toronto office. "We're interested in hearing a firm proposal from Mr. Bowers."

The problem is that Project Rerail, formed by Mr. Bowers in 1977 to promote the plan, is running out of time. It may already be too late for many communities.

One by one, Ontario railway lines considered unprofitable have been discontinued. Stations have been torn down, track



ripped up and rights of way abandoned to the weeds or sold to adjoining property owners.

The Canadian Transport Commission is considering railway applications to cut service on three branch lines in southwestern Ontario, and additional applications are expected soon. In the past five years, approval has been given to all but one application, ending railway service in dozens of small centres.

The next round of applications will affect bigger Ontario centres, including Owen Sound, Guelph and Fergus.

The Ontario Government is expected to try blocking more railway cuts in a number of areas, Mr. Chadwick said. "It would be unfortunate if railway abandonments overtook us before we could organize the kind of provincial railway system that would include short-line and recreational railroads."

Jim Gibbons, reeve of Fergus, which is fighting CN's application to end service and rip up the track on its Fergus-Guelph line, said communities have been slow to get behind a reorganized rail system because they gave up on trains years ago.

"The rail companies are making it official now, but actually they abandoned rail service through here 20 years ago." He said there may not be enough business for the railways now, but there could be much more if service improved.

Mr. Bowers, who surveyed the current condition of the track under consideration by literally walking the rails, said the lines needed for the Ontario Midwestern system are in "relatively good shape."

The bulk of the system was built in the early 1880s. Today, even on unwanted branch lines, the railways operate a train every week or so to monitor track maintenance needs.

Source Globe and Mail.

## RAILWAYMEN USED TO SCARE THE SHORT PANTS

off me when I was a kid train rider.

When I got into long pants, they only half scared me.

But today's new railroaders are improving the nation's train travel. It has taken Via Rail 10 years to create modern railroaders, like 24-year-old Marc Lagrange, and the corporation still has a few more switches to throw.

The domineering conductors and trainmen I remember could josh a kid one moment and give him hell the next just for acting like a kid on a train. They all had one facial expression — stern.

Give them their due, though. They had come through the ranks to earn their blue serge uniforms, with brass buttons and caps to match.

## From freight to passengers

Behind them was their training as brakemen, trainmen and conductors on freight trains, where their uniforms were overalls, work shirts and boots to fight the grime and rough life, and mackinaws in winter to fight the cold, because much of that work is done outdoors.

When they graduated to passenger service, they still were running the trains. The conductors' duties included the safety of

the train, meeting its schedules and managing the other personnel. The trainmen still had to get out in the cold and rain to throw switches and eyeball the running gear.

But they were working in a cleaner, brighter atmosphere, a few cuts above the cabooses.

They became good at punching passengers' tickets, and some even pronounced station names so well you didn't have to annoy them by asking when you were going to get to Punkydoole Corners.

And never ask why the train was stopped in the middle of nowhere. These men, responsible for getting you safely to your destination, always said they didn't know.

They knew, however that trains were for carrying things from one place to another and people were things — and a lot more trouble than boxcars of grain, lumber and other commodities. People even had to be herded on and off like cattle.

Not all of them were like that, of course, and I met enough oldtimers in our recent cross-Canada train tour to know that.

## Thought task for Via

Nevertheless, when Via Rail called "all aboard," first as a subsidiary of CN and, the following year, as a crown corporation on its own, it faced the tough task of running a railway passenger service with outdated equipment and outdated ideas about service from inherited CN and CP Rail personnel.

Ten years later, you are welcomed aboard Canada's trains mostly by pleasant, smartly groomed and uniformed men and women for whom serving is "no problem."

That's the response we got when we asked for something from Bruce, our service attendant, on an overnight trip in a bedroom coach from Moncton to Quebec City.

Even a coach full of high school students didn't faze him. A wakeup call and fresh coffee awaited us at 5 a.m.

That same attitude was shown by the other Via people, including those in the dining car, another service I used to approach with awe — the way the waiters carried those trays of food as the train swayed around mountain curves was awesome, and so was the way they looked down their noses as you tried to write down your order and sought explanations about the menu.

Now, the yellow-aproned Via attendants can perform that balancing act just as well and serve you without the sneer.

There is a learning period, as Lagrange demonstrated while we were high-balling through the Ontario countryside at more than 120 kmh. He was a little tottery pouring a couple of coffees.

"I'll have to get better at this," he said.

Turned out he was on his first train as a student attendant, after five weeks' training, and was slated next for a run on the transcontinental from Montreal to Winnipeg.

And he was enthusiastic, on his way to becoming a new breed of railroader.

Dressed in neat grey suits with vests, whose colors identify their duties, they're serving their passengers in a way that

reflects their training to look after people, not cattle.

The new uniforms came up in a talk in Via's Montreal headquarters with Dorothy Long, a native of Lacombe and editor-in-chief of Via's on-board magazine, Directions, and Bill Coo, manager of packaged tours.

"The old polyester uniforms were so bad some sleeves had shrunk almost to the elbow," Long said.

"In fact," Coo said, "we introduced the new ones in the Maritimes and when a guy, who didn't yet have his, had to work with a crew that did, he did for most of the run."

More of the running personnel will come under Via's control this summer.

That should remove the only reason I can think of why a kid might not want to ride a train.

S. Don Smith,  
Edmonton Journal via Lon Marsh.

#### THE FEDERAL GOVERNMENT'S CONTROVERSIAL decision to inject millions of tax dollars into an aging Cape Breton steel mill could force Algoma Steel out of the rail business.

"Obviously that has a very serious and detrimental impact on our future rail business," said James T. Melville, Algoma Steel's vice-president, treasurer and general counsel.

If a free-market situation had existed in a business where there is room for only one rail producer, "it would have been us, being the lower-cost, high-quality producer," Melville said.

But, with a federal subsidy throwing a monkey wrench into the market, "I think we're going to have to make some serious decisions about our future rail business — whether we want to remain in it, to what extent. And, in the absence of the subsidy to Sydney Steel Corp., I think it's safe to say Algoma Steel wouldn't have those problems," he said.

Algoma Steel and the Sydney Steel Corp. (Sysco) are Canada's only rail producers. Although both companies have recently lost money in the over-supplied rail market, the federal government decided this spring to provide \$100 million for a \$157-million upgrading project at the Cape Breton steel mill. Plans call for improvements that will keep Sysco up to date with rail production advances contemplated by Algoma Steel.

A Nova Scotia Crown corporation, Sysco is the largest employer in the high-unemployment area of Sydney with about 1,000 workers. Its biggest customer is Canadian National Railway, a federal Crown corporation. Algoma Steel, with about 7,500 employees in the Sault, is controlled by Canadian Pacific Ltd. and sells most of its rail output to CP Rail.

Melville painted a dark picture for Algoma Steel's rail mills.

"Clearly there is an over-supply right now of rails," he said. "No matter how much money you put into either of our rail mills, you're not going to sell additional rails. The market is going to take what it is going to take. Unfortunately they're probably going to take more from Sysco now than from Algoma.

"That means our rail mill will have to be re-evaluated."

Algoma Steel spent \$43 million upgrading its rail capacity in 1981. While that might have been a wise decision for the company at the time, "clearly one of the factors we had not included was that level of subsidization being offered to Sysco to compete with us."

Melville termed the subsidy a "painful, ill-advised promise" that will create no new employment over all.

"I don't think any government policy can possibly justify that kind of expenditure. It doesn't meet any economic criteria, certainly doesn't meet any public policy criteria. As I say, it doesn't create wealth and it doesn't create employment. It's just taxpayers' dollars being spent for no particular purpose."

To Algoma Steel, the subsidy will simply take jobs from Sault Ste. Marie workers and give them to Cape Breton workers.

Melville was quick, however, to back away from any far-ranging criticism of the federal government.

Although the government has caused problems for Algoma Steel with this action, "it is also that very same government that helped us through our crisis, both on the trade issues, on our seamless tube issues, on our Wawa mine issues — that government has been there to help us..."

"But for the life of us, we cannot forget or turn a blind eye toward Sysco... I hope they don't ask us to see eye-to-eye on the Sysco issue because we don't now and I doubt we ever will."

S. Northern Ontario Business

#### PARADISE HAS A PROBLEM AND CANADA MAY have the answer.

Each day, Honolulu's freeways are clogged and its roads jammed as traffic crawls to and from its crowded downtown core. Hotels, businesses and universities are stacked along a 37-kilometre corridor squeezed between Oahu island's southern shore and its volcanic hills.

The answer, according to Honolulu Mayor Frank Fasi and local transportation officials, is an automated light rapid transit system.

Honolulu is shopping for an ALRT-style system and expects to pay between \$850-million (U.S.) and \$900-million for the final product. UTDC Inc., a subsidiary of Lavalin Industries Inc. of Montreal, built the elevated Vancouver system and is a frontrunner in the international competition to be the supplier.

"We're leaning towards the Vancouver system," said Joseph Magaldi, deputy director of the Honolulu Department of Transportation Services. "It makes quick turning movements, it's light and you can have smaller stations."

James Ball, Honolulu's rapid transit development project director, lists three other reasons why the Canadian system would be ideal in the tropical city of about 825,000 people — it is automated, elevated and reliable.

Automated systems are less expensive to run, and an elevated system would mean less land expropriation — an important consideration in a city where land prices are among the highest in the United States.

Vancouver's system is also proved.

"It stood the test," Mr. Ball said. "The first year is crucial to a system and Vancouver's first year exceeded its test by handling peak traffic during Expo of 160,000 passengers a day."

Another reason may be Mr. Ball himself. A former project manager for Vancouver rapid transit, he is seen by others as a proponent of the Canadian system.

A final decision will not be made until early next year, and the competition among suppliers anxious to build the system remains intense.

"At least six countries have expressed interest, and there are a number of consortium from each," Mr. Ball said.

Companies interested in the project are from Canada, Australia, Belgium, France, Japan and the United States.

Besides elevated light rail systems, various developers have proposed a monorail type construction and newer, untried technologies.

Financing would come from a number of sources, including the U.S. Government, which so far has contributed \$2.5-million for planning costs.

Oahu's bus system carries 250,000 passengers a day, the highest per capita ridership of any U.S. city, Mr. Magaldi said. Current estimates forecast that between 125,000 and 150,000 of those riders would use the rapid transit system.

Ridership of that level eventually would make the operation of the system self-supporting, if not profitable, Mr. Ball said.

Honolulu hopes for a deal in which a company will design, build and run the system, Mr. Magaldi said. Another alternative would be to have a private company build the system and then turn the operation over to a local transit board.

About half the forecast cost of the system would go to the vendor for cars, rails and electronics, Mr. Ball said. The other half would be spent in Honolulu on construction and land costs.

The project has sparked rare unanimity among various levels of government in Hawaii. Mayor Fasi has lobbied for years to bring a rapid transit system to Honolulu. Former state officials were not enthusiastic, but he is now supported by recently elected Governor John Waihee.

S. Globe and Mail.

**SINCE JANUARY 1963, WHEN AN AGREEMENT** was approved and signed by the Dominion Archivist Dr.

W. Kaye Lamb on behalf of the Public Archives of Canada, and by Dr. O.M. Solandt, Vice-President, Research and Development, on behalf of the Canadian National Railways Company, the Public Archives of Canada has been the official repository for the historical records of CN and its nearly seven hundred corporate predecessors. While most of these records are held by the Federal Archives Division of the PAC in their own permanently assigned record group (Record Group 30, Records of the Canadian National Railways), many of the maps, photographs, posters, etc. are in the custody of other media divisions: the National Map Collection, Picture Division, the National Photography Collection. The CN collection currently occupies more than one and three-quarter kilometres of archival shelving, ranking it as one of the largest and most prestigious collections of historically significant corporate records in the country.

Dating from the inception of the Champlain and St. Lawrence Railroad in 1836, this year coincidentally celebrating

its 150th anniversary with the advent of public railways in Canada, the CN collection provides us with an enormously rich insight into the history of our nation's railroading past and the evolution of our national transportation and communications system. In essence, the collection comprises a myriad of real estate and financial records, legal records, personnel and compensation records, operational and equipment records, maps, blueprints, drawings, photographs, advertising and publicity material, and employee and systems-generated memorabilia. Using these records, we may trace the heady days of nineteenth-century railroading through to the development in the twentieth-century of a national transportation corporation, with all this implies in addition to railways: steamships, immigration and colonization services, telegraph and communications systems, ferries, hotels, express services, to mention but a few of the corporation's subsidiary interests. Of special interest in this regard are the particularly fine collections of documents for the Grand Trunk Railway dating from 1846, the Intercolonial Railway dating from 1868, the Canadian Northern rail complex of the early twentieth-century, and the CN presidential papers of D.B. Hanna (1918-1922), Sir Henry W. Thornton (1922-1932), S.J. Hungerford (1936-1941), R.C. Vaughan (1941-1950), and Donald Gordon (1950-1966). The CN historical records are now considered by many Canadians to be fundamental to the collective memory of the nation.

Together with complementary records created by government agencies past and present which concerned themselves with transportation (Railways and Canals, Transport, the Canadian Transport Commission and its predecessors, Public Works, Parliament and Privy Council) and some exceptionally fine private collections elsewhere in the Archives Branch, the holdings of the Public Archive in the area of rail transportation make it a prime source for the study of railway transportation history in North America. The CN records are a most significant part of this rich historical resource.

Source The Sandhouse  
(Pacific Coast Division CRHA).

### NEW BRUNSWICK BRANCH LINE ABANDONED

The RTC has approved an application by Canadian National to abandon its line between Bartibog and Heath Steele, a distance of 23 miles. The line was constructed in 1956 by CN to serve the Heath Steele Mines. Mining activities ceased on May 4, 1983 due to the poor world prices for zinc.

CN filed its application to abandon the line on March 24, 1987. No freight had been carried since 1984 and annual losses were approximately \$280,000 per annum.

The call by the RTC on April 27, 1987 for public comment on the application. Noranda Inc., the parent company of Heath Steele Mines, advised the RTC they would not oppose CN's application. As Heath Steele was the only shipper on the line, the RTC decided that CN could abandon the line thirty five days from the issuing of Order No R-41081 on September 10, 1987.

### BACK COVER:

*Train No. 12, the "Atlantic" eastbound near Sussex New Brunswick on the second full day of Spring; March 22 1986.  
Photo by David Morris.*

# Canadian Rail

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