



ISSN 0824-233X

BRANCHLINE

October 1985

20 YEARS OF BRANCHLINE



THE SOCIETY EXCURSION TRAIN to Pembroke waits in the hole for an eastbound freight on October 14, 1973 at Portage du Fort. CN FPA-4 #6767 hauls the 4 car train of excursionists and railfans. The engine under VIA still retains the old number. The two gentlemen in the foreground are members Doug Campbell and Terry Duggan.

THE BYTOWN RAILWAY SOCIETY

The Bytown Railway Society is a non profit organization incorporated under Federal Government statute in order to promote an interest in railways and railway history, with particular emphasis upon the National Capital Region. The Society is affiliated with the Canadian Railroad Historical Association.

The Society meets the first and third Tuesdays of every month (except July and August) in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, Ontario.

BRANCHLINE is published 11 times a year. Articles, news items, and letters are welcomed and should be sent to any of the following:

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FROM THE PRESIDENT

=====

BRANCHLINE, now in its 21st year, has come a long way from issue #1 that is reproduced in this issue. It is by far one of the best railfan publications that I receive and I eagerly await its arrival each month.

It has been the policy over the years to have membership dues cover the cost of production and mailing, however, this has not been the case for some time. Fortunately, due to the success of other club projects such as publications, the sales desk and 1201 operations, we have been able to subsidize the shortfall. This approach, though, uses funds that could have been used for restoration and other projects.

You may have noticed that we switched to commercial printing with the May 1985 issue. This was done for two reasons - 1) our Gestetner machine was on its last legs and 2) the membership had grown to the point where the collating task became unweildy. Jack and Marthe Scott still perform the major task of labeling, folding, stapling and stamping BRANCHLINE, and we owe them a big vote of thanks. The shift to a commercial printer only nominally increased our production costs and offered us far more input flexibility and quality printing - in fact each issue now contains some 10% more text in the same space.

The increase in fees for 1984 (from \$10 to \$15) allowed us to improve the quality of BRANCHLINE and to catch up with postal increases, however, it did not allow us to break even. Further postal increases in 1985 have not made the picture any rosier, and without a fee increase, we expect a shortfall of some \$600 in 1986. Each copy costs approximately \$1.05 to produce and 51 cents to mail - at 11 issues that works out to \$17.16 per member.

This projected shortfall forced your executive to consider two routes - 1) recommend a fee increase or 2) have the BRANCHLINE committee reduce costs by cutting quality and/or quantity. The club has recently received many letters praising the quality of our publication. The executive was of one mind - in no way did they wish to see any reduction in the quality or quantity.

As a result your executive, supported by myself, recommend a fee increase of \$2 for the 1986 membership year. This increase to \$17 will hopefully go a long way in reducing BRANCHLINE's deficit. The \$2 increase will be voted on by the membership at the November meeting. (Paul Bown)



BRANCHLINE

P.O. BOX 141, STATION "A"
OTTAWA, ONTARIO, CANADA, K1N 8V1

VOLUME 24

OCTOBER 1985

NUMBER 9

NOTICE OF MEETINGS

Our next meeting will be on Tuesday, October 1 at 19:30 in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Boulevard, Ottawa. Our guest speaker will be member Joe Toscas with an illustrated talk on the railways of South Africa.

October 15 will be our usual 'third Tuesday of the month informal slide night' commencing at 19:30 in the auditorium of the Museum.

Restoration work - continues every Saturday morning at 09:00 outside at the National Museum of Science and Technology. Much needed work is continuing on the boom car, before we move inside the museum for the winter. If you can spare a whole Saturday, or even a morning, why not join the "Thurso Gang" and help with the restoration of the Society's 78-year old former CPR Official Car #27 or 72-year old former CPR caboose 436436? And please remember B.R.S. when you make a cash purchase at a Canadian Tire store - your society accepts Canadian Tire money to assist with the purchase of material, paint, etc. for its many restoration projects. If you don't get to the meetings, just drop your spare CTC money in the mail c/o our P.O. Box. Thank you.

P.S. - Lots of thanks to Ross Robinson who recently built a door from scratch for the doorway between the steward's quarters and the lounge of Car 27. Your donation is most appreciated.

CAN YOU SPARE A SUNDAY?: Smiths Falls Railway Museum work crews have been hard at work reroofing the former CNR station in Smiths Falls. As well work is proceeding on the restoration of their former CP MLW S-3 switcher. They can always use another pair of hands. Please consider giving them a hand.

SHOP FROM HOME: Don't forget our 'Shop from Home' service. For \$1.00 (refundable against your first purchase) we will send you a detailed list of items available from our Sales Desk. Send to "SALES DESK", c/o our P.O. Box.

CONGRATULATIONS - are in order to member Minda Bojin who recently gave birth to a beautiful bouncing railfanette. From all reports "Margaret" should be out and about "along the right-of-way" come next summer!

RELATED CONGRATULATIONS - to noted Canadian Pacific Historian Omer Lavallee. Five years ago on September 14, we celebrated Omer's 55th birthday during a somewhat damp ceremony at mile 46 on the Thurso Railway.

CAN ANYONE HELP?: John Clark, the fellow who supplies the coffee and goodies at the meetings, recently discovered an abandoned Ontario & Quebec right-of-way on Lot 4, Concession 5 in the Township of South Gower. Can anyone identify when the line, which is some 200 yards north of today's Winchester Subdivision, was abandoned, presumably replaced by today's line? Please let your editor know and we'll run the answer in BRANCHLINE.

INSIDE BRANCHLINE

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Deadline for input to the November BRANCHLINE will be October 19.

BRS - 20 YEARS YOUNG

BY DUNCAN H. DUFRESNE

During the summer of 1965, Hugh Stowell confided to me that he had visions of establishing an Ottawa branch of the Canadian Railroad Historical Association. Both of us were CRHA members and the thoughts of having our "own" branch in Ottawa were enough to urge us into action. To make a long story short, those known railfans in the area were contacted, as was the CRHA executive in Montreal, and a meeting was called for June 24, 1965, to take place at the Metcalfe St. Y.M.C.A., (now the Roxborough Hotel).

The meeting was well attended and included Omer Lavallee, representing the CRHA executive. Interest in the Ottawa branch idea was high and it was generally agreed that those of us who organized the meeting might just as well become the first executive members. Omer agreed that our application for a branch charter would be in order and that we should proceed. Thus, on a warm June night, 20 years ago, what we now know as the Bytown Railway Society came into being.

I no longer recall exactly who was at that memorable meeting, many didn't stay around long, but quite a few did, and are still with us. Major Bob Elliot was there and he got his oar in. A kid named Bruce Ballantyne was there and he's still very much around. Hugh Stowell, for health reasons, hasn't been active for many years but he's still with us and keeps up his interest through Branchline. Omer Lavallee's official association with the CRHA has long since passed, but he's still a part of BRS. Ken Chivers was also a force behind our humble beginnings. Others I recall were Don Gordon, Tom Hood, Dave Knowles, Lee Gault, Aubrey Mattingly, Ernie Turner, Ken Heard, Dennis Peters, and Dave Strong. I am also reminded that Messrs. P. Hall, P. Lewty, M. Kidd, G. Major, and L. Ward were there, but I never got acquainted with these early members. Bruce Chapman, Ted Emond, Mike Kerr, John Leblanc, Dave Thomas, and Bill Williams were also present; more about these people in just a minute. My apologies to those people whose names I've missed. Memory for names is not one of my greatest assets.

For the interest of present day BRS members who have not been involved all that long, you may find it fascinating to learn how the Ottawa Branch of the CRHA became the BRS. I think it is fair to say that our relations in those early years with CRHA (Montreal) were not all that cordial. The main cause of our discontent was that we in Ottawa were a "branch", and "they" in Montreal were CRHA (not a branch). "They" wanted to control us to the extent that should we be planning to associate the CRHA name with a branch activity, CRHA (Montreal) wanted to be advised well in advance so that they could put their stamp of approval, or otherwise, on it. We felt like second class citizens.

As early as 1967, Ottawa Branch executive meetings dealt with the question of Branch railway equipment acquisition and ownership. Did the pieces belong to the Branch or to Montreal CRHA? Talk evolved about setting up a shadow organization or holding group for our equipment. This was the real birth of BRS. The real founders of BRS were in fact CRHA Ottawa Branch members setting up an organization by, and for, the use of the members of the CRHA Ottawa Branch.

The BRS Letters Patent and By laws were a fait-accompli on April Fool's Day, (April 1) 1969. The members who spearheaded this effort were Bob Elliot, Bill Williams, Ted Edmond, and John Leblanc. Appropriately, their names appear in the Letters.

The BRS remained the shadow organization until late in 1969. At that time, the BRS/CRHA Ottawa Branch roles were reversed and all former Branch activities became BRS activities. I had the honour of being the first BRS president.

For many years, an annual CRHA Ottawa Branch meeting was held. This was a CRHA charter requirement. Our relations with the CRHA executive in Montreal began to improve - and have continued to improved - and our ties with the only national rail oriented interest group in the country are still firm.

But, we're getting ahead of the story. Back in 1965, after the founding

meeting, the original executive members "elected" or perhaps "railroaded" each other into their respective offices. Hugh Stowell became our first president; he also chaired the program committee. Bill Williams was vice-president and chairman of the trip committee. The secretary was John Leblanc while the treasurer was Mike Kerr. In addition, there were six other committees: Archival, Ted Emond; Cataloguing, Bruce Chapman; Historical Research, Dave Thomas; Public Relations/Display/Newsletter Editor, Ross Peever; and Restoration, myself.

An early Newsletter, the precursor of Branchline, was sent out in October. Only 3 items appeared, one of which is now historically significant - the cessation of the Montreal-Toronto, Ottawa-Toronto CN/CP pool train service. Also the announcement that a CRHA Montreal group would be riding on the last train to Brockville where Dr. R.V.V. Nichols, CRHA President, would speak at the Skyline Hotel. Ottawa Branch members wishing to ride the last Ottawa-Toronto train section to Brockville were to contact Bill Williams who had kindly volunteered to look after the necessary arrangements. The fare, by the way, was \$5.65 return. My how times (and costs) have changed! There was a request for a draftsman so that locomotive data sheets could be run in the subsequent issues, and a general meeting of the Branch was scheduled for October 26, 1965, at the Naval Officers' Mess, 78 Lisgar Street, at 8 p.m. Omer Lavallee and Ken Chivers were to show U.K. steam slides and discuss the state of steam in that country. A \$2.00 charge to cover the cost of light refreshments was to be levied.

For those of you who follow Branchline closely, you may be interested in knowing that the Newsletter became Branchline. Branchline faltered and died briefly, then became Clearboard, (Clearboard being produced by a non member), and then Branchline reappeared.

One of those who really brought Branchline along out of tough times was Squadron Leader Fred Barber, a Royal Air Force exchange officer doing a tour of duty in Canada. We all owe a debt of thanks to Fred.

So, we're twenty years old - big deal! Well, in a way it is. We survived our infancy, many newly created interest groups die early deaths. Our early wrangling to find "our way" has resulted in an organization with goals and direction to achieve them. Our membership continues to grow and, more importantly, we have a good share of new members who are young. Our monthly programs are second to none. Branchline may not be fancy, but look around and see if you can find any other organization who can beat its content. Steam! Who needs it? All organizations like ours need it, want it, think about it, talk about it, photograph it, and will cross a continent to see it. We've got it, live, in our own back yard in 1201 and our own auxiliary crane. We even make money out of it while participating in the actual operation of it. Really, this is a big deal.

What of the future? Many of us who got this organization to where it is won't be filling executive and director chairs in another twenty years. This is where some of our new young members come in. Whatever is in the future of BRS will be decided by hard working members. If it isn't, there won't be a future. If it's left to chance, BRS will wither and die, so let's all get behind our executive and help. Bring your suggestions to a meeting; volunteer to work on a project; try to take an active role in BRS affairs; don't be shy!

The strengths (or weaknesses) within any organization are in its members. I for one hope to see a strong and progressive BRS in the future. I will work to that end. I know there are many others who share my feelings.

Working for a living is work; working for BRS is fun. Tired of work? Try working for BRS and have some fun.

Happy birthday BRS, you're not getting older, you're getting better. And to my old friend Hughie Stowell, a couple of well deserved "well dones".

BRS-20 Years Young, Postscript: But for considerable good taste on the part of the founding members, we might have been known as the Bytown Railway Association (BRA), an equipment holding organization! (D. H. duFresne)

C.R.H.A. OTTAWA NEWSLETTER
 Ross Peever EDITOR
 20 Cleadon Drive
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 Telephone 828-7706

NOTICE NOTICE NOTICE *****

A General Meeting of the Ottawa Branch of the CRHA will be held on TUESDAY OCTOBER 26th.

PLACE-Naval Officers Mess----
 78 Lisgar Street

TIME- 8:00 PM.

Mr. Omer Lavallee, Vice President CRHA and Mr. Ken Chivers of local fame will show slides and talk about the State of STEAM STEAM STEAM in the U.K.

Light refreshments will be provided and bar service will be available.

Charge for the evening will be \$2:00 per person, payable at the door.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Vol. 1, No.

October 1985

OTTAWA NEWSLETTER



LAST RUN OF THE OTTAWA MONTREAL TORONTO POOL TRAIN

A group from CRHA Montreal, headed by the president, Dr. R. Nichols will be travelling by the last POOL TRAIN leaving Montreal October 30th. for BROCKVILLE. On arrival, the group plan to dine at the SKYLINE MOTEL where Dr. Nichols will speak.

The Montreal group have invited members from OTTAWA to join them in BROCKVILLE.

The LAST OTTAWA-TORONTO pool train will leave Ottawa Union Station at 3:35 PM EST and will arrive in BROCKVILLE at 5:30 PM EST. The return train will leave BROCKVILLE at 7:30 PM EST arriving in OTTAWA at 9:20 PM EST.

The return trip will cost \$5.65 for train fare plus cost of dinner in BROCKVILLE.

If you would like to take this trip contact Bill Williams at 234-7274 or 733-3272 before OCTOBER 20th.

HELP WANTED

Do we have a member of the association who is a draftsman and would volunteer to redraw data sheets or make line drawings for publication in the NEWSLETTER.

If you are the one to help out with this interesting assignment contact Ross Peever at 828-7706.



*Mr. D. W. Stowell,
 1957 Connecticut Ave.,
 Ottawa 8, Ont.*

1965-1966 EXECUTIVE

PRESIDENT	Commander Hugh Stowell 205 Hemlock Road,	OTTAWA	749-5033
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6) PROGRAMME	Hugh Stowell		
7) Public Relations DISPLAYS	Ross Peever 20 Cleadon Drive	OTTAWA 14	828-7706

Persons interested in assisting with the seven activities listed above should contact the person responsible for that activity..

Future bulletins will contain items of interest about these activities.

The First Branchline

How times have changed! On this page, courtesy of Duncan duFresne, is the first issue of the newsletter of the newly formed Ottawa branch of the CRHA. We trust that our readers will have a good idea of what things were like back then. We trust, moreover, that this has reproduced well. To develop this page, we were required to cram the contents of a legal size sheet of paper, printed both sides in a horizontal format, onto a standard sheet of paper in a vertical format! Since we have had to work from a copy, things are a bit on the fuzzy side. Would that we had the equipment and talents of those industry leaders at Carsten or Kalmbach. Oh well, who knows what might happen in the next 20 years!

PHOTO PAGE

We attempted to obtain a photo of the last pool train to Toronto to accompany the reproduction of the first issue of BRANCHLINE. We were unsuccessful so as a nostalgic alternative, your photo editor dug through his collection and came up with a number of pictures of our early trips. Some of these trips would now be impossible to repeat due to line abandonment.



THE BRS EXCURSION to Buckingham in February 1974 pauses at Masson station before returning to Ottawa with RDC-1 #9051 and an unidentified unit. The day was cold but sunny and the trip was a great success.



CANADIAN PACIFIC #4069 (GMD FP7A) hauls the three car (2200 series coaches) Society excursion to Brockville on September 23, 1970. The train has stopped at Preswood near Walkley Yard as it moves on to the CP Prescott Subdivision before heading to Bedell.

CP RDC-1 9051 (Now VIA 6128) has just stopped at the Eganville (CP) station during the Society's trip to Calabogie and Eganville on October 6, 1968. The first passenger train to travel both lines in many years, it was also the last. Within the next ten years both lines were gone. The only regrettable point to the whole trip was the extremely poor, rainy weather which made photographing the historic event difficult.



WEATHER FORECASTS

A century ago, many Canadians could obtain the weather forecast in the summer by watching the morning train speed by and by noting a special sign posted on the side of the baggage car. These special weather discs, as they were called, were relatively simple - a full moon or sun indicated fine weather, a crescent moon meant showers, and a star meant rainy weather. The system was instituted in 1884 and continued until 1899.

A Canadian program of weather forecasting had begun in 1876. Forecasts were issued daily from the Meteorological Service in Toronto and telegraphed to the principal cities in eastern Canada where they were posted for public viewing at the telegraph offices and published in the local newspapers.

The railroad signal service was begun on morning trains leaving Ottawa, Montreal, Toronto and Hamilton. Within a few years the system had spread to include most morning trains of the Grand Trunk, Canadian Pacific, Canada Atlantic, Dominion Atlantic, Michigan Central and the Intercolonial railways from Windsor, Ontario to Halifax, Nova Scotia.

Telegraph messages were sent from the meteorological office every day at 1 a.m. to the main railway terminals. Each message consisted of one word - fine, showery, or rain - which was the forecast for the next 24 hours. Upon receipt of the message, a railway official would ensure that trains leaving the station would display the proper sign - a sun, a crescent, or a star. The signs consisted of iron discs, about one metre in diameter, which were fitted on the right side of the baggage car.

The railway weather disc system must have been of great value to those in rural areas. In its annual report for 1887 the Meteorological Service noted:

"The system has been perfected to such a degree that these forecasts are now as eagerly sought for by farmers and people resident in the country districts as are the daily probabilities by the inhabitants of the cities and towns in which these are published".

This view was undoubtedly optimistic because difficulties were experienced from the start. The railway superintendents were most co-operative in setting up and in attempting to maintain the service. But from reports of incorrect signals displayed on trains, the operating railway men must have thought the extra task as a nuisance, for there was no extra pay for those who mounted and removed the discs.

To monitor the service, the Meteorological Service commissioned 35 or so station agents to report each morning by postcard on the type of signal being carried as the trains passed their posts. In Toronto, the information was compared with the forecasts that had been issued. This excerpt from the 1890 annual report of the Meteorological Services expresses the difficulties encountered:

"I regret to say that while the superintendents and the executive heads of the different railway companies manifest a great interest in this work, and do all in their power to assist in carrying it out, the train hands, whose duty it is to place and remove the discs, do not uniformly evince a disposition to emulate their superior officers, and the signals have been frequently allowed to remain unchanged for lengthy period..."

Perhaps the railway men responsible for mounting and removing the signal discs knew that the station agents who reported on them received an honorarium of \$10 a year.

In the United States, railway weather signals were first promoted by the Ohio Meteorological Bureau and displayed on the Cleveland, Akron and Columbus Railway in April, 1883. Different systems involving both symbols and flags were used to indicate forecasts of both weather and temperature.

In Canada, the train weather signals program was abandoned in 1900. It was reported that (its) "value was insufficient to warrant the expenditures involved", although the entire program cost less than \$600 each year.

(Morley Thomas in the CANADIAN GEOGRAPHIC, thanks to Bruce Chapman)

ICE UNDER THE ROCKIES

LES GOODWIN

Construction projects often run into unexpected problems; problems which can be blamed for delays in the completion date or for rapid escalation of costs. The boring of the 9 km long Table tunnel and the 6.2 km long Wolverine tunnels on the Tumbler Ridge branch of the British Columbia Railway gave rise to another set of problems, the full magnitude of which was not evident until after the completion of the project.

During the construction of the tunnels soil and rock formations were encountered which gave rise to a high level of water run-off, up to 4,400 gallons per minute during the summer months. Nevertheless, despite erosion and landslides caused by the run-off, both tunnels were completed within two years of start-up. However, the full extent of the effects of the run-off were yet to be discovered.

The flow of ground water was greatly reduced as winter approached so that when coal trains began to run in the fall of 1983 it was less than half the summer value. However, as winter progressed, what was initially an inconvenience developed into a major problem for the railway. The run-off froze giving rise to a heavy ice build-up, both in the portal regions, but also deep into the tunnels themselves.

To appreciate what was happening one must look at the geography of the area. The tunnels, because of their length, link areas of differing climatic conditions which can be found on either side of the mountains. This can create a difference in the atmospheric pressures at the tunnel openings. As mother nature tries to equalize this differential, strong winds develop inside the tunnels. Obviously changes in local weather conditions will have a direct influence on the strength and direction of the winds.

In winter a freezing front moves in from the windward portal and a thawing front moves out towards the leeward portal. The cold fronts can reach up to two kms into the tunnels before the warming effect of the surrounding rock, which averages about +7 degrees C, causes the air temperature to rise above the freezing level. It was these conditions which led to the formation of icicles suspended from the tunnel arches and walls which were encroaching upon the train clearance limits. In addition, ice coated the rails and built up on the overhead electric systems, sometimes to such an extent that it was able to bring down the supporting brackets and cause short circuits.

The conditions were the most severe when the wind direction remained constant for a long period of time. When the direction finally reversed the resulting thaw caused a collapse of tons of ice, causing extremely hazardous operating conditions. To allow trains to operate safely, maintenance crews were required to work continuously removing the build-ups as they occurred. During the course of that first winter's operation, BC Rail spent approximately \$600,000 just keeping the tunnels clear, and that winter was considered to be a milder than average one. Indeed BC Rail engineers felt that if it had been a normal winter, regular operations would have been impossible. Clearly a solution was needed and needed badly.

Various solutions were considered, including tunnel doors, air heaters, air-flow reversal fans and air curtains, but all were rejected. The engineers were reluctant to instal sensitive mechanical or electrical equipment in such a harsh and remote setting.

During the search for a solution the BC Rail engineers discovered that they were not alone; Sweden's State Railway had encountered, and solved, similar icing problems in railway tunnels in that country. There they insulated the rock, and with it the ground water, from the cold air by applying a plastic insulation directly onto the walls of the tunnel. The residual heat was therefore trapped in the rock so that the water was able to flow down the outside of the insulation and into a ditch, where, given sufficient flow, it would not freeze.

With the help of Swedish Railways engineers, BC Rail engineers inspected the

tunnel conditions to determine if the Swedish solution would be feasible for the Tumbler Ridge line. When the examination yielded estimates for the ground-flow sufficient to maintain ditch flow in the expected freezing conditions, it was decided to go ahead with the insulating of the tunnels.

Approximately 9,900 sheets of polyethylene foam, each measuring 9 feet by 36 feet, were shipped in from Vancouver on BC Rail flat cars to the work site. There they were heat fused into sheets 18 feet by 36 feet, the largest size considered manageable. To attach these sheets to the tunnel walls, 1/2 inch diameter bolts were set into the rock in an approximately 3 foot square pattern. The panels were then bolted into place using a technique designed to reduce the air space between the panel and the rock. The leading edges of each insulated section were caulked using pink fiberglass, to prevent cold air penetrating behind the panels.

A total of over 325,000 sq. ft. of tunnel wall was insulated during the late fall of 1984. Zones where bad water seepage occurred within one km of each portal were all covered; in some instances this required a continuous blanketing along both sides of the tunnel wall. Within 1,000 feet of each portal a double layer of insulation was used. To monitor the performance of the insulation a system of thermocouples was installed. Since December 1984 an average of two trains each way a day have travelled through the tunnels with no major problems. Those areas where minor problems persisted during that winter were insulated during the summer of 1985.

The whole project cost BC Rail a total of \$2,000,000, but with savings estimated at \$3,000 per day resulting from lower maintenance requirements, it is easy to see that the railway will recover its costs in five to six years.

(Based on an article by Sally Woods in the August 1985 edition of ENGINEERING DIGEST)

OTHER RELATED DUTIES

BY GLADIATOR

Volunteer train crews can expect to find themselves doing work not directly related to the running of trains but none stranger than that encountered on a recent trip over the Talyllyn Railway in mid Wales.

The locomotives on this 2' 3" gauge line are immaculate and beautifully maintained. The one drawback is that the cab is very small - so small in fact that one cannot stand upright while the only way to put coal through the firehole is to kneel down. The volunteer locomotive crew solve this problem by operating the locomotive from outside the cab and reaching in only when necessary to do something important such as blowing the whistle or setting the brake.

Having admired the exquisite locomotive, we decided to travel in the first "car". This had a wheel at each corner and the back and forth motion was most interesting to experience. Being so close to the cab, about two feet, we were able to observe the action.

About half way to Nant Gwernol we heard a metallic thumping accompanied by a shout from the youthful fireman. Looking out we could see him leaning forward banging on the saddle tank to try and scare off two welsh mountain sheep that had made their way through the right-of-way fence. The train doesn't go very fast and the sheep were able to keep ahead quite easily. Neither the thumping nor the shouting did any good and so the engineer climbed into the cab and emerged shortly thereafter having successfully opened the cylinder cocks. The steam frightened the animals but only strengthened their resolve to stay ahead of the train.

We went on like this for about a mile with the sheep gradually getting weaker and weaker. It's the closest I've ever come to seeing a sheep with a look of horror on its face.

With the animals about to succumb the fireman commenced to carry out his "other related duties". He ran to the front buffer beam, jumped down (perhaps "stepped" is a better word as it was only about 12" above the rail) and grasped the first sheep firmly by the wool on its back. Hoisting it waist high, he staggered through chest high brambles and threw it over the fence into a field of more sheep. The second animal was similarly disposed of, much to the pleasure of the passengers and the displeasure of the lady Guard whose train was losing time.

All welsh sheep are colour coded with a stripe of paint to denote their ownership. We noticed that the colour of the offenders was different from that of the rest of the occupants of the field. We found out afterwards that this wasn't an accident. If the offenders are placed in the wrong flock their owners may think that there has been an attempt to steal them and will concentrate their efforts on the other farmer rather than the railway which may have let a fence get into disrepair.

Just imagine the Talyllyn fireman going up for his rules examination. Not only must he know about steam locomotives and hand signals, but he must also answer questions such as:

"What is the colour of the sheep on the up side at mile 4.5?"

Other related duties with a vengeance!

ALONG THE RIGHT OF WAY

WITH YOUR EDITORIAL STAFF

CNRAIL WORK HALTED: On August 19, the B.C. Supreme Court ordered CN Rail to halt work on a 13 km stretch of its double-tracking project near Ashcroft, B.C. pending an inquiry into native concerns about damage to the Thompson River. (OTTAWA CITIZEN, 1985 08 20)

ARSON AGAIN: The 'locals' hit the line of stored passenger equipment at Southwark Yard in St. Lambert on August 20. One retired VIA car was totalled and others were damaged. (Mike Tessier)

LOTS OF POWER: A westbound freight through St. Lambert, Quebec on September 3 was headed by nine units: GP40-2L(W)s 9621, 9459 and 9527, SD40s 5179, 5036, 5037 and 5042, M-630 2029 and SD40-2(W) 5261. (Jean Jacques Longpre)



STRANGER ON TRAINS 85 AND 86: Winnipeg-based GP9 8536 was the trailing unit on August 19 and 23. She was being kept close to Montreal pending her scheduled arrival at Angus Shops on August 30 for rebuild into a 1600 series switcher. (Bruce Chapman)

YARD TRACKS REMOVED: Tracks 1 and 6 in Walkley Yard in Ottawa have been lifted, with more scheduled to go once more of the freight cars awaiting their final trip are sent to the scrapper. (Ray Farand)

RUNTHROUGH UNITS: Chicago-Montreal Train 500 was noted in Woodstock, Ontario on August 31 powered by SDD Line SD40-2 6609, CP SD40 5502 and SDD Line SD40-2 6619. CP SD40s 5500-5529 have been 'internationalized' for this service, however, they operate as trailing units as they are not equipped with 'FRA' window glazing. Trains 500 and 501 are called "RAIL RUNNERS". (Mike Tessier and Bruce Chapman)

MORE 'TUG-OF-WARS': More tests involving the National Research Council's former CPR Dynamometer car No. 62 were carried out on the M&O Subdivision near Rigaud in early September. On September 5, SD40-2s 6027 and 6049 were noted testing with former QNS&L SD40s 209, 213 and 214. During the weeks of September 9 and 16, tests involving M-630 and M-636 units were carried out. (John Corby and Bruce Chapman)

PINCH-HITTING: RS-18u 1807 was pressed into commuter service in Montreal in mid-August while the MUCTC's FP7As 1302 and 1303 were being repaired. (Bruce Chapman)

NOT SO: The rumour that former CP Royal Hudson No. 2850 might be going to EXPO '86 in Vancouver (September BRANCHLINE) turned out to be unfounded. Our apologies to all those whose heartbeat quickened.

ROUNDAABOUT APPROACH: CP's 'big hook' 414650 was moved over CN's Kingston Subdivision from Montreal to Brockville on September 8 and thence over CP's Brockville Subdivision to lift a new bridge into place at mileage 2.9 (Smiths Falls). The circuitous route was necessary as the bridges over Highway 29 and the Rideau Canal at Smiths Falls cannot support 414650. (Bruce Chapman)

NEW BRIDGE OPENED: The first train to use the new bridge over the Lievre River at Buckingham, Que. operated on September 9. (Mike Tessier)

ANOTHER SPECIAL: A special passenger train operated from Lake Louise to Revelstoke on September 14 for the Coal Association. The train was powered by SD40-2s 6068 and 6069, and included six VIA cars (steam generator, baggage car, two coaches, Skyline Dome and 'Park' series dome). (Bruce Chapman)



MESSY ENCOUNTERS: On August 20, LRC Train No. 45 hit a herd of cattle at 95 mph at mileage 28 of the Smiths Falls Subdivision. Just four days after the encounter, LRC Train No. 41 hit another herd at mileage 26. Sounds like the right-of-way fences need some mending. (Neil Robertson and Earl Roberts)

AS LUCK WOULD HAVE IT...: On September 1, LRC Train No. 45 left Ottawa for Toronto, only to die before reaching Wass (Riverside Drive), effectively blocking the way of the eastbound CANADIAN, which was subsequently routed into Walkley Yard and backed up over the Ellwood Subdivision and over Ellwood diamond, to regain her normal approach via the connecting track between the Ellwood Subdivision and CN's Beachburg Subdivision. In the meantime CN GP9 4302 was dispatched from Walkley Yard to rescue Train No. 45 and return it to Ottawa Station where the failed unit (No. 6922) was exchanged for an eastward facing LRC unit that just happened to be powering conventional train 38. With the replacement LRC unit now on the 'wrong end', the whole train was turned on the M&O wye and departed Ottawa Station for the second time some 2 1/2 hours late. (Ray Farand)

SERVICE ENDS: Passenger service between Calgary and South Edmonton ended on September 6 with the last runs of Trains 194, 195 and 196. Train 197 was replaced with a bus. The three RDCs were immediately shipped east to Toronto. As a parting shot, the last train hit a cow. (Bruce Chapman)

BUSINESS BOOMING: It appears that the number of passengers carried on the Esquimalt & Nanaimo run between Victoria and Courtenay will exceed all modern day records. On some occasions the load exceeds the capacity of the two Dayliners (RDC2-m 6125 and RDC-1 6134). (Paul Smith)

MISCELLANEOUS

GONE WEST: The National Research Council's former New York Central stainless steel RPO (NRC 1001) departed Ottawa on August 30 on CP Train 86 enroute to CP's Alyth Shops in Calgary, Alberta. (Mike Tessier)

NEW COMMUTER STATIONS: With new timetables effective October 27, two 'new' commuter stations will appear - the former LAKESIDE station at mileage 7.9 of CP's Vaudreuil Subdivision, closed in October 1982, has been rebuilt as a regional transportation centre and will be renamed POINTE CLAIRE. Service at the former POINTE CLAIRE station (mileage 9.2) was discontinued in October 1982. VAUDREUIL station (mileage 18.9) has been renovated and is to be renamed DORION. (Bruce Chapman)

BACK IN SERVICE: British Columbia Government's former CP 2-8-0 3716 has returned to service after a major overhaul. She operated in place of former CP 4-6-4 2860 on September 7 and 8 on the picturesque North Vancouver-Squamish run. (John Cowan)

LENGTHY SHUTDOWN?: Crown Forest Industries lost the south approach of their Nanaimo (British Columbia) River bridge in June due to a bush fire. The line has been shut down with all equipment in storage for an indefinite period - a period the company says could be up to ten years. (Paul Smith)

OPERATION ALTERED: In recent weeks, Amtrak's MONTREALER has been wyeed shortly after its arrival at Montreal's Central Station and immediately returned to the station. It is suspected that this procedure, in lieu of taking the train to Point St. Charles yard, is in response to Amtrak's concern about the fees CN was charging for handling the train in Montreal. (E. Roberts)

THE INFORMATION LINE

1201 TO GO TO WEST FOR LAST SPIKE CEREMONY: Following months of speculation and rumour, official confirmation has been received that the National Museum of Science and Technology's former CP 4-6-2 No. 1201 will participate in ceremonies commemorating the 100th anniversary of "The Last Spike" at Cragellachie, British Columbia on November 7. She will power a six car train from Revelstoke to Craigellachie where dignitaries will attend a ceremony. The passengers will then proceed to Salmon Arm where they will leave the train while it is turned at Tappan. In turn they will reboard at Salmon Arm for the trip back to Revelstoke.

The train will include three of the museum's cars - combination car 3051 (formerly CP 3051) and coaches "SAND POINT" (formerly Ontario Northland 1210, nee Louisville & Nashville 2011) and "MICMAC" (formerly CP 1303), two CP Rail business cars ("ASSINIBOINE and either "SHAUGHNESSY" or "STRATHCONA") plus 103 year old former CP business car No. 76, which was retired to Heritage Park in Calgary some years ago (the car was built for the railway contractor Langdon & Sheppard in 1882 and subsequently was acquired by CPR as their "ROSEMERE" and later as "NEW BRUNSWICK", and in turn served on the Northern Alberta Railways as their "DUNVEGAN". The contractor's car was present at the last spike ceremony in 1885 and a photograph of the car appears in the book VAN HORNE'S ROAD (Omer Lavallee, 1974) on page 226 and shows Van Horne's son, Richard Benedict playing with a spike maul shortly after the last spike ceremony.

In preparation for the trip west, the museum's three cars were forwarded to Montreal on CP Train 86 on September 6 for inspection and repainting at CP's Angus Shops. Departure date of the train from Ottawa has tentatively been set for 08:30 on October 7. Plans are to handle 1201 (under light steam) and the three cars behind GP38-2 3040 along with up to 30 empty freight cars. Please note that NO passengers will be handled on the trip west, which commences over the Carleton Place Subdivision and then over the main line to Revelstoke over a nine day period, covering two railway subdivisions each day during daylight hours. Lay over points are expected to be at North Bay, Chapleau, Schreiber, Ignace, Winnipeg, Broadview, Swift Current, Calgary and Revelstoke.

As we go to press, plans are to have the engine and cars proceed to Vancouver shortly after the November 7 activities, where they will be stored at CP's Coquitlam facility for the winter. It is expected that 1201 will then take part in STEAMEXPO, to be staged at EXPO 86 in Vancouver between May 23 and June 1, 1986. (John Corby and Bruce Chapman)

MANIWAKI LINE GIVEN REPRIEVE: CP Rail and a committee representing train supporters reached an agreement late in August to keep the Maniwaki Subdivision intact through to December 1987, to give interested groups time to find a way of financing the acquisition of the line so that the popular steam excursions with the National Museum of Science and Technology's No. 1201 can continue. (CP has permission to abandon the money-losing 78 mile line on January 1, 1986)

The Canadian Transport Commission recently gave permission to the Outaouais and Gatineau Valley Railway committee to continue negotiations with CP Rail until December 1 in hopes of finding a money saving formula for the line.

A second group, representing the National Capital Commission, the Outaouais Planning Corporation, the National Museum of Science and Technology, the Wakefield Community Association, Hull, Hull West and La Pêche, is also discussing with CP Rail the feasibility of setting up a foundation to assume ownership of the line. In a brief to the CTC, this committee said the NCC and the Outaouais Planning Corporation would provide "seed money" to start up a new train operation. The rest would be from private and corporate donors. (OTTAWA CITIZEN, 1985 08 31) Ed Note: The above agreement does not change the abandonment date of January 1, 1986, hence operation of 1201 over the line in 1986 is quite uncertain. The agreement is that CP Rail will not dismantle the line for two years after abandonment.

REFLECTIONS ON ANOTHER SEASON WITH 1201: Will this, the 13th season of steam operation, be the unlucky last? the joy of seeing childrens' eyes light up when they see 1201 in action the pleasure of hosting 'open house' in 1201's cab to admirers of all ages chasing a cow at Chelsea while taking a run at the Mile Hill screeching to a halt going down the Mile Hill to avoid making steaks out of a herd of cows grazing in the middle of the right-of-way slipping into the back pew of the Wakefield United Church to find the owner of the car that is parked across the track the shock on the car owner's face when he learns that trains still run on the weed covered track, and then greater shock when he discovers that the train is powered by a steam locomotive the sigh of relief on the faces of six people from Oklahoma who missed 1201 at Ottawa Station and somehow found the line at Chelsea, only to stumble onto a BRS member who indicated he would flag down the train the shrieks of joy when the train dips into Dows Lake tunnel without lights in the coaches the pleasure of seeing a 102 year old retired CP conductor, accompanied by his 67 year old son, also a retired CP conductor, enjoy a ride behind 1201 the knowledge gained by BRS members, young and old, who took part in the operation of 1201 helping the CP Rail crew bounce a parked car out of 1201's way at Wakefield the expression on passengers' faces as they ascend the escalator to Track 4 at Ottawa Station to board VIA Train 32 to Montreal, just as 1201 rolls by on Track 3 seeing OC Transpo buses stop in the middle of a block, with the driver waving to 1201's crew and passengers ... Oh may 1201 carry on for many years to come!

FATE OF MARITIME LINES TO BE DECIDED AFTER HEARINGS: The Railway Transport Committee will conduct public hearings into CP Rail's applications to abandon two lines in New Brunswick: 1) that portion of the Minto Subdivision from South Devon (mileage 0.9) to Minto (mileage 33.6), including the Minto Industrial Spur and the "Long Spur"; 2) the Shore Line Subdivision between mileage 10.0 and Lepreau (mileage 22.5). In 1983, losses for the Minto and Shore Line Subdivisions were \$191,696 and \$44,344 respectively. (C.T.C., 1985 08 27)

Train Service to be Modified: VIA Rail Canada has announced the discontinuance of the "Lakeshore", (Trains 53 and 54) between Montreal and Brockville. Though details are still sketchy, it would appear that local train service west of Brockville will still be retained by extending Ottawa-Brockville Trains 43 and 44 through to Toronto. Currently, cars from the Ottawa train are exchanged with the Lakeshore's consist at Brockville.

In spite of the removal of the train, VIA has come up with a series of sound alternatives. The new timetable will probably see the "LaSalle" (Trains 63 and 64) stopping at Brockville in order to replace the Montreal connection previously offered by the "Lakeshore". Service to Prescott, originally assumed to be discontinued, will be maintained by the "Bonaventure", (Trains 55 and 56). VIA hopes that this evening schedule will be more conducive to business than the current mid-day times offered by the "Lakeshore". Though details are sketchy, it appears that checked baggage may also be handled at Prescott under the new arrangement. Currently, this does not happen. It must be stressed, however, that this latter issue is more speculation than fact. (Prescott Journal, 04-09-85)

Special Exhibit to Open at Museum in November: Ceremonies will be held on November 1 at the National Museum of Science and Technology to mark the opening of a special exhibition to commemorate the centennial of the completion of the C.P.R. transcontinental line. The nucleus of the display will be the material used by the Glenbow Institute in Calgary for its now famous "Great C.P.R. Exposition" which was held to mark the centennial of the arrival of the railway in that city.

The exhibition will be entitled "'Well Done in Every Way', Canada and Canadian Pacific, 1885-1985" and will be open to the general public commencing on November 2. (Thanks to John Corby)

Canadian Locomotives in Australia, An Update: According to the records of the Bombardier Rail and Diesel Products Division which are reproduced in the book Illustrated History of MLW to Alco (Delta Publications 1979) by O.M. Kerr, the eight locomotives listed in the article in the September Branchline were originally delivered to Canadian Northern as follows:

Serial Number	Order Number	Canadian Northern Road No.
44780	Q79	232
44795	Q79	247
44785	Q79	237
44657	Q67	222
42653	Q67	218
44779	Q79	231
44777	Q79	229
42656	Q67	221

Page 80 of the same referenced book shows a photo of locomotive 223. The order number at first glance looks like Q37, but is probably a weathered Q67. This is obviously one of the same original order.

Discussing Canadian locomotives in Australia, page 56 of the same book shows a New South Wales Railway 40 Class diesel - these were the first on NSW and possibly the first mainline diesels in Australia - also built in Canada. They had A-1-A trucks to handle the lighter axle load, and the cab was tapered for their clearances. Otherwise the 40 Class was basically an RS3. (Colin Dathan, Director, Sales Rail & Diesel Products Division, Bombardier, Inc.)

Proposal to Save Station: By the time this issue is published, the final verdict on the fate of the fire damaged Dundas (Ontario) station will have been delivered. As a last ditch effort to save the 84-year-old structure, the Dundas Heritage Association has proposed that it be allowed to restore the building to its original state, at no cost to the current owner, Canadian National.

Three alternatives have been put forward in the proposal. At the very least, the association would rebuild the fire-damaged roof and perform cosmetic work on the exterior. On a more ambitious level, the exterior treatment would see a restoration back to the building's appearance in 1891. The third and most grandiose alternative calls for a full restoration of the building's interior and exterior. The structure would be used not only as a passenger station but also as a facility for activities sponsored by the historical society.

As with all such projects, funding is a key concern. As yet, no information on where money could be obtained is available.

One other concern has also come to the fore. Canadian National is somewhat apprehensive about the potential dangers that could be created with the extra people that would be utilizing the facility for non-rail activities. Dundas, after all, is located on the railway's main route to Windsor, Sarnia, Detroit, and Chicago and non-stop passenger and freight traffic through the community is quite frequent. (Thanks to Clive Spate)

Rail Facility Excavated: Archaeologists from Parks Canada have been busy during the past few weeks excavating the west end of the former Canadian Pacific yard in Prescott, Ontario. The work has been prompted by a recent agreement between the town and Environment Canada (which owns the land) whereby a portion of the west end of the former yard has been leased to the town for the eventual construction of a waterfront hotel and marina complex. To date, the foundations of the 1906 roundhouse and the turntable have been uncovered. As well, work has been carried out in the vicinity of the ashpit. By way of interest, the original bank of the St. Lawrence River has also been located as have the remains of a pottery, a slaughterhouse and a tannery which occupied the site during the 1830s and 1840s. (Philip B. Jago)

TECHNOLOGY VERSUS MORTALITY: (The following poem was written by UTU member Mike Hays and appeared in the May-June-July 1985 issue of UTU NEWS CANADA. Our thanks to Don Gaw for providing it.)

Here I sit, broken hearted
CN/CP have only started
First they took the tail end man
Now they want to take the van
Soon they'll take the head end man
Then they'll shake the hogger's hand
And as the trains are moving faster
Next will go the damn trainmaster

But listen lads and don't despair
the ETU will not be fair
It will take all jobs and not relent
Till it has the job of President.
It's the working man whose job is done
Who will laugh the loudest, and tell
for fun
How a machine took their jobs of forty
grand
But two hundred thousand from the
President's hand

Robot Locomotives: There may be more truth than fiction to the poem "Technology versus Morality". Canadian National has announced that it will soon be testing remote-control locomotives at its Symington Hump Yard in Winnipeg. According to Marketing Officer F.C. Robinson, "they will be doing work, in all weather, that most human beings find tedious". "This means that instead of a crew spending several hours to assemble an array of cars into a train, the job will be done by one person manipulating these locomotives while sitting in the comfort of a control tower." (Canadian Pacific News Summary, 16-09-85)

The First Spike: "Most Canadians have heard of the Last Spike. But what of the first?

The first spike with a hooked head for holding rails to ties was designed in 1830 by Robert Stevens, an American railroad president.

But the first patent for making spikes wasn't issued until 10 years later. It was given to Henry Burden of Troy, New York." (CP Rail Report, Volume 2, Issue 5)

Laser Service Expanded: On September 5th, Canadian National's dedicated piggy back service, Laser, was extended on a six day a week basis to Chicago from Toronto and Montreal.

Because of its scheduled time of 13.5 hours from Toronto and 23 hours from Montreal, the company sees the train as the key to winning lucrative fruit and vegetable traffic from the current highway mode which a lot of it now utilizes. Indeed, U.S. shippers have already pre-booked more than half the available space on a long term basis.

Because of the success of the Laser, CN has also announced the inauguration of a second daylight train between Toronto and Montreal on a five day a week basis.

The future for the Laser also looks good. Within two years, the railway plans to extend the Chicago/Toronto/Montreal Laser to Moncton. Further, a Toronto/Cincinnati Laser will begin operations via the Detroit/Windsor gateway. (Canadian National, 04-09-85, merci a Jacques Beaubien, Jr.)

Out of Our Past: The following is taken from the Brockville Recorder and Times

August 23, 1960: "Transport Minister George Hees and ten-year old Douglas Rosbottom joined forces to officially open the new William Street railway overpass. Rosbottom was a 'crossing baby' - born behind the gates at Perth Street crossing while an engine shunted in the yards."

You Know They're Hooked When ... your 18-month old son won't go to bed without taking his "choo choo". (Paul Bown)

OOOPS, WE GOOFED!: The photographs of the former Canada Starch motive power in our September issue were provided courtesy of the Canada Starch Company.



THE MOTIVE POWER SCENE

WITH EARL ROBERTS



Special thanks this month go to Bruce Chapman, Colin Churcher, Doug Cummings, Steve Hunter, M. Martyniuk, Don McQueen, Pierre Patenaude, Mark Perry and Mike Lessier.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1985 TRACKSIDE GUIDE, eg. (p1-10).

CNRAIL

PROJECT SHAVED - Plans to build 11 units using frames from SW1200RS units and the hood and main generator from GP9 units appear to have been scaled down. It now appears that only two will be produced and then the project will be evaluated. They will be numbered in the 7300 series, Class GS-413a.

NEW ARRIVALS - (p1-15) SD50Fs 5421 and 5423 were delivered on September 12 bearing construction dates of July and August respectively.

ROLL OUT CEREMONY - (p1-23) Diesel Division, General Motors, has scheduled a roll out ceremony of the first SD60F unit (CN #9900) for October 4. As we go to press it appears likely that an SD60F unit will be present on October 5 for the ceremony dedicating the former Smiths Falls (Ont.) station.



REMANUFACTURED AND RENUMBERED - (p1-27) SW1200RSu 1271 (ex-8125); (p1-28) GP9u 1598 (ex-8803) and 1599 (ex-8815); (p1-32) SD40 5414 (ex-QNS&L 218).

INTO SHOPS FOR REBUILD PROGRAMS - GP9s 8536, 8613, 8670 and 8682; former QNS&L SD40s 211, 213, 215 and 217 (only 7 remain in service in QNS&L colours).

NEW UNITS SCHEDULED: The first of 45 additional GP38-2 units (3041-3085) is expected from GMD in late October.

OVERHAULED: One-of-a-kind RSD-17 8921 (she was noted westbound through Smiths Falls in August).

LEASED UNITS ON THE MOVE: Five more former B&O GP40 units have been shipped from Ontario Northland's North Bay shops to Morrison-Knudsen in Boise, Idaho for rebuild (shipped were 3702, 3714, 3720, 3732 and 3739). Two others, 3706 and 3731, have been repaired at North Bay and set up for lead operation - they will be stored until required by CP. Some of the 3700s and some of the former Conrail GP38s returned to service in mid-September.



NUMBERS ASSIGNED - The 20 recently ordered F40PH-2 units are expected to be numbered 6350-6369, Class GPE-430a. Deliveries will start in the fall of 1986.

UPDATES OF INDUSTRIAL LOCOMOTIVE & PRESERVED ENTRIES - PARTS 2 & 3

(Those portions of entries changed are indicated by an *)

PAGE	NO.	MFG.	S/N	DATE	MODEL	NOTES
NORTH VANCOUVER, B.C. - Neptune Bulk Terminals (unit moved)						
2-3	55	ALCO	73756	45/06	RS-1	going to West Coast Railway Assoc.
PORT MELLON, B.C. - Canadian Forest Products (new listing)						
2-3	2	ATLAS	2344	43/03	65T	nee USA #7156-Anniston Ord. Depot
BRANDON, MAN. - Simplot Chemicals (additional unit)						
2-6	NO#	GE	33120	57/09	65T	ex-Manitoba Hydro #97 (#2) (delete from Winnipeg Hydro - Page 2-6)
FORT WHYTE, MAN. - Canada Cement Lafarge (delete unit)						
2-7	1	GE	28365	47/05	50T	(no longer on property)
POINT DU BOIS, MAN. - Winnipeg Hydro (delete unit)						
2-7	NO#	PLYM	3401	30/01	HLB-3	(no longer on property)
SHERRIDON, MAN. - Sherritt-Gordon Mines (delete both locomotives)						
2-7	NO#	GE	17941	42/11	4T	(mine closed - no railroad equipment on property)
	NO#	GE	17942	42/11	4T	

PAGE	NO.	MFG.	S/N	DATE	MODEL	NOTES
KENORA, ONT. - Boise Cascade (additional information)						
2-10	127*(14)	GE	31323	51/12	80T	ex-Minnesota, Dakota & Western*
THUNDER BAY, ONT. - Cargill Grain (two units deleted; one renumbered)						
2-12	207	ALCO	71436	44/10	RS-1	scrapped August 1984
	NO#	MLW	80986	54/06	S-3	scrapped August 1984
	14*	EMD	15953	52/03	SW8	ex-SCL #14; nee ACL #54
THUNDER BAY, ONT. - GREAT LAKES PULP & PAPER						
2-12	287*	GMD	A232	51/06	SW8	ex-CP #6704
	6709	GMD	A237	51/07	SW8	ex-CP #6709 - stored on CP prop.
TORONTO (DOWNSVIEW), ONT. - Canadian Armed Forces (delete listing)						
2-13	1L81-1697	GE	31696	52/12	50T	Unit scrapped
BEAUHARNOIS, QUE. - Elkem Canada* (formerly Union Carbide) (added info.)						
2-15	8274*	GE	31171	51/11	70T	ex-QNS&L #91
SHAWINIGAN, QUE. - B.F. Goodrich						
2-16	NO#	GE	29236	48/01	25T	ex-Domtex (Magog, Que.)
(unit leased from A. Merrilees while own 25T under overhaul - delete from page 2-17 - VALLEYFIELD - Expro)						
STEEP ROCK, MAN. (added display locomotive)						
3-7	NO#			0-4-0ST		ex-Canada Cement
PORT STANLEY, ONT. - Port Stanley Terminal Rail (unit added)						
3-10	NO#	GMD	A151	51/02	SW9	ex-C&O 5242 (delete from p1-57)
(also added is former C&O 30 ton Burro crane BC-6)						

FOR SALE: A glass picture of Greeley Pacific FLYING SCOTSMAN of the London & North Eastern Railway (approximately 22" x 30"). Contact Doug Kennedy at 233-1143 (office) or 1-258-2854 (home in Kemptville).

PRECISION WORK?: A BRS restoration crew working on the flooring of the boom car was noted making measurements with a micrometer, marking the wood with a piece of chalk, and then cutting the wood with an axe!!

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