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BRANCHLINE

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DEADLINE FOR THE JULY-AUGUST ISSUE IS JUNE 20.

IN THIS ISSUE

REMINDERS: Restoration work continues every Saturday at the Museum and at Thurso. Don't be bashful - come out and lend a hand. As well, BRS eagerly seeks Canadian Tire money to assist with the purchase of material, paint, etc. for its many restoration projects.

ON SHEET: Our feature articles this month include a look at CN's pioneer diesel-electric locomotive(s), the Beyer-Garratt that didn't arive in Canada, CN's Chateau Laurier Hotel on the occasion of its 75th anniversary, and a photo clinic on night photography.

NOTICE OF MEETINGS: Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August).

PLEASE NOTE - members and guests attending our meetings are asked not to wander through the Museum's display areas after 20:00. Please restrict yourself to the auditorium, foyer and washroom areas. Thank you.

JUNE 2 - Our Annual Slide Contest. This year we will have five categories; **there is a limit of three slides per category per person.** The categories include:

1) **COMMUTER TRAINS** - Do you remember the classic Philip Hastings picture of the oblivious commuter at Dorval in the 1950s? Bring out your most obvious or prettiest pictures of a commuter service.

2) **OTTAWA PRIOR TO 1977** - Meetings in the past year have emphasized the rapid changes taking place in the Ottawa railway scene. This category looks for not only historic pictures but ones that are photographically attractive as well.

3) **BRIDGES AND TUNNELS** - A photograph of a train on a bridge always seems to be more attractive than a standard location, however, the opposite is often true with a tunnel. Here is a challenge to bring out attractive pictures in both areas.

4) **"VIRGIL STAFF" STYLE** - We older railfans miss the old **Railroad Magazine.** It was hokey but it had some features not found in **Railfan and Railroad.** One of these was 'people' pictures. Virgil Staff always posed a beautiful girl in an abbreviated costume with an item of railway interest. If you have any of this type, bring it out.

5) **ARTISTIC** - Of course, the catch-all category returns! Let's see what you think are your most 'photographically' interesting slides.

JUNE 16 - Our usual 'third Tuesday of the month informal slide night'. Don't be bashful - dig out those slides of yesterday and yesteryear.

MARK YOUR CALENDAR ...: A mainline excursion behind ex-CP 4-6-2 No. 1201 between Ottawa and Pembroke, Ontario, over CN's freight-only Beachburg Subdivision is scheduled for October 4. See Page 10 for further details.

OUR LATEST PUBLICATION: Colin Churcher has compiled a listing of the many railway artifacts that still exist in the Ottawa area but which are no longer used by the railways, entitled **A Guide to Ottawa's Railway Heritage.** Further details and an order form appear on Page 23.

ON THE COVER: Sometime in 1929, CN operated both units of no. 9000 on a special train which stopped at Dixie, (Lachine) Quebec, for the company photographer. CN abandoned the trackage through Dixie in 1961 as part of a relocation of its Montreal-Toronto mainline as a result of the opening of the new Montreal hump freight yard. Photo courtesy - Canadian National

CN: EARLY DIESEL PIONEER

BY DOUGLAS N.W. SMITH

Over the last few years, the Post Office issued a series of stamps commemorating Canadian railways and the development of locomotives. Amongst the last issue of stamps in this series, which was released in November 1986, is CN No. 9000, the first diesel-electric locomotive placed in road service in North America. At the time of its introduction, the 9000 was the largest and most powerful locomotive of this type in the world.

During the 1920s, Canadian National was headed by Sir Henry Thornton. Sir Henry wanted to create out of the hodge podge of financially troubled lines the Dominion government had forged into a single company between 1917 and 1923, a railway which would be second to none. Fortuitously assisted by a boom in the world economy, Sir Henry was able to reduce the sea of red ink in which CN had been wallowing. In recognition of these accomplishments, a grateful Parliament allowed him a free hand in developing the railway.

An aggressive motive power plan was created to modernize and to bring uniformity to the rag tag fleet of locomotives which CN had inherited. The first development was the introduction in 1923 of the 6000 series of Mountain type steam locomotives. These were followed in 1924 by the massive Santa Fe type locomotives (2-10-2), which were the largest locomotives in the British Empire when they entered service. In 1927, CN became the second railway in North America to try out locomotives with a 4-8-4 wheel arrangement. Initially, these were called the "Confederation" class to commemorate the 50th anniversary of the union of the colonies of Canada West, Canada East, New Brunswick, and Nova Scotia. CN's fleet of Northerns (the title "Confederation" quickly giving way to the more popular way of identifying this wheel arrangement), comprised the largest fleet of this class of motive power owned by a single railway in North America.

While noteworthy, CN's motive power developments were in no way different from those which were also occuring elsewhere throughout the continent. Yet, three factors served to push CN into the forefront of world-wide experiments to develop a new source of motive power: the diesel-electric. These included:

1. the need to reduce operating costs, thereby reducing the railway's deficit. By no means was the concept of public ownership of railways satisfactory to a wide sector of the public. Prior to the creation of CN, public ownership of the railways in North America had been confined to the Intercolonial and the Prince Edward Island Railways, both of which had a long history of operating losses. Comparisons with the profitable and privately-owned Canadian Pacific were inevitable. The longer CN kept incurring deficits, the more discreditable public ownership would appear;

2. the problems caused by inadequate coal supplies in central Canada which forced the importation of coal from the United States. While American coal was cheaper than bringing it in from the east coast, these imports were expensive, not to mention the complaints from Canadian interests; and

3. the desire to be known as a leader in the rail industry.

In 1923, CN management decided to investigate foreign motive power developments. During a visit to England, Sweden, Germany, and Russia, C.E. Brooks, CN's Chief of Motive Power, stopped at the Glasgow plant of Sir William Beardmore & Company. Prior to World War I, Beardmore had been a ship construction firm whose reputation was based on the ships it had constructed for the Royal Navy. After the war, naval contracts dried up, forcing Beardmore into new fields of endeavour. In co-operation with the British Air Ministry, the company started developing new light weight diesel engines for airplanes. Other activities included the building of steam locomotives for the domestic and export markets.

Impressed with the characteristics of Beardmore's diesel engine, CN ordered nine units to power self-propelled rail cars then being built for local and branch line service. In the trade press of the day, these engines were referred to interchangeably as "oil-electric" or "diesel-electric". One of these oil-electric cars, No. 15820, made an unprecedented run - operating from Montreal to Vancouver in 67 hours, in the process establishing two world records: longest non-stop engine run; and fastest trip for the distance. In comparison, the diesel powered "Super Continental" (including passenger stops) required 68 hours for the same trip in 1966.

As the first railway application of diesel-electric technology, these self-propelled cars attracted unparalleled attention from the industry and the public. As well, they proved to be most economical units to operate, reducing the cost of providing rail service by over 50%.

The temptation to build bigger and better was irresistable. To get the ball rolling, a Memorandum of Agreement was signed with the Canadian Westinghouse Company, a subsidiary of its U.S. parent, for the purchase of 5 self-propelled rail cars and the development and delivery of a high horse power road locomotive. The Agreement was signed on January 6, 1928.

CN expected the diesel-electric engine would reduce operating costs by up to 66%. As the railway had a preference for Beardmore engines, Westinghouse concluded an agreement with the firm whereby Beardmore had exclusive rights to supply Canadian diesel engine requirements until February 18, 1929.

The design and production of the

locomotive involved firms from three countries: Britain, the United States, and Canada. The Baldwin Locomotive Works of Philadelphia, Pennsylvania, were retained to design the locomotive. Baldwin had already built a diesel locomotive, in 1925. The unit's performance, however, was less satisfactory, and it spent most of its time at the Baldwin plant. Also, Baldwin and Westinghouse had a long history, dating to 1895, in the joint production of electric locomotives. Over the years, the two firms had produced electric engines for the New Haven, Boston & Maine, Milwaukee, and Great Northern railroads. The sub bed of the locomotive was given to Commonwealth Steel of St. Louis, Missouri. Westinghouse was responsible for the design of the electric system which, along with the diesel engine, was considered to be the most difficult part of the project. Assembly was to take place at the Canadian Locomotive Company in Kingston, Ontario, to avoid as much as possible any duties which would be levelled on imports from the U.S. CN engineering staff also took an active hand in the design of the engine.

Somewhat confusing is the fact that, while the locomotive is cited as developing 2,500 horsepower, it was really composed of two units - each capable of 1,250 horsepower. Operating together the two units could generate sufficient traction and speed to haul both mainline freight and passenger trains.

Initially both units carried the number 9000. When the set was split up, a renumbering ensued. Number 9000 contained the first Beardmore engine while the second was in Number 9001.

North America's first road diesel had a 4-8-2+2-8-4 wheel arrangement. The four-wheel leading truck was considered as the best configuration for operation at passenger train speeds. The powered axles drove wheels with 51-inch diameter wheels. A cab was provided at one end of each unit, making the locomotive bi-directional. The decision to use a one piece cast-steel frame is attributed to Brooks.

Weighing 55,000 pounds each, the Beardmore engines were the largest of their type in existence, having 12 cylinders and 6 cranks. They were of the solid injection type with a 12-inch bore and 12-inch stroke. The normal rating was 1,330 horsepower at 800 revolutions per minute (rpm), with the engines of a variable speed type - producing 300 rpm when idling and 800 rpm at full speed.

The generators could produce 2,000 kilowatts, or sufficient electric energy to illuminate the City of Belleville, Ontario, at that time having 13,000 residents. The output of each generator was fed to four traction motors, one on each axle.

The exhaust gases were routed to a Clarkson thimble-tube boiler. It could be used dry or, when there was a demand for train heat, as an economizing boiler. While the economizing boiler served as a silencer in muffling engine exhaust, it was also the main source of heat for the passenger cars. An oil-fired boiler was installed in each to supplement the output of the economizing boiler during periods when the temperature fell below -12 degrees Fahrenheit.

Geared for passenger train speeds, the units were capable of 70-miles-per-hour. The drawbar pull compared with the CNR 6100 class locomotives. A 6100 class steamer weighed 334 tons and the diesel 324 tons. The weight per horsepower for the 9000 was 247 pounds, while that of a 6100 class steamer was 194 pounds. The diesel's advantage was its superior efficiency in converting fuel to traction, some 24% as compared to the steamer's 7%.

The first engine was shipped from the Beardmore firm in July of 1928. On November 20 of that year, CN undertook the first trial run. The locomotive hauled two official cars and a caboose from Belleville to Brockville. At Brockville, S.J. Hungerford, Vice President Operations and Construction Departments, along with other officials, joined the train for a run to Montreal. Near Cornwall, the locomotive achieved a top speed of 65-miles-per-hour.

During the first trip, delays were incurred because of hot wheel journals. The locomotive was taken to the Montreal Locomotive Works plant in Montreal the next day where Brooks, himself, took charge of balancing the weight of journals on MLW's weight scale.

Further tests between Belleville and Kingston with the locomotive hauling a string of freight cars, equivalent in weight to a 12 car passenger train on the schedule of the "International Limited", were conducted on November 23rd.

Progress was so satisfactory that on November 27th, the 9000 made a round trip between Montreal and Ottawa, carrying CN President Sir Henry Thornton and other senior officers. The train was scheduled to do the run in two hours, 24 minutes, ten minutes faster than the best Montreal-Ottawa running time. It had to be slowed down about half way to Ottawa so as not to arrive ahead of schedule! At Ottawa, the locomotive was inspected by C.A. Dunning, the Minister of Railways and Canals.

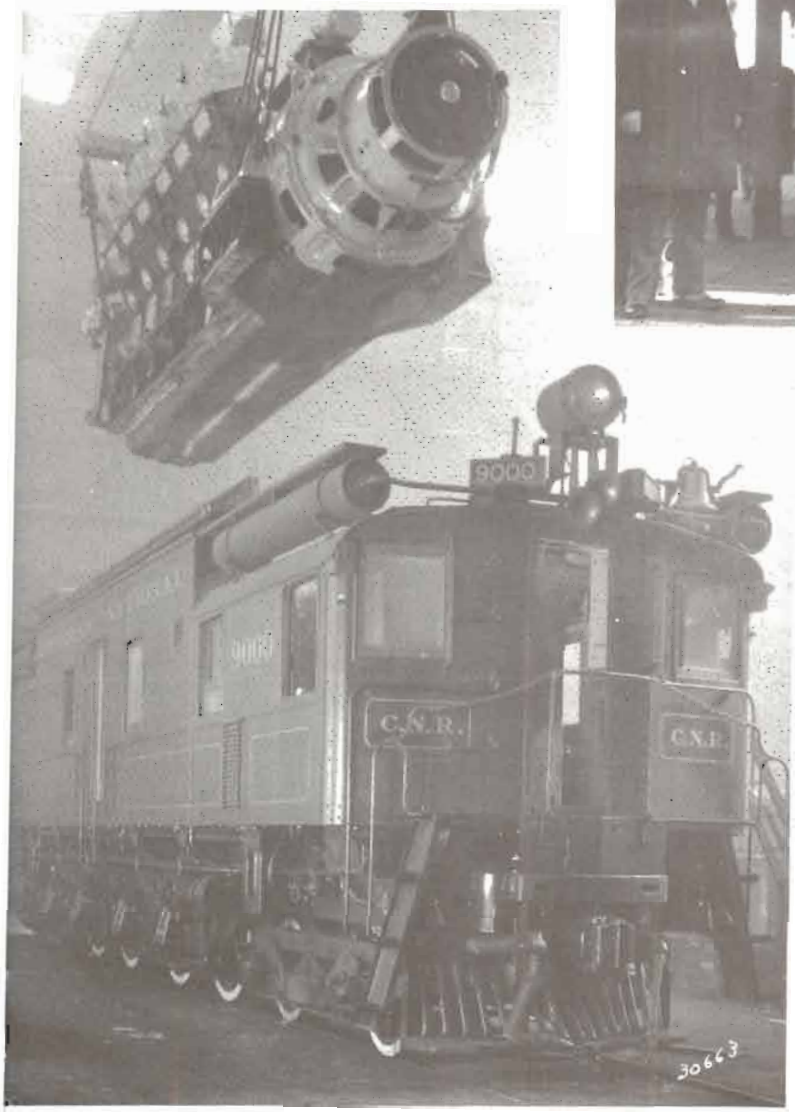
Awaiting the arrival of her sister unit, which was not completed until April 1929, the 9000 was placed in freight service between Toronto and Niagara Falls in December of 1928. The freight assignment served to uncover any problems and initiate engine crews into the workings of this strange new locomotive.

Early in February of 1929, it became apparent that all was not well. After 6,700 miles of operation, the crankcase castings were developing cracks, permitting water leaks into lubricating oil spaces. Some of the cracks were welded up by the manufacturer. The solution was only temporary and Beardmore eventually replaced this casting on both units.

Serious difficulties were also experienced with the main bearings, the connecting rod bearings, and the lubrication system. The bearing problems were due to a misalignment of the main shaft. The lubrication system required upgrading in order to increase the

PHOTO PAGE

RIGHT:
Sir Henry Thornton (right), CN Chairman and President, with unidentified officials before a trial run of no. 9000. This view, taken at Bonaventure Station in Montreal, was likely exposed before the first trip to Ottawa in November 1928.



LEFT:

The Beardmore diesel block is about to be dropped into the 9000 at the Canadian Locomotive Company plant in Kingston, Ontario. It is the fall of 1928 and Canadian National's first high horsepower diesel locomotive will soon begin its trial runs.

BELOW:

No. 9000 pauses at an unknown station between Belleville and Montreal on November 20, 1928. Note the wooden cars and the centre cupola van. Can anyone identify where this rare photograph was taken?

All photographs courtesy Canadian National. Our thanks to Doug Smith for arranging for the prints.

flow of oil through the crankcase.

The two-unit 9000 was officially unveiled on August 26, 1929. To herald this new form of motive power, CN used it to haul a special train from Montreal to Toronto, culminating with the train's arrival at the Canadian National Exhibition.

Consisting of eight cars, the Special operated as a second section of the "International Limited". On board were 60 representatives of the North American press, Mayors and other civic officials from the communities between Montreal and Toronto, and mechanical experts from several American railroads.

Newspapers around the continent reviewed the importance of CN's efforts. The Christian **Science Monitor** commented, "Application of oil-electric motive power to railway passenger trains opens a new era in the transportation industry, for in this self-contained unit is combined the economy in operation which the manager seeks, the cleanliness which the passenger desires, and the electrification without overhead wires or third rail which the residents along the line welcome." In this era before air-conditioned passenger cars, the freeedom from the soot and cinders of the steam locomotive was a positive development. Prophetically, the **Virginian-Pilot**, of Norfolk, Virginia, stated that the 9000 was "an invention that threatens to interrupt the electrification of the world's railways while eliminating the coal burning steam locomotive."

At this time, the Pennsylvania was spending $100 million to electrify its line from New York to Wilmington, Delaware, the Reading $20 million to electrify its Philadelphia commuter lines, and the Lackawanna $15 million on its New Jersey commuter lines. the New York Central was rumoured to be ready to spend $150 million to electrify its main line from New York to Buffalo, the Lehigh Valley was studying a $10 million plan to electrify 100 miles of line in the Alleghany Mountains, and the New Haven was planning to extend its electrification from New Haven to Boston. Both the Pennsylvania and the Lehigh Valley had officials of their mechanical departments on the demonstration run.

Other papers regretted the possible loss of the steam locomotive. "Romance", stated the **Wichita Eagle**, "is slipping." However, none could gainsay the economy of operation. The 9000's fuel bill for the trip was $25 while that for a steamer would have been $80.

What happened to delay the bold new future which the press so glowingly described? Four points come to mind.

First, the gradual slide of the world economy into the Great Depression had already commenced earlier that year. With the decline in traffic levels, CN and most railways had more steam power than they could use. The large fleet of new locomotives bought during the 1920s could easily handle all main line assignments.

Second, CN's financial performance deteriorated drastically after 1929 and the company could ill-afford to continue experimenting with diesel technology. The 9000 had been a phenomenally expensive venture. CN paid more than $580,000 for the two units. While these engines were prototypes and hence the cost was not indicative of what a large scale production model would cost, the cost greatly exceeded that for a modern steam locomotive. For instance, a Mountain class steam locomotive cost approximately $80,000.

Third, the Beardmore engines were less than successful. As early as July 1926, Brooks wrote to Hungerford that after a visit to the Beardmore plant, Sam Vulcan, the President of the Baldwin Locomotive Company, stated that he had no confidence in their engine. While the view could have been tinged with a sense of "sour grapes" as CN had not placed their order with Baldwin, the view was prophetic.

In November of 1928, Brooks again wrote to Hungerford stating, following his discussions of developments in diesel engines with Westinghouse, that CN should cease to deal with Beardmore. The entire developmental process had been made difficult due to the problems of dealing with a manufacturer whose base of operations was in Britain. Field representatives of the firm, who were attached to the 9000 during the trials, had to await instructions from home office. The Beardmore firm underwent a reorganization during this time, impinging upon their ability to address CN's problems with the engine.

Fourth, Brooks' death shortly after the introduction of the 9000 removed from the scene an officer committed to finding a cheaper form of operating railway motive power.

After its epoch making run, the 9000 vanished into general obscurity, becoming an historic anomaly. Although information is sketchy, it appears that the locomotive was separated into two independent units either during or just after 1931. Both units lasted another 15-years. Sources indicate that the 9000 was scrapped in October of 1946. Data on the final date of disposition of sister 9001, however, remains unclear.

NEW STATION ANNOUNCED: GO Transit patrons in the east end of Burlington will soon be spared from having to make a cross town trip to the current GO stop adjacent to the VIA Rail station in Burlington West.

The provincial commuter agency has announced that it will commence the construction of a $3-million facility in the east end of the city, on Fairview street. Work is to be completed by the fall of 1988.

Although official confirmation has yet to be received, the stop will probably be known as "Appleby". (Thanks to Clive Spate)

EXHIBIT OPENED: An exhibition "MURALS FROM A GREAT CANADIAN TRAIN" opened at the National Museum of Science and Technology in Ottawa on May 5. Featured are several of the murals that graced the walls of VIA Rail's (nee CPR) "Park" series dome-observation cars for some 30 years. The exhibition runs through the summer. (National Museums of Canada)

THE BEYER-GARRATT THAT DIDN'T ARRIVE

BY OMER LAVALLEE

One of the transparencies that produced an audible gasp of surprise from the audience in Ottawa on April 7, during my presentation to the BRS entitled "Museum Adventures", depicted an 0-4+4-0 Beyer-Garratt locomotive at the National Coal Board's (NCB) Baddesley Colliery near Atherstone, Warwickshire, England. This locomotive, built in 1937 by Beyer Peacock & Co. Ltd., Gorton, England (works number 6841), is named WILLIAM FRANCIS. At that time, it was used to move coal wagons between the colliery and the London Midland Region (British Rail) main line at Atherstone Wharf, about a mile away. The story of the acquisition of this locomotive by the Canadian Railroad Historical Association (CRHA), and of its subsequent refusal by that body, was too long to relate at the meeting. However, it forms part of a book manuscript about the beginnings of what is now the Canadian Railway Museum at Delson, Quebec, on which I am currently engaged, from which the following extract has been adapted for **Branchline**.

Early in the 1960s, after the Delson site for the Museum had been decided upon, the CRHA board agreed in principle to consider acquiring a few carefully-selected pieces of equipment from outside North America. These exhibits would portray: (1) designs divergent from those in use in North America, and (2) chronologically-earlier technology than that available to the CRHA on this continent. On the former basis, the Association approached British Rail and the French National Railways (SNCF), respectively, for donation of 0-6-0 tank and tender road locomotives; these requests eventually were fulfilled, but that's another story.

One candidate, fitting the second category, appeared when my attention was drawn to a veteran British locomotive. This was a Stephenson-built, so-called "long boiler" double-framed 0-6-0, built early in the 1860s for the North Eastern Railway. This century-old locomotive was then in the hands of the NCB of Great Britain, working at Seaton Delaval colliery in Northumberland. This locomotive had been spotted in a list of engines which had been "dumped": removed from service pending disposal. Despite its age, the historical fraternity in Great Britain had not been reported as exhibiting any interest in the 0-6-0 because preferences for candidates for preservation which began to emerge at this time in Britain generally favoured main line locomotives which, at the time, were overabundant. Consequently, the CRHA decided to approach the NCB with a view to acquire the 0-6-0 for the Delson collection.

A letter written to the NCB elicited a prompt reply from Col. F.W. Webb, the NCB's Under Secretary, acknowledging the request. His reply was to the effect that the NCB did not have a central list of railway locomotives; that he was making inquiries about the status of the 0-6-0 and would get back to us when he had further information. The reply came some time later, and it was to the effect that by the time that his own inquiry had arrived at the colliery, the locomotive had been broken up. However, he went on to assure us that the NCB, in principle, was willing to consider another request from us and suggested that I write again if a further candidate turned up.

By this time, the ultimately-successful acquisition of the LB&SC "Terrier" 0-6-0T locomotive WADDON was in the last stages of successful negotiation and the "rain check" from the Coal Board was put away for another day. The opportunity came in 1964 when I noticed in an issue of the Stephenson Locomotive Society's magazine that the NCB's Sneyd Colliery had just "dumped" another interesting locomotive. This was not as old as the "long boilered" 0-6-0, but it did represent a design used everywhere in the world outside of North America. The engine was a standard gauge 0-4+4-0 Beyer-Garratt articulated engine constructed by Beyer Peacock & Co. Ltd. in 1937. It was one of four such locomotives constructed for various collieries between 1924 and 1937. Two had already been scrapped; the remaining one, other than that at Sneyd, was still in operation at Baddesley Colliery in Warwickshire.

Once again, a letter went forward to Col. Webb, and a reply was received to the effect that, once again, we were too late. ..."But" --and it was a big "but" -- the NCB reminded us that there was an exactly-similar engine still working at Baddesley Colliery; that it was expected to remain in use for several more years; and finally that the NCB would commit this locomotive in advance to the CRHA to be released and donated upon retirement. The offer was accepted, and did not appear to rouse any opposition in the British rail fraternity.

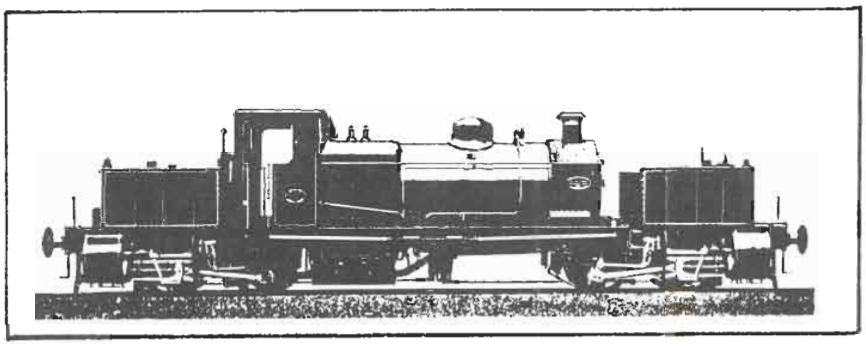
Full details were obtained subsequently, including the fact that -- alone of the four colliery Garratts -- this one carried a name: WILLIAM FRANCIS, after Sir William Francis Dugdale, whose family had owned the colliery before nationalization. It would be particularly useful to the Canadian Railway Museum as it was rather compact for its breed. It measured but forty feet in length, and was capable of operation around curves of North American streetcar radius. The members of the Railway Division had visions of applying it to use as a yard switcher at Delson!

In 1965, this writer went to England in the company of Fred Angus, Ken Chivers and John Collins. We made a special visit to Baddesley to meet our new acquisition at first hand. Unfortunately for us, our visit took place late on a Friday afternoon after the engine's fire had been dumped for the weekend. We were unable to coax it to move; there wasn't even enough steam to blow the

whistle! Prior to our visit to Atherstone, I had had the pleasure of meeting Col. Webb in his London office and during a cordial visit over some tea, he shared some interesting impressions about the enormous bureaucracy which Britain had created in nationalizing the coal industry. For many years after the NCB's establishment, there had been no comprehensive record of the assets of the individual mines; the count of locomotives and mineral wagons was just as unreliable as the count of shovels and pieces of rope.

In the event, WILLIAM FRANCIS did not come to Canada, but the story has a happy ending. When the locomotive was released from service in 1967, Col. Webb wrote to me, using the CRHA address, to advise that it could be taken at any time. I had just left the CRHA board in January 1967 and resigned from the Association in July of that year and, as a consequence, I was unaware of this development even if I was no longer in a position to do anything about it. Late that year, I received a letter from Col. Webb -- he had been given my personal address by one of my colleagues in England -- informing me that several letters had been written to the CRHA but with no reply. Also, he told me that the railway museum at Bressingham had inquired about the engine's availability. My reply was to the effect that if the CRHA had not replied, the NCB could quite properly conclude that it was no longer interested. As a result, WILLIAM FRANCIS went to Bressingham where it remains today.

Had the engine come to Delson, it would have been the first Beyer-Garratt to arrive in North America. Later, however, it would not have been alone. In the 1970s one of the South African Railways' narrow-gauge Garratts was acquired by an American collector and is reported to be in the US Southwest.



JOHN, WE'LL MISS YOU

In the great scheme of time, places, and things, nothing stays the same forever, or for very long for that matter. For many years now members of the BRS and particularly those in the society who have taken an active role in its affairs, have become involved with the railway-oriented activities of the National Museum of Science and Technology. Invariably, this involvement was the result of actions taken, on our behalf, by our friend and colleague, John Corby.

Since the NMST was established on St. Laurent Blvd, in 1967 (two years after the founding of BRS's predecessor organization), John has played a dynamic role as the NMST's Curator of Industrial Technology. Early on the BRS found a niche as an important volunteer support group to NMST rail-oriented activities. Our NMST assistance has been mutually beneficial and BRS owes a debt of gratitude to John for his role in fostering this lasting relationship.

But nothing stays the same for long. In what now seems like a very short time, John is about to leave the NMST for a new phase in his life. It's called retirement. We know that, for many years, John's life away from his job has not been his own. Many a summer's weekend of sailing got postponed for NMST special events which put demands on his "free time". There comes a time though when, despite one's great interest in their chosen vocation, it is prudent to move. John has reached this plateau.

We in the BRS shall miss John as an NMST contact, co-ordinator, advisor, and friend, and the person so willing to offer help to our struggling and enthusiastic band. Perhaps now, without any worries about conflict of interest, John can "officially" become a BRS member! Heaven only knows he's always made meaningful contributions of his time and talent to the Society.

To John; where ever life takes you in your retirement years, we hope that you're sailing with a stiff breeze at your back and, on alternate days, a full head of steam in your boiler (but not at the same time).

To Kay (John's long suffering wife); you must have wondered at times if John was married to his work or to you. Please accept the best wishes of the entire membership of the BRS and our sincere hope that you will enjoy John's retirement as much as he will.

Please remember us at the BRS John, and do keep in contact. We all wish you the very best of health and happiness in your new life. (Duncan du Fresne)

THE CHATEAU LAURIER AND UNION STATION

BY HAROLD KALMAN

Ottawa's Château Laurier is celebrating its 75th anniversary this year amidst considerable pomp and ceremony. Manager Peter Howard has arranged a number of special events, including the official birthday party on June 3--at which time the building will be presented with a commemorative plaque honouring it as a National Historic Site--and a costume ball in October. Named after Prime Minister Sir Wilfrid Laurier, who was the first to sign the guest book back in June 1912 and whose statue on Parliament Hill seems to point to the hotel, the Château Laurier and its companion Union Station are important monuments in the history of railway building as well as the history of Canadian architecture generally.

The station and the hotel were developed by the Ottawa Terminals Railway, a subsidiary of the Grand Trunk Railway. The station was conceived as a Union Station which would serve as the terminal of both the Grand Trunk (which was using its Central Station close by the site) and the Canadian Pacific (which used the Broad Street Station). The idea of a railway company building a hotel next to a station to serve its passengers and to help generate rail traffic had been pioneered in Canada by the C.P.R., following the example of a number of English lines. The Midland Railway's St. Pancras Station and Hotel in London were perhaps the most renowned of the European station-hotel combinations.

Around 1907, the Ottawa Terminals Railway commissioned the celebrated New York architect Bradford Lee Gilbert to design a station and an adjacent hotel on the prime site in downtown Ottawa where Wellington Street crossed the Rideau Canal. Gilbert followed the architectural values of the day, which dictated that a public building should be designed in an historical style with associations which were appropriate to its use. Accordingly for the station he chose a Roman Revival design, a popular choice which provided a grand and triumphal entrance to the city. (The best expressions of this style were Pennsylvania Station and Grand Central Station in New York.) For the hotel he chose the Château Style, which had been popularized by the C.P.R. at Quebec's Château Frontenac and Victoria's Empress Hotel.

Gilbert was dismissed early in 1908 and the Montreal architectural firm of Ross and MacFarlane took over the project. The resulting designs, for which the Montreal architects took complete credit, were very similar to Gilbert's. The two sets of designs were published side by side in an article by Ottawa architect C.P. Meredith published in **Construction** for August 1908.

Ross and MacFarlane's Union Station uses Roman imagery to great advantage. The powerful columns across the entrance façade and along the canal side are well suited for the grand gateway to the national capital. The impressive waiting room appropriately borrows features from ancient Roman baths (particularly the Baths of Caracalla), the principal public buildings of their day.

The Château Laurier similarly exploits historical associations. Its steep copper roofs broken by towers, turrets, and dormer windows successfully convey the romantic impression of a French château. Everybody wants to spend a night in a castle, and so what better imagery could be found for a luxury hotel!

The Château quickly became a local landmark, and remains one to this day. Countless Parliamentarians--including Prime Minister R.B. Bennett--made it their Ottawa home. Political and social functions galore have been held in its grand public rooms. The Canadian Broadcasting Corporation has its radio studios here, a reminder that the C.B.C. had its origins as the radio service of the C.N.R. Winter sports enthusiasts used to frequent the toboggan slide at its rear, and the city's swimmers continue to use its underground pool. Demand for the hotel's facilities led to its expansion in 1927-29 to designs by architects John S. Archibald and John Schofield. The addition consisted of the right-hand portion of the main façade and the Mackenzie Avenue wing. A new series of improvements is currently underway, and thus far have provided guests with a new lobby and the popular Zoës lounge.

The Château Laurier had a remarkable effect on the public architecture of the city which it was built to serve. It was influential in making the Château Style acquire symbolic value as a Canadian national style. Throughout the century, Ottawa's planners have wrestled over the form to give to new government buildings along Wellington Street, and the Château Laurier repeatedly stood out as a good example. In 1915, a Federal Plan Commission (the "Holt Commission") recommended that "the external architecture of the Chateau Laurier... may be regarded in general outline and character as a worthy suggestion" for new government buildings. A second study in 1920 reaffirmed this suggestion, and a subsequent report from the Department of Public Works in 1927 noted the consensus "that Gothic should be adopted to harmonize with the Parliament Buildings, being the type of architecture most suitable to our Northern climate, [and] the Deputy Minister further recommends the adoption of the French Chateau style of architecture, of which the Chateau Laurier is a modernized type."

These recommendations were followed for decades. The Confederation Building (1927-31), the Justice Building (1935-38), the Supreme Court (1938-39), and the Memorial Buildings (1949-58) all feature the familiar steep château roofs. Even the new Bank of Canada (1974-79) respects the sloping profile of the earlier roofs, although it reinterprets them as the upper portion of its reflective walls.

As they celebrate their 75th

anniversary, the Château Laurier remains in the managerial hands of CN Hotels, reflecting the absorption of the Grand Trunk by Canadian National Railways in 1921; and Union Station completes its second decade as the Government Conference Centre. The two remain significant Ottawa landmarks, surely a tribute to the railway which erected them three-quarters of a century ago.

THE ARNPRIOR DINKY

BY COLIN J. CHURCHER

It started with a rumour that a small locomotive, possibly steam, was locked away in an abandoned quarry near Arnprior, Ontario. This was mystery enough in itself but as editor of the Industrial Locomotive section of the **Canadian Trackside Guide** I found it annoying to have such a blatant unknown right on our own doorstep. Further discussion showed that the locomotive, if it did indeed exist, was a small gas unit, and was thus not so interesting to many - except the compiler of the Guide!

Some further inquiries indicated that the quarry concerned was that of the former Dochart Brick and Tile Works but the information was confused. No, they didn't have a locomotive but they did have a "dinky" whatever that was. The only thing to do was to visit the place, I hasten to add, with the permission of the owner.

The Dochart Brick and Tile Company has been in business since 1866 and ceased to ship last year. In recent years the company produced flower pots and some ceramic ware. There were a variety of different railways in use. Clay is the raw material for the firing process and this was quarried close to the main works. It was brought to the works by means of a three foot gauge railway that was constructed with a form of snap track. The "main line" extended about a quarter of a mile into the quarry and the clay was moved in small four wheel skips. There are steep grades down from the pit into a dip and then up towards an unloading shed. The line makes use of the contours to climb up to the second storey of the unloading shed.

The unloading shed is a rickety two storey structure from which the clay was tipped into a vast holding area below. The clay is mixed and molded and moved throughout the lower portion of the works by means of a two foot gauge railway. Many of the wagons exist within this system which is mainly under cover. In one area there is a very interesting rudimentary switch which consists of just one blade that is pivoted where the frog would normally be. The blade is moved manually to throw one way or the other. Switches such as these have been used right from the beginning of railways.

There are a number of drying areas that are served by the two foot gauge railway but access to these is by means of two electrically worked transfer tables. These seem to be standard gauge. Gauge number three! As if this is not enough there is another transfer table outside to gain access to a second kiln and this would appear to be six foot gauge, possibly to handle three foot gauge wagons.

The railway layout is very complex, particularly when one considers that the whole arrangement could easily be handled by one relatively small dump truck and a fork lift.

But what about the dinky? Inside the unloading shed there is a small three foot gauge Plymouth locomotive. It carries serial number 3412 and this four wheel dinky has a gas engine. It was built in February 1930 and the Plymouth records show that it went originally to the National Fireproofing Company in Aldershot, Ontario, (Aldershot is near Hamilton), but is has evidently been at Arnprior for a long time. It hasn't been used for a little while but is in relatively good condition. The dinky only weighs five tons yet one must be concerned that it could break through the floor of the rickety building in which it is housed. Maybe it will be possible to preserve it. It was typical of the small contractors locomotives that were built in the 1920's and 1930's for quarries and general construction work.

Don't forget the locomotive is on private property and trespassers are not allowed. The property could very well be dangerous so do not even attempt to enter without permission and with somebody who knows his way around.

The Arnprior dinky is a surprising find in 1987. Are there any more out there?

OTTAWA VALLEY AUTUMN STEAM SPECTACULAR

Quick! Grab a calendar and circle October 4, 1987 as your date with destiny.

The Bytown Railway Society wishes to advise one and all that it is in the process of organizing a passenger train excursion using the NMST's ex-CPR G5a Pacific No. 1201 and her vintage consist of mostly ex-CP coaching stock between Ottawa and Pembroke, Ontario.

The trip will be over Canadian National's freight-only Beachburg Subdivision (nee Canadian Northern Railway) - formerly the route of the "Super Continental" between Montreal and Vancouver.

Although details are still being worked on, the day will feature runpasts and an approximately 2-hour layover in Pembroke while the engine is watered and serviced. The time in Pembroke should afford ample opportunity to check out the CN facilities there as well as any action on CP's main line which also passes through the community.

Ticket price is $50.00 (Canadian) per person, payable by cheque or money order to the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. When ordering tickets, please clearly provide your name, address, zip/postal code, and telephone number.

The Bytown Railway Society reserves the right to cancel the trip at any time. In the event of cancellation, all money will be refunded.

NIGHT LIGHTS

BY JOHN COLEMAN

Railway photographs taken at night have a special feel to them. The dim overall lighting and dark, inky backgrounds give a sense of mystery that beautifully suits the railway mood.

In **Branchline** last June I wrote about how you can meter for time exposures after dark in places where there is steady, uniform light on your main subject, for example at train station platforms. This time I would like to describe some techniques for photographing moving lights, lights from the trains themselves. All you need is a tripod, a cable release, and a few rules of thumb to cope with the night conditions. One of the things you can forget about is metering because the transient lighting won't give you a chance to measure the right exposure beforehand.

There are two ways to go about this kind of photography. One way is to let the train's lights shine directly into your camera lens as the train moves by the point where you are set up. This method gives bright, vivid streaks of light across your film. The other way is to let the train's (head)light shine onto some trackside object or objects (like bridges, signals, or telegraph lines) which in turn reflect the light into your camera lens. This method gives pictures of things you could have photographed in the daytime, but with a moodiness and character that daylight won't provide.

STREAKS

Let's look at the "streak" method first. Passing taillights (as opposed to headlights) usually are your best bet for three main reasons: a) the colour (normally red) is striking; b) the lights are not so bright that they overpower the film; and c) you always get at least two streaks, one from each rear marker light. (Train streaks can make an interesting crisscross pattern if the train is going through two or more curves.) Unfortunately, taillight shots may also give you a pair of ditch lights if the train is a freight with a caboose. Ditch lights are a problem because they're white (generally uninteresting) and overpoweringly bright, and so you need a way to deal with them. We'll go into this a little later on. Of course, if the passing train is a passenger, you may get an extra coloured streak from the lighted drumhead (if it has one, a la VIA "Park Car"). This is a nice bonus.

Okay, so you're going out to take some "streak" photographs. The first thing to consider is where to set up: you need to aim your camera down the tracks (in the same direction that the train is headed), but down which stretch of track? Straight tracks will give you straight streaks, usually as diagonal lines across the film. Curved tracks will give you curved streaks; a single curve in the tracks will give you one arc of light on your film, and a reverse curve will give you an "S"-shaped pair of arcs. Try various set-ups and see what you like best. Virtually anything will give interesting results.

Once you have decided where to set up, the next question is how high above the rails your camera should be. There is a simple rule of thumb: keep the camera at a different height than the lights of the passing train. Whether the camera is above or below the lights doesn't matter, but if it's at the same height, then all you will get is straight, horizontal streaks and none of the interesting arcs that result from the curves in the track. The greater the difference in height between your camera and the train's lights, the more pronouced will be the pattern of arcs or diagonals on your film. So, if you can stand on a hill or overpass near the tracks, do so. Or, if you want to set up on the ground beside the tracks, put your tripod at its lowest possible height and kneel if you have to in order to look through the viewfinder.

Once you have decided where to set up, and how high or low to place the camera, the next question is which lens to use. It hardly matters. Figure out the width of curves and/or straight sections in the overall scene that you want to capture, and pick whichever lens has more or less the right angle or view to get the whole scene in.

The next thing to consider is your exposure setting. Amazingly enough it doesn't seem to matter very much. I have found that a lens opening of f/4 works well with Kodachrome 64, but so does f/2.8 and so does f/5.6. Even f/8 works fine as long as you like thin streaks. Don't worry about depth-of-field because it's irrelevant. And what about exposure time? No sweat: set the camera to "B", lock the shutter open just before the rear of the train goes by, and leave it open until the train disappears completely into the distance. If you follow these simple rules of thumb, you will nearly always get yourself a nice streak shot.

Now, you don't necessarily have to photograph taillights, you can use the same techniques with locomotive headlights too. The only adjustment you need is to use a smaller lens aperture because otherwise the headlight's extreme brightness will overpower the film and badly wash out the image. With ASA 64 film you will want to use f/8 to f/16 to prevent this. (It also helps if you set up on the inside of the curve in order to keep the headlight from shining straight into the lens, which invariably will occur if you set up on the outside of the curve.) Incidentally, you might want to try adding a strongly coloured filter such as a deep red, yellow, blue, or green to the lens in order to provide some colour to the picture. Without it the plain white headlight may seem a little uninteresting.

The techniques you need for photographing headlight streaks are the same ones you need for photographing ditch lights on the rear of a caboose. To recap, use a smaller aperture than for taillights (ie. marker lights),

namely f/8 to f/16; try to set up on the inside of the curve; and consider adding a strongly-coloured filter. Everything else is the same as for taillights.

HEADLIGHTS

The second kind of photography consists of letting the locomotive headlight illuminate trackside objects that you want to record on film. If you are away from city lights, the train headlight probably will be about the only source of illumination and so most of the background will be rendered as an inky black. This is fabulous for creating an eerie mood. It is also a useful way to keep distracting background objects out of your picture, objects that would show up if you took the same photograph in the daytime.

So, how do you go about it? There are two ways. One is to aim your camera down the track, in the same direction the train is going. The other is to aim your camera up the track, towards the oncoming train. The former gives you an engineer's eye view of the tracks and trackside objects, illuminated clearly but with a dark surrounding background. You can think of this lighting as a horizontal substitute for sunlight. The latter method, the oncoming headlight method, gives you a brilliant glow of light off in the distance, light that a) glints off the rails, the telegraph wires, and anything else that is shiny in the foreground, and/or b) that backlights the bridges, signal masts, level crossing signs, and other characteristic trackside objects in the foreground, making them show up as silhouettes. The glow effect of an oncoming headlight is greatly enhanced by fog or mist in the air, but even without them the glow is pronounced.

The first of these approaches, aiming your camera down the track, is the more straightforward of the two. Pick a location that looks interesting because of what is there to be photographed, say, a station, bridge, signal bridge, or parked crane. It helps to pre-visit the site during the daytime and visualize what things would look like when illuminated at night. When you do come back at night set the camera on a tripod while you wait for the oncoming train. Any lens will do. The camera's height above the rails doesn't matter either. Exposure settings are not critical but the photo usually will come out well if you set the aperture to f/4, or f/5.6 (assuming ASA 64 film) and lock the shutter open for something like 2 to 10 seconds as the train draws close (which is when the illumination from the headlight is brightest).

The second of the two approaches, aiming the camera up the track, often gives more interesting results but it needs a little more thought in selecting a site. You mustn't let the headlight shine directly into the lens (or it will overpower the film and give you a washed-out picture), and so you need to find a location where there is a) a curve in the tracks up the line where you are pointed, and/or b) some shrubs, trees, or buildings that will block out the direct light from the headlight as the train approaches, but still let you see the bright glow in the night air. This is generally easier than it sounds, so don't stew over it.

Now a bright glow in the air by itself is not worth photographing; you need the glow to illuminate something that people can recognize. Tracks and telegraph poles nearly always will be present in a railway scene and, being shiny, they will reflect the distant glow and show up on your film. These are two subjetcs you can usually count on, but they're seldom enough to make an interesting picture. Try to include something else like a bridge, a signal bridge, or a crossbuck that will be recognizable in silhouette form. Alternatively, try to include something like a trackside building or a freight car parked in a siding adjacent to the main line, ie. something that will reflect the sidelighting/backlighting provided by the distant glow. You need these additional objects to give a centre of interest in your picture.

Once you have found a place to set up, the rest is pretty straightforward. Mount the camera on a tripod and aim it up the tracks. Almost any lens will do. So will nearly any height of the camera above the rails. Try setting the aperture wide open (it doesn't seem to matter very much whether it's f/1.4, f/2, f/2.8, or f/4), set the camera to "B", lock the shutter open as soon as you begin to see a glow in the distance from the oncoming headlight, and close the shutter the instant you see the headlight directly; and if necessary pick up the tripod and get out of the way.

These are the basic techniques you need for photographing night lights. All you have to do is try them out and see what you like best. Experiment with different locations, different subjects, different lenses, different weather conditions, and different kinds of trains. Try longer and shorter exposure times. Try double exposures too -- say the taillight streak from a northbound train followed by the headlight from a southbound train at the same location. The main thing is to experiment and learn. Good luck.

1986 A "TRANSITION YEAR" FOR CN: Canadian National's annual report for 1986 was tabled in the House of Commons on May 1, 1987.

In spite of an overall loss of $86.3 million, as compared to a $117.6 million profit in 1985, CN President Ron Lawless is confident that the crown corporation has a sound future ahead of it.

Lawless's remarks were based, however, on the railway charting a new course for the future, one where cost-cutting and cost control would lead it to "becoming a smaller, busier, and financially stronger railway."

Trotting out the, by now, familiar argument about 90% of the railway's revenue's coming from one-third of its network, Lawless stated that "reason and responsibility dictate that we apply to reduce its size and develop alternative services which will be more effective." (**CN News**, 01-05-87, merci à Jacques Beaubien Jr.)

'JOHN STREET POLISH' ROUNDHOUSE'S TRADEMARK

[The following was written by Jim Barlow and originally appeared in the April 1987 issue of **CP Rail News**]

TORONTO - On a warm, muggy day last August a group of employees gathered in front of the John Street Roundhouse for a photograph.

The quiet occasion, in reality, was a wake for a 57-year-old building that had once been the last word in railway technology and an enormous source of pride to CP Rail and those who worked within and around its walls.

From October, 1929, through the golden age of steam during the 1930s, 1940s, and 1950s, the John Street Yard built a reputation that earned it a place in Canadian railway lore.

Its 32 bays were the maintenance centre for the likes of the 'Chicago Express', the 'Overseas', the 'Royal York', the 'Dominion,' and the 'Canadian,' all famous names during the height of Canadian Pacific's rail passenger service days.

Steam locomotives of the Toronto, Hamilton & Buffalo Railway and the New York Central were familiar sights inside the walls. The roundhouse was truly the company's heart of steam activity.

PRIDE

During the steam era, locomotives serviced at John Street were readily recognized.

After the nitty gritty of mechanical overhaul and adjustment, it was not unusual to have as many as six men wipe down the engine after washing. Junior crew members attended to the shine of the lower part of the engines while the seniors buffed a high shine to the top. This roundhouse trademark became known as the 'John Street Polish.'

The facility was the first and largest direct steaming type operation in Canada. In this system, the firebox was emptied outside, the locomotive driven into the roundhouse on the remaining steam, hooked up to a steam main system until serviced, then given a boost of operating pressure through the system and rolled out to a firing-up house.

FEATURES COPIED

In fact, many of the design features and concepts used in building the roundhouse have only recently been adopted by modern architects. In his **Short History** of the roundhouse, John Street carman Randy Marsh writes: 'Its employment of an integrated energy system, as well as other conservation-minded production methods, allowed it to form a total engineering system, an integrated, fully-functional steam locomotive terminal.'

At the end of the 1940s, the C.P.R. stood tall with an impressive complement of steam locomotives and one of the continent's premier maintenance facilities.

For those who looked closely, however, the writing was on the wall. As far back as 1937 the railway had recognized the potential of diesel power. In that year a road switcher, numbered 7000, entered service in Montreal.

In early 1960, steam locomotives 2839 and 1271, the last of the breed, made their final trips from John Street. The brute strength of steam gave way at the roundhouse to the servicing of RDCs, regular passenger trains such as the 'Canadian' and road switcher units. The heydays at the roundhouse, for all intents and purposes, were over.

Considering its history, it's not surprising there are plans for the facility. City of Toronto planners envisage a 'Railway Interpretive Centre. 'Surrounded by a parkland promenade, they see the roundhouse as a museum to house equipment and pieces from Canada's railway past. Adjacent would be a rotunda which would be a showcase for new rail technology.

The turntable, which in years past bore the weight of countless hissing steam locomotives, would be the centrepiece of equipment, gift boutiques, and food outlets. CP Rail has endorsed the plan and turned over the facility to the city in 1985.

Left at the roundhouse are four examples of another era - ironically two are from the early dieselization period.

Canadian National ... GP7 [4803], a 1953 giant painted in the period company colours of olive green and yellow; a 1920's streetcar [Large Witt No. 2300] that once plied the streets of Toronto; the 'Cape Race', one of 13 buffet lounge, double bedroom steel cars built for the C.P.R. about 1929; and a diesel switcher, CP Rail 7020 [built in 1944], the first yard switcher assigned to Toronto, are at the roundhouse.

They sit in the eerie silence of the cavernous interior. Despite the years of wear and tear, the tracks bordering the bays are still shiny and the floor, gouged here and there by shifted heavy equipment years ago, are clean.

The over-all impression is that of a temporary lull in activity and that somehow, any moment, one of those snarling, steam-breathing giants will roll into place and be readied for a John Street polish.

OH THE SHAME OF IT ALL: A recent incident where a TH&B switcher ran out of fuel whilst en route from Port Maitland to Welland has left its crew red-faced with embarassment.

The incident might have gone relatively unnoticed had the crew not been unable to arrange to have a fuel tank truck refill the stalled diesel. Attempts to get the truck to trackside were frustrated by muddy conditions adjacent to the line.

Another unit was dispatched to rescue the train and, in true railway fashion - much to the chagrin of the crew, the story got out.

According to an employee at Welland, "It was all a big mixup." He refused to identify himself further, "because they're giving me a terrible ribbing."

"We usually fill the engine up on Wednesdays, but I thought another guy had done it and he thought I had." (Thanks to Clive Spate)

LETTERS TO THE EDITOR

IN FAVOUR OF "PEPPER AND SALT" APPROACH:

The last couple of Branchlines were very good. I liked especially the commentary here and there by you and a couple of others, showing a little 'pepper and salt' in some of your remarks. It leaned toward the editorial tone that I advocated in an earlier letter to you before, [see 'Branchline Iconoclast', April 1986]. We on the fringes of awareness of the railroad scene need some stimulation and guidance from those closer to the centre, about how to distinguish true news from false, and wise moves from foolish. It's not a question of workload, but of focus. Keep it up. (Thanks to Paul Sheppard)

'UPHILL BATTLE', NOT THAT DIFFICULT:

[Colin Churcher's editorial on] page 6 of the May Branchline ... was thought provoking. But in the words of Bloom County's character Bill the Cat, 'Ack'.

Aside from being able to find out 'about cars, motor bikes, planes or the opposite sex', young people can, in fact, find out about trains, (both scaled-down and the 12" to the foot variety).

At the rack against the back wall of the Cara newsstand on the south side of Central Station [Montreal], one can find the latest issues of **Railfan & Railroad, Trains, Railroad Model Craftsman, Model Railroader,** a new title that goes something like **O Scale Modeler.**

Now, across the concourse at the W H Smith bookstore on the north side, behind the Green Light Desk, one can find approximately a half-a-dozen titles of British origin (in itself surprising, when one considers that Britain is about half the size of B.C.). These can be found ... towards the bottom of the rack along the north wall of the sotre, towards the extreme right.

Further, at the Cara stand in the passage to Place Ville-Marie, the postcard rack inside the store to the right of the cash, adjacent to the entrance has postcards of CPR Buick M236 and CN No. 4100, both on display at the Canadian Railway Museum.

Also, to the west, at Windsor Station, it is possible to purchase **Model Railroader, Railroad Model Craftsman, Trains, Railfan & Railroad,** and **O Scale Modeler** at the newsstand.

While it is true that it may be difficult to find all of these titles at the same time, it is nonetheless possible to find railroad-oriented material in these railroad settings. I think that it can be said that Mr. Churcher's 'uphill battle' is not as difficult a fight as it may first appear. On the other hand, it is true, too, that one must go looking to find the literature in question; Montrealers may have a hard time finding them; out-of-towners must find the task that much more difficult. (Thanks to John D. Godfrey)

CTC DECISIONS

APPLICATION DENIED: A Canadian National application to abandon several branch lines in western Ontario has been denied.

Citing substantial losses, the company had applied to abandon its Owen Sound Subdivision from Palmerston (mileage 0.00) to Owen Sound (mileage 71.43); its Newton Subdivison from Stratford (mileage 1.17) to Palmerston (mileage 36.62); and its Kincardine Subdivision from mileage 0.00 to mileage 1.41 in Listowel.

Traffic volumes on the lines have ranges from 829 carloads in 1983 to 1,029 in 1985. In 1984, a minor surge was recorded as some 1,493 loads were handled.

Losses have been especially high, averaging slightly more than half-a-million dollars over the years 1983 to 1985, inclusive.

The lines have been mentioned as potential components for the fledgling Ontario Midwestern Services which is examining the feasibility of operating redundant CN and CP Rail lines in western Ontario as part of a short line network.

By not authorizing abandonment, the Railway Transport Committee has cleared the way for meaningful talks - not overshadowed by any immediate abandonment date - between CN and Ontario Midwestern Services. (26-03-87)

MANIWAKI LINE REFUSES TO DIE: CP Rail's Maniwaki Subdivision (Quebec) was officially abandoned on December 31, 1985, a passing that was especially bemoaned by **Branchline** readers in eastern Ontario and western Quebec.

Somehow or the other, the CTC didn't get around to notifying its various internal departments - perhaps a case of "the left hand and the right hand". Now, fully one year following the removal of track from the Gatineau Valley line, the Commission has issued two orders rescinding a series of orders - dating back to 1952 - and governing the location of Imperial Oil Limited's, Canadian Petrofina Limited's and BP Oil Limited's bulk fuel unloading and storage facilities at mileage 80.58 in Maniwaki. (01-04-87 and 14-04-87)

REMOVAL OF AGENCY POSITIONS OKAYED: Canadian Pacific (Toronto, Hamilton and Buffalo Railway) has received permission to remove its agency positions in the Niagara Penninsula communities of Welland, Smithville, and Dunnville.

Work preriously handled by the agents in these centres will become the responsibility of a Mobile Supervisor with headquarters at Welland. (06-04-87)

APPEAL DENIED: WAY CLEARED FOR LOWER RATES:

The Railway Transport Committee has dismissed an appeal against a proposal by Canadian National and 6 Grain Terminal Companies to offer special low rates for the shipment of minimum 18-car blocks of grain from certain points throughout the CN network in western Canada. Details on the innovative

approach appeared in the May issue of Branchline.

The companies include: Cargill Limited; Pioneer Grain Company Limited; United Grain Growers LImited; Northern Sales Co. Ltd.; Alberta Terminals Ltd.; and Stow Seed Processors Ltd.

Conditional upon dismissing the appeal, the RTC has directed that the lower rates apply to all points - as distinct from the proposal - which are capable of meeting the following:

- the 18-car block must be loaded at a facility at one station and consigned to one destination;

-the 18-car block must be loaded within 24-hours of placement except where yard or train operations preclude this;

-the special rates apply only from statins located on lines where the maximum allowable gross weight is not less than 250,000 pounds; and

-the rates only apply in covered hopper cars subject to minimum weights as specified in "Item 360, Tariff CFAW 4310, CTC(F) 1032".

CP Rail has gone on record as opposing the special freight rate plan. As discussed in last month's issue, the company is convinced that better productivity and more effective transportation can only be realised through co-operative efforts with the industry and grain producers.

To this end CP is embarking upon the following measures:

- solid train movements of grain in co-operation with the Canadian Wheat Board and grain companies, thereby reducing switching and terminal charges;

- working with the industry to achieve rationalization of the grain transportation network; and

- working with the Senior Grain Transportation Committee to examine possible service alternatives for grain lines where rates bear heavily upon producers.

Various farm associations, in addition to provincial and municipal politicians, have also been reluctant to endorse the approach, viewing it as a back door way for CN to dismantle the bulk of its western Canada branchline network. Such a move is seen as a threat to the future existence of hundreds of prairie communities. Farmers also fear that terminal consolidation will lead to higher shipping rates between the farm and the railhead while provincial politicans are worried that increased over-the-road grain haulage will have an adverse impact upon the physical condition of the highway network on the prairies. (10-04-87 and CP Rail **News Summary**, 03-04-87)

NEED FOR HEARINGS TO BE CONSIDERED: As further re-profiling of Canadian National's branchline network in western Ontario takes place (see above), the Railway Transport Committee has issued notices that it will be considering the necessity of holding public hearings into CN applications to abandon the Southampton and Kincardine Subdivisions.

The affected portion of the Southampton Subdivision runs between Harriston Junction (mileage 0.00) and Douglas Point (mileage 59.96). Over the years, the line has experienced significant traffic declines, posting a level of 75 carloads in 1986.

The Kincardine Subdivision includes that portion from Listowel (mileage 1.41) to Wingham (mileage 30.34). As with the case of the Southampton line, traffic on the Kincardine Sub is also on the decline, amounting to some 127 carloads in 1986.

The applications are being actively opposed by the remaining on-line customers, not to mention the municipalities served by the lines. Whether the protest is great enough to convince the CTC to disallow the CN applications remains to be seen. (13-04-87)

END OF HAWKESBURY SPUR: Canadian National has received permission to abandon its CIP Lead (Hawkesbury, Ontario) from mileage 0.00 to mileage 0.99. The spur is located off mileage 20.61 of the Vankleek Spur. (16-04-87)

WILL A REVIEW BE NECESSARY? The Railway Transport Committee has served notice that it will be considering the necessity of conducting a public hearing into a CN application to abandon its Bartibog Subdivision (New Brunswick) between Bartibog (mileage 0.00) and Heath Steele (mileage 23.13).

No carload traffic has been handled on the line since 1985 and there are no known industries opposed to the abandonment. (22-04-87)

ABANDONMENT APPROVED: A Canadian Pacific application to abandon a portion of the St. Mary's Subdivision (Ontario) from Ingersoll North (mileage 0.0) to Zorra (mileage 4.3) has been approved.

No traffic has been handled over the line in the past five years. In 1985, the line lost a total of $16,751.

The St. Mary's Subdivision was costructed by the Tillonsburg, Lake Erie and Pacific Railway in the early 1900's, being acquired by Canadian Pacific under a 999 year lease in 1905. (30-04-87)

BRIDGE REMOVALS PROMPT COMPLAINTS: Residents of the Gatineau Valley are up in arms following the removal of some half-a-dozen bridges along CP Rail's abandoned Maniwaki Subdivision between Wakefield and Maniwaki.

The work took place during the past winter - frustrating the planned activities of both snowmobilers and motorcyclists who had begun to use the route as a recreational corridor following its abandonment on December 31, 1985.

Calls to preserve the bridges - and the rail corridor - have fallen upon deaf ears. According to the mayor of Low, Quebec, it wasn't worth it. "As a recreational corridor the cost was prohibitive. It isn't just the bridges, but the corridor ... leads through farms. An individual couldn't be expected to pick up the cost of fencing.

The right-of-way has been turned over to Marathon Realty, CP's real estate arm, for final disposition. (**The Ottawa Citizen**, 13-04-87)

MEMBER PROFILE

This is another in a series of profiles to introduce the various personalities who make up the B.R.S. executive and committees to our Society members. Our aim is to give our readers a concise overview of what goes on behind the scenes and thereby stimulate an interest in wider participation by our members in Society activities. We hope you will recognize within these profiles areas which are of interest to you and that they will provide you with a means for expressing your interest. Remember, your Society needs new ideas in order to flourish!

HELEN TUCKER - B.R.S. DIRECTOR

Helen's association with the BRS goes back to the **Railfair 1981**, the annual model railway show jointly sponsored by the Ottawa Valley Associated Railroaders (OVAR) and the British Railway Modellers Association of North America (BRMNA).

The BRS booth was located next to a National Research Council (NRC) booth displaying a model of a Maglev Vehicle. Helen was staffing the booth and soon found herself spending a considerable amount of time in conversation with the B.R.S. people.

Following this introduction, complete with video tapes and a "##**!!* noisy locomotive bell", Helen decided to join the Society early in 1982.

Since that time she hasn't looked back and has been actively involved both in restoration activities at the Museum of Science and Technology and in the steam operations involving 1201 and the B.R.S. Crane.

Helen's introduction to the Executive came in 1984 when she ran for, and was elected to, the position of Secretary. Subsequently she was elected to the post of Director.

Employed at the NRC since graduating from University with a Degree in Engineering, Helen has been involved in such diverse areas as Agriculture, Forestry, Aviation, Laminar Flow Phenomena, Dynamometer Control, and Maglev Systems. Currently she is assigned to the Vehicle Dynamics Laboratory (formerly the Railway Test Laboratory), working on a rig for testing full size railway wheelsets.

Her other interests include canoeing - flat and white water, camping, and hiking.

DEAL SIGNED: CP Rail has signed a $761,000 deal with the City of Medicine Hat, Alberta, to sell 2.7 hectares of its Medicine Hat property. The sale will permit the city to begin its planned street upgrading in the area presently occupied by the roundhouse and turntable. (Bruce Chapman)

INFORMATION LINE

UNIONS LOOK TO VIA FOR SOLUTION TO TALKS: The leaders of Canada's railway shopcraft unions are hoping that a recent tentative settlement worked out between VIA Rail Canada and some 400 shopcraft workers will serve as a precedent for stalled contract talks with Canadian National and CP Rail.

Under the terms of the proposed agreement, job security has been considerably improved. VIA has promised to guarantee that workers with at least seven-years of service will keep getting 80% of their salary if they are laid off - for a period equivalent to the worker's length of service.

Workers recalled from a layoff will immediately requalify for full benefits. Currently other Canadian railways are not so generous and it is possible that recalled workers may not be immediately eligible for benefits.

The Unions are quite happy with the settlement, maintaining that they made no concessions to the passenger rail corporation. Of immense satisfaction to them is the fact they were able to resist VIA's demands that it have the right to use part-time workers. (Canadian Pacific **News Summary**, 03-04-87)

FUTURE OF CAR WORKS FUELS CALL FOR NATIONAL RAIL CAR AGENCY: National Steel Car of Hamilton, Ontario, has confirmed that it is examining the viability of purchasing Hawker Siddley's railcar plant in Trenton Nova Scotia.

As reported in previous issues of **Branchline**, the Trenton facility is currently inactive and for sale.

NATSCO's interest in the purchase was revealed by company president Richard Cooke, following a press relase from the office of Revenue Minister Elmer McKay announcing that the Trenton works would be sharing an order for the purchase of railcars for Zambia along with the Hamilton firm, (**Branchline**, May 1987).

The order is being financed with federal aid money targetted towards third world countries.

The joint awarding of the $31.2 million contract to build the Zambian cars has been heavily criticized in both Trenton and Hamilton. Officials of both manufacturing companies - especially Hawker Siddeley - have protested that the order should have been let exclusively to their respective plants.

The controversy has served to underline the critical state of the railcar building industry in Canada. Hawker Siddeley is in a critical position while NATSCO is ailing, currently employing some 500 salaried and hourly employees - down substantially from the 1300 on its payroll in 1981.

The depressed nature of the industry has prompted a call from the Steelworker's Union for some type of long range government policy to establish a strong Canadian railcar industry. According to National Director Gerard Docquier, "The federal government has always responded to crises in the railway car

industry by druming up a few more orders here and there, ... This in the long run has failed to address the fundamental problems in the industry ..."

Since 1982, the Steelworkers' Union has called for the establishment of a national railway car agency which would: identify ways of replacing imported rolling stock with domestic cars; combine small orders for the same equipment; and co-ordinate export development activities. (Information from the Hamilton **Spectator**, thanks to Clive Spate)

FLOODS DISRUPT VIA/AMTRAK OPERATIONS IN EAST: The annual spring runoff - unusually heavy this year, as reported in last month's issue - played considerable havoc with both VIA Rail and Amtrak operations in eastern Canada.

Aside from the service cancellations entailed by the destruction of the "Iron Bridge", east of Trois-Rivières, Quebec, VIA was also forced to reroute trains on other routes.

On April 1, Train 11 - "Atlantic" - forsook its customary route through northern Maine and the Eastern Townships of Quebec. Instead the train was routed over the former National Transcontinental line north out of Moncton, through Edmondston, to the CN Montreal-Halifax line along the south shore of the St. Lawrence River. The detour was caused by unusually high water conditions at McAdam, New Brunswick, on the CP Rail line. Interestingly, the detour did not unduly affect the train's timing, lending further support to area calls (northern New Brunswick) that the "Atlantic" adopt an all-Canadian route as opposed to the international one it is currently assigned to.

Amtrak experienced the majority of the service disruptions.

On April 5, passengers were taken by bus between Montreal and Springfield, Massachusetts, after the Connecticut River overflowed its banks and buried trackage at Windsor, Vermont, under 52-inches of water.

On April 6, a large number of washouts in upstate Vermont forced the annulment of Train No. 27 ("Montrealer"). Passengers completed their journey to Montreal by bus. Later in the day, sufficient repairs had been carried out to allow the train to deadhead into Montreal as "Passenger Extra Amtrak 349 North". Attempts to run Number 26 in the opposite direction were frustrated by the same washouts; apparently repairs only held long enough to allow the passage of a limited number of trains. Southbound passengers were taken by bus as far as Springfield, where they reboarded a 'make-up' to take them on into New York.

As conditions deteriorated over the rest of the 6th and 7th of April, it was announced that all train movements were cancelled until April 20, owing to the poor condition of Boston and Maine trackage between Springfield and Windsor, Vermont, and a damaged bridge on the Central Vermont at Essex Junction, Vermont. Passengers were to be taken by bus between Montreal and Springfield.

Equipment trapped in Montreal on April 6th was combined with Number 28 ("Adirondack") on April 8th, resulting in an 11-car train. At Albany, the "Montrealer's" consist was cut out and it then proceeded to Springfield, via the Boston and Albany line.

At press time, it has been learned that Amtrak has suspended all operations of the "Montrealer" north of Springfield. According to an article in May 4th edition of the **Globe and Mail**, the suspension is due to poor condition of the Boston & Maine line traversed by the train. (Thanks to John Godfrey and Les Goodwin ("Montrealer"; et merci à Charles Ouellet ("Atlantic")

MEMBER APPOINTED TO NATIONAL BOARD: Doug Smith, author of this month's lead story and a frequent contributor to **Branchline**, has been appointed to the Board of Directors of the Canadian Railroad Historical Association.

In addition to regular Board responsibilities, Doug will be assuming the mantle of "Co-Editor" of the CRHA's national publication **Canadian Rail**, working alongside - and providing well-deserved relief to - its current editor, Fred Angus.

Doug is well qualified for his new position. In addition to submissions to **Branchline**, his byline frequently appears in U.S. railfan magazines such as **Passenger Train Journal**.

When not frequenting various corporate and national archives researching railway history, Doug fulfills his career pursuits as an economist in the Passenger Rail Division of Transport Canada.

Our very best wishes are extended to Doug. (Earl Roberts, Philip B. Jago, N. Bruce Ballantyne)

SOO SELLS LAKE STATES DIVISION: Add the name Wisconsin Central to the growing list of railway shortline operations in the United States.

The newly formed company has arranged to purchase the Lake States Division of Soo Line Corporation, a subsidiary of Canadian Pacific. Soo Line announced the move on the 3rd of April.

Total mileage amounts to some 2,000 miles in the states of Minnesota, Wisconsin, Michigan, and Illinois. The new carrier expects to employ approximately 750 people, primarily former Soo Line Lakes States Division employees.

The sale is conditional upon financing as well as other procedural matters and is not expected to be finalized before mid-summer. (Canadian Pacific **News Summary**, 10-04-87)

RELIABILITY THE KEY TO PROFITS: Concluding a speech at the International Intermodal Expo in Atlanta, Georgia, CN President Ron Lawless made the following remarks about the importance of service reliability.

"If reliability is lacking, our customers suffer; if they can't count on us to deliver as promised, they'll take their business elsewhere.

"But reliability is equally important to us as railway operators. Providing reliable service is no more expensive than settling for offhand, slipshod service; it is, in fact, as essential to the efficient running

of the railway as it is to the effective servicing of customer need.

"We hear time and time again about just-in-time manufacturing. But when you think about it, a railway - a well-run railway - is a just-in-time system itself. Our trains are expected to arrived just in time, and for the most part, they do; we are expected to provide the right equipment -- precisely where and when it's needed. We must know the customer and know the competition, on an up-to-the-minute basis.

"In fact ... our experience ... has convinced us, beyond a shadow of a doubt, that what works best for the customer works best for us." (**Railway Intermodalism, Issues and Answers,** Canadian National, 22-04-87, merci à Jacques Beaubien Jr.)

VIA: REVENUE UP; RIDERS DOWN; HIT BY CN: Reaction has been mixed to VIA Rail Canada's 1986 **Operating Report**. Government funding is down some $126 million from 1985; operating expenses were $3 million below budget; and a 1.3% increase ($3 million) over the previous year.

Nevertheless, ridership is also off, down some 10.6% (748,000 passengers) - blamed in large part on the combined effects of a fairly healthy increase in fares - to compensate for the reduction in government funding; increased competition from other modes - particularly short haul airlines; "poor on-time performance, and poor equipment availability."

Once again, the passenger rail corporation has also been hit with "unexpected and unbudgeted extra charges" levied by Canadian National for services supplied in 1985. This amounted to some $12.7 million. This is not the first time that VIA has been hit at the last minute with extra charges. Last year's report also included a similar entry, only the charges were more onerous, amounting to $39 million.

Commenting on the report, VIA Chairman Lawrence Hanigan unveiled a series of initiatives aimed at improving the outlook for 1987.

A major maintenance program, coupled with the delivery of the new F40PH-2 locomotives should overcome the current equipment maintenance problems. In addition, VIA plans to go after clientele lost to the commuter airlines by expanding and improving its first class service. According to Hanigan, "This is where our emphasis on personalized service will come into play. All employees, whether or not they work in the offices, the shops, in the stations or on the trains, must always be conscious that we are here to serve the customer." VIA also intends to improve its current 46% occupancy rate with the intention of raising it, at least, by 6%. Changes in the summer timetable (see last month's **Branchline** for some changes) should help the occupancy problem. According to Hanigan, "On some runs we have eliminated trains with low occupancy rates. Adjustments to departure times on these runs should allow us to run fuller trains on these routes, increase our occupancy rate per train and spread our operating costs more effectively."

In spite of his optimistic plans, Hanigan also sounded a note of warning. The corporation may have hit the bottom in its attempts to reduce its dependency on government funding by reducing expenses. "There is a limit to what we can do to reduce expenses. I think we have done all the streamlining we can do. So we will not be looking to cut expenses further, but rather to be more efficient and more productive with the resources we have."

Hanigan also stressed that the tabling and passage of legislation designed to place VIA in a more autonomous position would go a long way towards improving VIA's corporate outlook. (**Vialogue**, April 1987)

NEW 'INCENTIVE' ANNOUNCED: For the months of May and June, VIA Rail will issue credit coupons to passengers in the Montreal-Ottawa-Toronto triange if their arrival at destination is more than 15 minutes late. The credit will be paid regardless of the reason for the delay - even bad weather, equipment failures and labour disputes - and regardless of where the passenger embarks and disembarks. The coupons, equal to half the regular one-way fare for the trip, are redeemable on any future VIA trip through to October 31, 1987.

VIA's overall traffic showed a 10.6% decline in 1986, and VIA's research has shown that people believe that the train is not reliable. VIA feels the credit coupons are a good way of drawing attention to the fact that on-time performance is important, and VIA is confident that it can deliver. (**The Ottawa Citizen**, 30-04-87)

DECISION SOON ON NEW VIA RAIL CARS: In mid-April, Transport Minister John Crosbie told the Commons that the federal government decision on the purchase of new passenger cars for VIA Rail is "a few days or several weeks away".

Crosbie hinted that the government may decide to refurbish many of VIA's existing steam heated cars before ordering replacements. The cars would be given new interiors and electric heat (see May's issue of **Branchline**).

Thunder Bay-Atikokan MP Iain Angus claims the plan to manufacture 125 new cars by Bombardier Inc. and Lavalin-controlled UTDC "is dead", meaning some 500 to 600 layoffs at the Can Car Rail plant in Thunder Bay, plus another 500 at Bombardier in Quebec.

MP Angus asked Crosbie if he would accept a leasing offer from the consortium of Bombardier and UTDC whereby the consortium would finance the cars' construction and lease them to VIA for 20 years. Crosbie indicated he would, "look at any proposal they wish to make," but warned that leasing still costs the government money, ie. it's just another method of financing.

Even if new-car manufacture is on hold, the UTDC is still seeking the contract to refurbish the old cars, a job estimated to be worth $200 million. (**Chronicle Journal**, 10-04-87 and 16-04-87, thanks to Bryan Martyniuk)

FAITH IN LAVALLEE'S NINTH BEATITUDE

> And it came to pass that he departed and that he was "without honour in his own land". And so he travelled afar, espousing his philosophies and providing enouragement to those who would listen. And his words were:
>
> "He who raiseth Hell gets things done!"
>
> And so it was that the Bytown Railway Society heard these words and adopted them and did become great.

Although the BRS operating style may not be as flamboyant or outspoken as the tone of the so-called **Ninth Beatitude**, the mere fact that we are able to announce the forthcoming possibility of a mainline steam train excursion to Pembroke - in light of last year's disappointments (**Branchline**, September 1986) - serves to underline the fact that - regardless of the setbacks, nothing is impossible, if you set your minds to it.

In light of the fact that crucial last minute details on this forthcoming odyssey still remain to be worked out, we might be accused of blowing our horn prematurely.

The fact, however, that the project has been able to move at all dramatically underlines the value of a positive perspective on affairs - no matter what the final outcome.

Such is the strength of the BRS. Such is the strength of other organizations which labour under even greater adversity. Two examples come readily to mind.

Take the Smiths Falls Railway Museum Association. Even though they've had their track literally pulled right up from under their noses, they've laughed at defeat and they continue to persevere - always attacking from a different angle, always looking for that particular way to achieve success. Look at the travails of the Ontario Rail Association and how they have managed to overcome them. There are other examples, but space does not allow me the luxury of highlighting them.

Our hobby is noted more for what has been lost than what it has gained. The loss of the Maniwaki Line and the Thurso & Nation Valley Railway are two significant examples from the immediate Ottawa area, alone.

Our strength, however, lies in a refusal to admit defeat and in our ability to acknowledge setbacks for what they are - setbacks - not the end of the world.

As long as we adhere to the ideas of **the Ninth Beatitude**, we have nothing to lose and everything to gain. (Philip B. **Jago**)

NEW VIA SCHEDULE CHANGES EQUIPMENT CYCLE: Effective June 7, the equipment cycle for trains through Ottawa will take on the appearance of a run-through operation, with one station stop down to 15 minutes (one wag was heard to say, "Ottawa will be a glorified water stop"). Will we see passengers boarding at Alexandria destined for Smiths Falls?

FROM MONTREAL -

TR.	ARRIVES	DEPARTS	TRAIN BECOMES:
31	0934	1000	#32 TO MONTREAL
33	1259	1330	#43 TO TORONTO
35	1735	1750	#45 TO TORONTO
37	1939	0810	#41 TO TORONTO

FROM TORONTO -

TR.	ARRIVES	DEPARTS	TRAIN BECOMES:
40	1158	1515	#34 TO MONTREAL
44	1553	1730	#36 TO MONTREAL
46	2129	0725	#30 TO MONTREAL
48	0620	2359	#49 TO TORONTO

NOTES - Trains 31 and 32 do not operate on Sundays. Passengers for Train 32 will be boarded and leave Ottawa backwards until being turned to the east of the city on the M&O wye.
- Train 48 is except Sunday and Train 49 is except Saturday.

BC RAIL CELEBRATES 75TH ANNIVERSARY: BC Rail, the third largest railway in Canada, celebrated its 75th anniversary in February.

On February 27, 1912, the B.C. Legislature approved the construction of the Pacific Great Eastern Railway, renamed BC Rail in 1972. It was a project intended to open the northern wilderness of the province.

Today the railway extends 979 miles north from North Vancouver to Fort Nelson. In recent years, the railway's most spectacular achievement has been the construction of a new line serving the province's northeastern coal development and the community of Tumbler Ridge. (**UTU News Canada**, March-April 1987)

STATIONS... A number of people have suggested that we should list stations in the next edition of the **Canadian Trackside Guide**. There are not a great number of operational stations left and it is a project that might be a worthwhile addition to the guide. The problem is that we don't know all of them and we would like your help.

It would be preferable to list only those stations that are still used by the railway companies, including VIA Rail. This will exclude a large number of closed stations and many that have been moved from their original sites.

Please send in your list of stations, setting out by railway, subdivision, mileage, province, and, if possible, a description of the building (ie. whether it is an original or an "Atco shack"). Please send you data to the Publications Chairman, P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1.

If we can amass enough information, we will see what can be done in the next issue of the **Guide**. Thank you.

FROM YOUR EXECUTIVE ... CLARIFYING THE SITUATION

The railfan hobby should be fun and your Society tries to keep it that way, as demonstrated through the pages of **Branchline** and at our meetings. Every so often, however, other items have to be dealt with.

Some of you will have noticed that we have removed the reference to the Canadian Railroad Historical Association from the masthead of **Branchline**. We did this reluctantly and we feel that we owe you an explanation. CRHA by-laws currently do not allow affiliate societies and so, officially, we must function outside the CRHA organization.

The situation goes back a long way, to the mid-1960s, before many of us were even interested in formal railway clubs or associations. A small group of railfans in Ottawa acquired some pieces of railway equipment, notably the ex-Central Vermont steam crane which we operate each summer. Later on, the group established itself as a branch of the CRHA. This arrangement did not work out sufficiently to the benefit of the Ottawa group. Among the limitations were that the Ottawa people were not able to control the fan trips that we could run, nor the group's overall finances. Deterred from functioning effectively by this arrangement, the Ottawa group founded an independent organization, the Bytown Railway Society.

This arrangement continued through the 1970s until, in 1980, at the request of the Bytown Railway Society, a meeting was convened with the President of CRHA to discuss terms under which the BRS might become an official, autonomous, part of CRHA. It was agreed that Bytown would apply for affiliate status. This took place, but BRS has never received a reply to its application. The request for affiliate status, howver, remains in effect.

While awaiting clarification of the society's status with the CRHA, we would encourage you to support the CRHA as the national organization for railway enthusiasts in Canada. We hope that we can achieve affiliate status, but nevertheless believe that Bytown must maintain its own financial independence and conduct its affairs in the best interests of its members.

STEAMTOWN UPDATE: As Steamtown prepares for its 1987 season, it continues to rationalize the locomotive collection by disposing of duplicate or inappropriate pieces, essentially those that are not capable of hauling a heavy train on the steep grades out of Scranton, Pennsylvania.

Since last fall, former CPR D-10 4-6-0 No. 1098 (CLC, 1913) has been sold to George Hart of Rail Tours, Inc. of Jim Thorpe, Pennsylvania. Rail Tours also own former CPR D-10 no. 972 (MLW, 1912) which is presently undergoing a major overhaul at Strasburg. It appears that the 1098 will see service in 1987.

The British 4-4-0 "Repton" has been sold to a private individual in the U.S. Also, former CNR 4-6-0 no. 1395 (MLW, 1913) was reportedly sold to a buyer near Toronto and was supposedly moved to Canada this past winter. We would appreciate hearing from anyone who can confirm this purchase.

A deal has been arranged which will see operating ex-CNR 2-8-2 no. 3254 (CLC, 1917) move from the Gettysburg Railway to Steamtown in exchange for one of two former CPR 4-6-2s, either the 1246 (MLW, 1946) or 1278 (CLC, 1948) plus cash. The deal is beneficial to both parties as the 1200s are too light for the run south of Scranton and the 3254 is too heavy for the Gettysburg line, but quite suitable for Steamtown's grades.

All of Steamtown's excursion fleet, including the recently acquired F-units and their GP7, are being repainted into Lackawanna Railroad colours. Steamtown intends to emphasize the DL&W heritage of the area. Former CPR 4-6-2 no. 1293 (CLC, 1948) will be repaired for shorter runs on the ex-Delaware & Hudson line out of Scranton, a line where the grades are not as steep as those on the line running south out of Scranton.

Steamtown should be a great place for a weekend BRS outing. Anyone out there care to organize the trip? (Paul Bown)

ANOTHER OPERATING STEAM LOCOMOTIVE ON THE WAY: The Conway Scenic Railway in North Conway, New Hampshire, hopes to add a third operating steam locomotive to their fleet in the near future. Initial boiler work was to have been started on former Maine Central 2-8-0 no. 501 in early-May, with the initial $35,000 of work tendered to an outside boiler contractor. The locomotive was recently acquired by the "470 Club" of Portland, Maine, from the Maine Central Railway. The 501 had previously been on loan to Steamtown at Bellow's Falls, Vermont. When Steamtown relocated to Scranton, Pennsylvania, it was felt that the 501 should remain in New England. (Paul Bown)

TRANSFER AGREEMENT SIGNED: A tentative pact to transfer CN Rail conductors and train service employees to VIA Rail Canada was concluded on March 6, 1987. The agreement for the transfer is to be effective June 26, 1987 if ratified and permits an unrestricted "flow back" from VIA Rail at the changes of time for over two years and thereafter a "flow back" continually, should reductions occur at VIA Rail. The results of the ratification were to be announced on May 15. (**UTU News Canada**, March-April 1987)

GOING, GOING ...: Tenders closed on April 30 for the purchase and removal of railway material such as wood, track, and switch ties, crossarms, poles and wires from CN Rail's Pagwa Subdivision between a point just west of Calstock (mileage 23.90) and Pagwa (mileage 77.90). (Bryan Martyniuk)

ALONG THE RIGHT OF WAY

CNRAIL **STRANGERS THROUGH OTTAWA**: On April 3, dead Winnipeg-based SW1200RSs 1209, 1258, and 1271 spent a few hours at Walkley Yard before heading east. The 1209 had a damaged cab and has been stored unserviceable since 1984. The 1271 has been stored unserviceable since mid-1986; On April 22, SW1200RSu 7102 headed west on Train 337; On May 4, S-3 'Slug' 165 headed west on Train 337. (Martin Berubé)

CP Rail **MIXED BAG OF DIESELS ON MONTREAL-OTTAWA TRAINS 85 AND 86**: While the usual power on these trains are RS-18s (1800s and 8700s) and C-424s (4200s), the RS-23s (8000s), and Montreal-based SW1200RSs 8119, 8134, and 8138 have become regular visitors. The following unusual appearances occured:

April 17, 20 - Winnipeg-based GP35 5003;

April 20, 22 - Calgary-based GP9 8802 (pending her date with Angus Shops for conversion to switcher 1652;

April 24 - CN RS-18 3624;

April 25 - CN RS-18s 3643 and 3739 (only power on train);

April 28 - CN RS-18 3698 was the trailing unit on Train 85 and was set off at Gatineau (Quebec) for service in the Gatineau yard. She returned to Montreal on May 2.

May 2 - ATSF GP39-2 3661, the last of 20 leased ATSF GP39-2s to arrive on CP.

May 9 - CN RS-18 3742 and CP GP35 5012.

Our selection for 'the lash-up of the month' was May 2's combination of CP C-424 4200, ATSF GP39-2 3661, and CN RS-18 3698. The 3661 headed to Calgary the next day, spliced between CP C-424 4242 and ex-Chessie GP40 3719. (Mike Tessier, Bruce Chapman, and Ross Harrison)

MORE BALLAST TRAINS: The power off Train 85 was used on April 16, and 27, and May 4 and 11 to handle ballast trains to and from Hinton Mines in Bristol, Que. (Mike Tessier)

BACK HOME: The National Research Council's former CP Dynamometer Car no. 62 returned to her Ottawa home on April 21 after being used on tests on the Winchester Subdivision the week before. (Ross Harrison)

VIA **DINERS ON THE MOVE**: Diner 1360 deadheaded east on the SUPER CONTINENTAL on April 2, and 1367 was removed from storage in Ottawa on April 17 and forwarded to Montreal. Both are pending retirement. (Geoffrey Peters and Earl Roberts)

EXTRA CARS FOR EASTER WEEKEND: Toronto-Ottawa Train 46 on April 16 consisted of a '1-9-1' LRC set in place of the usual one LRC unit and four cars. The whole train proceeded to Montreal the next morning as Train 30. This is believed to be the longest LRC train seen in Ottawa. On April 19 (Easter), Trains 33 and 45 consisted of a '1-7-1' LRC set. (Earl Roberts)

CAR SHUFFLES: On April 21, Trains 31 and 43 were used to convey Skyline Domes 502 and 514 from Montreal to Toronto via Ottawa. On April 23, Skyline Dome 511 tagged along on the rear of Trains 44 and 36. (Martin Berubé and Ross Harrison)

MISCELLANEOUS

RUNAWAY TRAIN STOPPED BY POLICEMAN: On May 3, Chesapeake & Ohio unmanned GP38s 4800 and 4807 were set in motion by person(s) unknown at Chatham, Ontario. The units, with the brakes on and smoking, proceeded through the interchange track into the CP yard, bumped into 12 cars and pushed them two and a half miles east on CP's mainline to London before being boarded by an OPP constable at approximately 15 mph. Through 'trial and error' the brave constable was able to stop the train. (**The Ottawa Citizen**, 04-05-87)

DAYLIGHT AT LAST!: After being in the National Museum of Science and Technology's (Ottawa) restoration bay for over 12 years, ex-Crown Zellerbach 60 Ton, 2-truck Shay, No. 1 saw the light of day on April 15. She was hauled by tractor on panel track and placed in the building that houses ex-CP 4-6-2 1201 and former-GMD GMDH1 "Blue Goose". If all goes as planned, the Shay should be in steam before the fall. (John Frayne)

REBUILD WORK STOPPED: The Province of Alberta's ex-CN 4-8-2 No. 6060, which was rebuilt sufficiently to steam from Jasper, Alberta, to STEAMEXPO in Vancouver in May 1986, was moved to North Vancouver in June 1986 for further work, however, work was not started until the fall when Alberta came forward with funding. The locomotive was moved into the facility used to service British Columbia's Royal Hudson No. 2860 and 2-8-0 No. 3716 and work continued over part of the winter; the funding appears to have 'dried up' and the locomotive is now stored outside the locomotive facility. Only time will tell when 6060 will steam again. (John Cowan)

HEADING EAST: The British Rail 141 Railbus that has undergone extensive cold weather tests in northern Manitoba, headed east through Ottawa on April 2. (Martin Berubé)

VIA RAIL BUS!: On April 23, a MCI MC-9 bus owned by Trius Taxi of Fredericton, New Brunswick, numbered 4702, painted yellow and blue and lettered VIA, was noted on a charter trip through Ottawa. Its appearance was a reminder of the similarly painted Charterways bus (no. 81-22) that used to provide connecting service for Ottawa, Carleton Place and Smiths Falls VIA passengers with trains at Kingston. (Martin Berubé)

CAN ANYONE HELP?: On April 27, an orange six-wheel trucked passenger car, believed to be a diner, was noted in CN's Belleville, Ontario, yard. Does anyone have details? (Dave Strong)

FIRST EQUIPMENT ACQUISITION: The Pacific Coast Division of the C.R.H.A. has acquired former CN sleeper 2186 - "RESOLUTION ISLAND". The 1923-built car has been moved from the British Columbia Transportation Museum site in New Westminster to the CN station in Vancouver where it awaits cosmetic restoration attention. The costs for the restoration will be borne by the B.C. Enterprise Corporation. (**THE SANDHOUSE**, April 1987)

-- Remember restoration at the NMST every Saturday morning - see Page 2 --

THE MOTIVE POWER SCENE

Many thanks to Bruce Chapman, Ken Ardinger, Martin Berubé, Colin Churcher, Paul Crozier Smith, John Godfrey, Ross Harrison, Steve Hunter, Geoffrey Peters, David Stremes, and Mike Tessier.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the **1987 Canadian Trackside Guide**, eg. (p1-19).

CNRAIL **MORE CONVERSIONS COMPLETED**: More 2500-series M-420(W) units in the 2521-2559 group have been lightened and renumbered into the 3500-series.

MORE HYBRIDS: (p1-18) SW1200RSu 7102 (ex-1230), and 7103 (ex-1238), were put into service in April. They are the first of six retired SW1200RS units scheduled to be upgraded in 1987 from 1200 to 1300 hp and equipped with a hood and some components off a GP9 unit.

UPGRADED: HR616 2105 has been upgraded from 3000 to 3600 hp, Sister 2116 was similarly upgraded in 1986.

CP Rail **REMANUFACTURED AND RENUMBERED**: (p1-34 & 1-43) GP9u 1643 (ex-8616), and 1644 (ex-8528).

INTO SHOPS FOR REBUILD: (p1-38) SD40 5537 (wreck repairs from the December 31, 1985 Sucker Lake accident); (p1-43) GP9 8541 (to become switcher 1651) and sister 8802 (to become switcher 1652); (p1-43) RS-18 8758 (wreck repairs from the September 17, 1986 accident at Espanola - to be rebuilt into an 1800-series road switcher).

HEADING FOR REBUILD: Toronto Hamilton & Buffalo GP7s 72, 74, 76, and 77, and GP9s 401 and 402, long stored at John Street Yard in Toronto, moved east to Montreal in mid-April in preparation for their rebuild into CP switchers 1682 to 1687. TH&B GP7s 73 and 75, and GP9 403 will eventually be rebuilt as switchers 1688 to 1690. The units will be assigned to switching duties on former TH&B lines and will displace NW2s 51 to 54, and SW9s 55 to 58 which will be retired.

In preparation for the rebuild of the TH&B units, the engine blocks from former VIA FP7A (nee CP) 1402 and FP9As 1405 and 1414 (all reacquired from VIA) have been removed. As well, former VIA FP9As 1406 and 1413, and FP7As 1423 and 1432, long stored in Calgary, moved to Montreal early in May for salvage of various components. Up to ten 'A' units may be converted into Auxiliary Power Control Units for the MUCTC Montreal-Rigaud commuter service.

THEY SAID IT WOULD NEVER HAPPEN!: For the first time CP is leasing diesel power from Canadian National! Twenty RS-18 units were leased from CN in mid-April, for service east of Thunder Bay: 3622, 3624, 3639, 3643-3645, 3655, 3659, 3696, 3698, 3702, 3708, 3720, 3728, 3733, 3736, 3738, 3739, 3742, and 3744. The 3736 developed problems and was returned to CN after a few days service, with 3677 sent as a replacement. It has been some time since a road unit operating on CP has been set up for operation with the long hood leading, the last being RS-10s 8570, retired in 1984.

MORE LEASED UNITS: In addition to the 20 CN units, plus 7 serviceable ex-Missouri Pacific SD40s, 31 ex-Chessie GP40s, and 5 Algoma Central SD40-2s, CP has leased 20 Santa Fe GP39-2 units: 3600-3607, 3609, 3615, 3657, 3661, 3667, 3669-3671, 3673, 3674, and 3678, bringing the number of leased units to 83 at press time. The ATSF units are assigned to Alyth Shops in Calgary for maintenance.

Thirteen more ex-Missouri Pacific SD40s are being prepared for lease.

REASSIGNED FOR MAINTENANCE: SD40-2s 5675 to 5680 have been transferred from Alyth (Calgary) to Winnipeg, while sisters 5983, 5993, 5995, 5997, 6013, and 6015 have been transferred from Winnipeg to Alyth.

BC RAIL ALCO/MLW REPLACEMENTS: (p1-59) BC Rail has acquired Shamrock Coal (lettered Oneida & Western) SD40-2s 9950-9957. The units (built by EMD in 9/79, serials 786246-1 to 8) moved from Corbin, Kentucky, to North Vancouver in the second week of May.

PTC TESTED: BC Rail leased CN SD40-2s 5255, 5328, and 5339 for two weeks in late-March to evaluate their Positive Traction Control (PTC) equipment.

MISCELLANEOUS

ADDITIONAL UNIT: (p2-3) Prince Rupert Grain in Prince Rupert (Ridley Island), B.C. has acquired former Missouri Pacific SW1200 1135 (EMD Serial 31095, built 3/66) via PNC.

FROM WHERE TO WHERE?: Can anyone provide details on the following?:

-- On March 30, a switcher, either a SW7, SW9 or SW1200, carrying the number 136 with a crudely painted 'PG' on the cab and without builder's plates, was serviced in Edmonton before heading west.

-- On April 12, a black ALCO switcher numbered AMLX 17 (A.A. Merrilees, dealer), was noted in CP Rail's St. Luc Yard in Montreal. She carried a trust plate saying Girard Trust Corn Exchange Bank, Trustee, Owner and Lessor. There is speculation she was formerly Norfolk & Western T-6 no. 17 which was traded to General Electric, then went to Naparano Iron and Metal before going to the St. Lawrence Railway in 1986.

-- On April 18, a steam locomotive was spotted on a low-boy trailer heading east on Highway 401 at Milton, Ontario. The locomotive was painted green with a yellow ST. MARY(S) & WESTERN lettered on the tender.

ANOTHER DISCOVERY: An unnumbered GE 50 Ton unit works the Canadian General Electric plant in Peterborough, Ontario. It is believed that the unit was formerly Western Electric #3 (GE Serial 32404, built 3/56) until 1976, however, there was a report in 1977 that this unit went to Michigan Elevator Exchange. Can anyone confirm?

UNITS FOR SALE: Mandak Railway Supply of Selkirk, Manitoba, are the selling agents for Inco's (Thompson, Manitoba) three RS-18s, nos. 208-2 to 208-4. Inco's railway operations at Thompson have been shut down.

FROM OUR SALES DESK ... Now available is a 16-minute video produced by the National Museum of Science and Technology featuring their ex-CP 4-6-2 1201 in steam between Field, British Columbia and Calgary, Alberta, in July 1986. It is only available in VHS format and sell for $15.00 plus $2.00 postage and handling, from our Post Office address.

We also have a limited supply of BRS T-shirts in small and medium sizes at $7.00 each. Please add $1.50 for postage and handling. Please ensure that your name and address are clearly reflected in your order.

BY WAY OF EXPLANATION: If you are a **Canadian Rail** subscriber, I wish to point out that comments printed in the March-April 1987 issue of **Canadian Rail** were purely my own, and were written on my personal letterhead. It was the **Canadian Rail** editor's choice to identify me as the president of the Bytown Railway Society as this was not my intent.

I apologize if anyone was upset by my remarks, as they should not be constured as those of the Bytown Railway Society, nor of the BRS Executive. I have written to the editor informing him of same. (Paul Bown)

SOME SIGNIFICANT JUNE DATES:

June 25, 1855 - The Great Western Railway placed the steamers "Canada" and "America" on Lake Ontario and operated a service between Hamilton, Ontario, and Oswego, New York.

June 30, 1866 - New Brunswick voted for Confederation and the building of the Intercolonial Railway.

June 28, 1886 - The first CPR train left Montreal for Port Moody, B.C.

(**Dateline:Canada**, merci à Robert Couture)

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OUR LATEST PUBLICATION - **A GUIDE TO OTTAWA'S RAILWAY HERITAGE** - IS A COMPANION VOLUME TO THE **1987 CANADIAN TRACKSIDE GUIDE**. COMPILED BY COLIN J. CHURCHER, THIS BOOK, WHICH IS THE SAME SIZE AS THE **CANADIAN TRACKSIDE GUIDE** SO THAT THE TWO MAY BE CARRIED TOGETHER, IS A LISTING OF THE MANY ARTIFACTS THAT STILL EXIST IN THE OTTAWA AREA BUT WHICH ARE NO LONGER USED BY THE RAILWAYS. THIS INCLUDES THE STATIONS THAT HAVE BEEN SAVED, MANY MOVED FROM ORIGINAL SITES, AND USED FOR OTHER PURPOSES; BRIDGES AND TUNNELS, THE REMAINS OF WATER TANKS; FORMER ENGINE HOUSES; AND MUCH MORE.

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ENGINEERS MARK CENTENNIAL: As they celebrate the Canadian Engineering Centennial, two chapters of the Association of Professional Engineers of Ontario have decided to focus on railway engineering as a suitable means of commemorating the centennial of organized engineering in Canada.

The Toronto-Donlea Chapter of the APEO has announced that it plans to restore Don Station as closely as possible to its original condition when built in 1899 as a commuter station on the "Belt Line" which encircled what was then the city of Toronto. The station was located beneath the Queen Street bridge over the Don River. Outgrowing its commuter function, Don Station later became a regular stop for CN and CP trains heading to the north and east, respectively. In 1968 it was closed and subsequently moved to the Todmorden Mills museum in Toronto.

For operating purposes, "Don" still exists, marked by a signboard and a cantilever signal to indicate the transition between trackage belonging to the Toronto Terminals Railway (TTR) and the Bala and Belleville Subdivisions of CN and CP Rail, respectively.

The project will involve two phases. Initially, a model and display of the station will travel throughout 1987 as the chapter's contribution to APEO Centennial activities.

Actual restoration is planned to take place at a later date. Work will include the installation of period lighting; redecorating and refurnishing of the waiting room and agent/operator's office; refinishing of the exterior walls; the installation of period accessories; and the reconstruction of the platform.

In northern Ontario, the Lake of the Woods Chapter has just completed the restoration of a four-sided granite cairn, located beside CP Rail's main line and a short distance away from the station at Hawk Lake.

The monument was erected by Ottawa-valley contractor Harry F. McLean in memory of those employees of his Grenville Crushed Rocked Company who were killed at the quarry which the firm operated there from 1927 to 1940. Material from the quarry served as ballast along the CPR line from Thunder Bay to Winnipeg.

McLean was a well-known railway contractor during the early years of the twentieth century. A resident of Merrickville, and the owner/operator of a large quarry east of the community along CP Rail's Winchester Subdivision, McLean gained considerable notoritety as the famous "Mr. X". For a number of years, to celebrate his birthday, he used to stand on a balcony outside of a room at Ottawa's Chateau Laurier and shower the street below with one-dollar bills. Legend has it that he was highly amused at the mini riots which ensued in the street. (**Engineering Dimensions**, March/April 1987)

BEST LAID PLANS GO DOWN WITH SHIP: Peaceful little Prescott, Ontario, still survives as a part of both CN and VIA (trains 68/69). It likely would have lost both long ago, were it not for greater things.

In 1911 Charles M. Hays, Grand Trunk President, had plans to make it a major railroad centre, filling a large tract of land where the RCA plant now stands, north of the main line, with locomotive and other shops, regional offices, roundhouses - the works.

But he had to get approval from the majority shareholders, and they were in Britain. So there he went, and by April 1912 he obtained the go-ahead.

If you don't know, I'm sure you can guess which ship he booked his passage on for the return trip: the "Titantic".

The 'best-laid plans' of Charles M. Hays were laid to rest, and a new management laid its own plans elsewhere. But if that ship had missed the 'berg, what a difference it might have made for Prescott ... the Corridor ... and ... Canada. (Brockville **Recorder and Times**, 15-04-87, thanks to Paul Sheppard)

FALLEN FLAG: The Toronto, Hamilton & Buffalo Railway has ceased to exist. Known as the TH&B - AKA "To Hell and Back"; "Tired, Hungry and Broke", and "Tramps, Hoboes, and Bums", the vital rail link between Buffalo and Toronto passed into corporate oblivion on May 1, 1987. The death stroke occured sometime after CP Rail President R.S. Allison sat down for the last time with the TH&B Board of Directors at the railway's corporate headquarters in the now-closed Hunter Street Station in Hamilton. As reported in previous issues of **Branchline**, the TH&B has now become a part of CP Rail's London Division. (Hamilton **Spectator**, thanks to Clive Spate)

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