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# Branchline

CANADA'S RAIL NEWSMAGAZINE





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**BRANCHLINE** is published by the Bytown Railway Society, a non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history, with particular emphasis upon the National Capital Region.

Membership for 1988 is \$20.00. Kindly direct all membership correspondence to:

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**DEADLINE FOR THE MAY ISSUE IS APRIL 9.**

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**ON SHEET:** Our feature articles this month include: a trip over CN's Beachburg Sub. on a "SuperTrain"; railfanning around St. Albans, Vermont; a glance at a new ghost town; a flashback to a 1965 accident; and, of course, the latest news items.

**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). Kindly restrict yourself to the auditorium, foyer or washrooms, as the Museum is closed to the public after 18:00.

**APRIL 5** - Terry Hooper, Director of Operational Planning for VIA Rail Canada will enlighten us as to his role in 'troubleshooting' some of VIA's more complex issues, as well as give us an insight into the acquisition and disposition of equipment. Ray Farand and David Stremes will be providing coffee and doughnuts.

**APRIL 19** - Our usual 'third Tuesday of the month informal slide night', plus the showing of the 28-minute, 16 mm film "A Line For All Seasons", featuring the West Highland line from Glasgow to Mallaig in Scotland.

**HAVE YOU ORDERED YOUR COPY OF THE 1988 CANADIAN TRACKSIDE GUIDE?:** Were you wondering about the history of the boarding car you saw recently? What about the history of the VIA daynighters with window configurations that hint of a previous service? How many units does CN have on its roster? Interested in subway cars and light rail transit cars? It's all in the updated, expanded 268-page 1988 **Canadian Trackside Guide** available from the Society's address at \$11.25 ppd., or from the Sales Desk at our twice-monthly meetings at \$10.00.

**REMINDERS:** Restoration work continues every Saturday morning at the Museum of Science and Technology. Don't be bashful - come 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.

**SLIDES WANTED:** Ollie McKee, P.O. Box 57, Cardinal, Ontario, K0E 1E0, is looking for duplicate slides of CP Rail's one-of-a-kind RSD-17 No. 8921 in its previous incarnations as: Canadian National No. 3899; Pacific Great Eastern No. 624; Canadian Pacific No. 7007.

**STORAGE SPACE URGENTLY NEEDED:** Toronto-area readers take note. The South Simcoe Railway Heritage Corporation (nee Ontario Rail Association) "desperately" needs approximately 2,400 square feet of secure, indoor, storage space on a short term basis. Also required is an equivalent-sized work area for various restoration projects. So far appeals to the membership of that organization have come up short. Can anyone out there help? Please contact Tom Henry at (416) 936-2466.

**ON THE COVER:** Algoma Central Railway GP7 No. 168 pauses at Hawk Junction, Ontario, (where the Michipicoten Branch joins the mainline) with the Sault Ste. Marie to Hearst passenger train on June 17, 1952. The unit was but four months old, and became Mattagami Railroad No. 105 in 1985. Photo by Elmer Treloar, collection of the National Museum of Science and Technology. **INSET:** CN C-630M No. 2016 and GP9 No. 4486 power Train No. 337 into Brent, Ontario, on June 18, 1987. Photo by David Stremes.



# Information Line

**UNIONS WORRIED ABOUT OUTCOME OF DRUG TESTS** Concerned about how the results of mandatory drug testing of railway employees could be used (Branchline, March 1988), an official of the Brotherhood of Locomotive Engineers has stated that workers rights could be infringed upon in situations where an employee tested positive.

According to George Hucker, representing CP Rail employees in western Canada, "I'm not against testing. My problem is with the results of the test." Hucker also stated that he was convinced that current testing procedures are less than adequate, having a significant potential for erroneous results. To substantiate his concerns, Hucker utilized a hypothetical situation where an employee taking minor medication for the treatment of a cold or allergy might be wrongly accused of illicit drug use. "If there is doubt, and the accuracy of the test comes in question, then what do you do for the person somebody has pointed a finger at and said, 'You're dirty; you've been involved in marijuana,' when in reality he hasn't." (Canadian Pacific News Summary, 29/01/88)

**ACR TO RE-ORGANIZE:** Algoma Central has re-submitted an application to the National Transportation Agency for permission to re-establish a separate rail corporation.

Underlying the move is the desire to clarify the company's mandate. Like parent Canadian Pacific, the ACR is more than a railway, it also has a marine division and a real estate division. A company executive also stated that a separate rail division would also mean cheaper insurance.

If things are successful, the new company would be known as the Algoma Central Railway Inc., while the current ACR would seek a new name.

The move has come under heavy criticism in the Sault Ste. Marie area. According to local politicians, the ACR should not be allowed to dissolve into separate entities unless it is prepared to open its accounting records to outside audit. The ACR has refused to do so. The politicians want to see the books as the ACR currently operates under government subsidy. By proposing to establish a separate rail arm, the company appears to be signalling that "it is an economically viable operation." According to local MPP Bud Wildman, "the company is trying to have it both ways." (Canadian Pacific News Summary, 29/01/88)

**IS AMTRAK FOR SALE?** In a January 27, 1988 announcement, James Miller, Budget Director for the United States, has indicated that the Administration's new budget proposes to renew efforts to abolish the Interstate Commerce Commission (ICC) and to sell off Amtrak, the US passenger rail corporation. According to Miller, three segments of Amtrak could be run at a profit by a private organization. These include the Northeast and West Coast corridors as well as "a hub and spoke system out of Chicago." (Canadian Pacific News Summary, 05/02/88)

**FISCAL COMMITMENTS BOOST FUTURE FOR TRAIN:** Parallel action by the civic councils of the City of Hull and the municipality of Lapeche have given a new lease on life to plans to develop and operate a tourist railway operation over the former CP Rail Maniwaki Subdivision between Hull and Wakefield, Quebec.

Lapeche council has committed some \$50,000 to be used as a 25% share of the money required to acquire land in Wakefield for the redevelopment of the northern terminal of the line. Aside from acquiring land for parking, and the construction of station and maintenance buildings, the funds will also be used for moving the turntable from its current location - the site of the original Wakefield Station. Co-incident with the relocation of the terminal, the adjacent waterfront along the Gatineau River will be upgraded into a proper beach and swimming area.

On a larger scale, Hull has indicated that it will commit approximately \$500,000 towards work involving renovations to CP Rail's Hull Station, the proposed southern terminus of the operation. In addition to upgrading the 1966-era building, erected in conjunction with the massive re-organization of the railway infrastructure of the national capital region and replacing previous facilities at Hull West and Hull Beamer (see Branchline, November 1986 for photos), the funds will also go towards the development of parking lots along with general landscaping of the site. (The Ottawa Citizen, 18/02/88, also thanks to Dennis Peters and Clive Spate)

**CENTENNIAL OF FIRST UNION STATION:** To mark the centennial of Indianapolis Union Station, the oldest union station in the United States, Amtrak has announced that it will hold a special two day equipment display on April 23 and 24.

The facility has recently undergone a 2-year restoration program costing more than \$50-million dollars. In addition to serving train travellers between there and Chicago, the complex also houses Union Station Holiday Inn as well as specialty shops, and restaurants.

Aside from earning the distinction of being the oldest "union" facility in continuous existence, the station is also noteworthy for being the first terminal in the U.S. to have elevated tracks. (The Globe and Mail, 02/03/88)

**SPECTRE OF ELECTION MEANS STATUS QUO AT VIA:** The next two-years could be ones of relative calm for VIA Rail Canada. According to the pundits, little will be done by the Federal Government by way of any major initiatives which may leave a bad taste in voters' mouths.

The stand easy posture effectively scuttles earlier plans to table a National Rail Passenger Rail Transportation Act as the Government performs a balancing act between controlling the size of the operating subsidy dolled out to VIA and responding to the wishes of the voters. The legislation was first announced in 1986.



Under an earlier scenario, Canadians had been admonished to "use it or lose it", as the Government served notice that its once vaunted fiscal belt-tightening exercise could jeopardize the fate of many of the country's less frequently used passenger services. Indeed, earlier budgets brought down by the present Government had put the Corporation on notice that the yearly allotments would be progressively reduced in size as the Government moved to trim the national deficit.

During the last year, however, a slight change in philosophy has been detected. Additional funding came VIA's way during 1987, enabling it to fulfill an ambitious capital acquisitions program involving the purchase of additional F40PH-2 locomotives; the construction of new secondary maintenance centres at the coastal extremities of the passenger rail network; and the updating of the HVAC and electrical systems of much of its older coaching stock.

In a similar vein, Ottawa has recently announced that VIA will receive an additional \$100 million in the forthcoming year.

As to the fate of the proposed passenger rail legislation, aides to Transport Minister John Crosbie have indicated that the bill would be re-introduced at "an appropriate time." (The Globe and Mail, 02/03/88)

#### AFTERMATH OF COMPLETION OF TUMBLER RIDGE LINE PROVES TO BE LESS THAN EUPHORIC FOR BC RAIL:

Although gaining a world-wide reputation as being a state-of-the art example of electrified heavy haul operations, BC Rail's recently completed Tumbler Ridge rail line has also had its share of problems. Of late, the courts have been witness to two of them. In one instance, the provincial railway has been successful in winning damages from a consortium headed up by Canadian Pacific Consulting Services (CPCS) while the other has engendered it a fair amount of criticism from a BC supreme court justice. The dispute with the consortium headed by CPCS involves the premature deterioration of the catenary located in the tunnels of its 130-kilometre Tumbler Ridge coal-hauling railway with the railway netting some \$3,435,315 in damages.

The decision was handed down by BC Supreme Court Justice Mr. Reginald Gibbs. In delivering his statement, Gibbs also took the time to criticize Canadian Pacific Consulting Services, the leading member of a international team set up to design, develop, and construct the railway.

According to Gibbs, "CPCS shouldered a heavy responsibility which, unfortunately, was not discharged in respect of the tunnel sections (of the electrification work), probably because, in the words of the plaintiff's counsel, 'CPCS was not expert in the field of overhead contact wire design and consulting at all.'"

In the other situation, a costly legal battle resulted from a dispute involving the railway and Wolverine Tunnel Constructors who had been contracted to build the Wolverine

Tunnel, one of the two tunnels on the Tumbler Ridge Line.

When awarded the contract, the firm had accepted it on condition that BC Rail would meet any extra costs arising from difficult rock conditions or other on-site problems. Such problems materialized, with the tunneling teams encountering large pockets of dangerous hydrogen sulphide gas as well as large sums of water.

When BC Rail was reluctant to compensate the contractor for costs arising from the extra problems, a court battle ensued, with the railway coming out on the losing end, to the tune of \$2.6 million well below, however, the \$5 million sought by the plaintiff.

The action did not sit well with Justice Bruce MacDonald charged with overseeing the proceedings. According to MacDonald, "Neither party has been prepared to give ground and has fought all claims with tenacity.... The legal issues are few and relatively uncomplicated. I cannot help but wonder the economics of resolving the disputes in issue here." (The Ottawa Citizen, 02/03/88 and Canadian Pacific News Summary, 26/02/88)

**BOXCARS ENJOYING NEW POPULARITY:** For many years headed towards oblivion, their function superseded by the versatility of specialty cars and inter-modal shipping, boxcars are showing a slight revival in popularity, at least in the United States.

During 1987, many US roads went out and began an aggressive marketing campaign to boost the utilization of the traditional freight carrier. Although not spectacular, the results were encouraging. According to an official from Southern Pacific, boxcars do have the advantage of being able to carry a heavier weight and a higher cube than trailers.

Although they will never enjoy the popularity they once did when all freight was shipped by rail, there still may be a market niche for the "house car", given the right combination of rates, delivery schedules, and networking. (Canadian Pacific News Summary 12/02/88)

**RAILWAY PILOTS CONDO WAREHOUSING:** Working with a bulk storage and handling company and a trucking firm, CP Rail has developed a novel shared-warehousing concept for the handling of dry bulk commodities at its Sortin Yard in Montreal.

Built and operated by Stranex of Montreal, the new warehouse occupies 61,200 square metres of space leased from the railway. Already, Sortin Yard is used for dry bulk commodities. Under the new program, a second unloading track would be built next to the new warehouse. Incoming dry bulk commodities would be unloaded onto a conveyor in a pit running beneath the track and moved up to the warehouse roof on a rotary stacker. The stacker will move the load along the roof-top and deposit it into the customer's designated warehouse section through a hatch.

The design of the warehouse is quite flexible, allowing new sections to be easily added and the roof and rotary stacker expanded.



A special feature of the new complex will be facilities for handling outbound movements. Loading bins will be built over the tracks beside the warehouse so that rail cars can be easily loaded. Previously, Sortin Yard could only handle incoming shipments.

According to Ron David, CP marketing representative, the condo concept has appeal for both large and small shippers. "Most large companies generally prefer to lease warehouse space and leave the capital investment to someone else. Smaller companies prefer ownership because it gives them more control over service." (Canadian Pacific Press Release, 10/02/88)

**NEW PROPOSAL FOR AUTO-RACKS MAY HAVE MODELLERS SCRATCHING THEIR HEADS:** In an effort to reduce the back haul charges associated with the return of Auto-Rack cars to Vancouver after having delivered their loads of Japanese automobiles, Pacific Commerce Line is investigating about using lumber destined for Japan as a back-haul cargo. During the first month of February, some 18 million board feet of lumber were loaded at Vancouver.

Just think, a two-truck Shay, somewhere in the wilds of a suburban basement, towing a set of Kadee skelton cars. Just ahead of the "bobber" caboose, a scale 85 foot auto-rack in living plastic. To borrow from a well-known model railroad publication, "there's a prototype for everything!" (Canadian Pacific News Summary, 18/02/88)

**CALGARY ALDERMEN WANT COMMUTER RAIL SERVICE:** In an effort to deal with rush-hour traffic problems in the north west part of Calgary, Alberta, two aldermen have called for the development of a conventional commuter rail service which would use existing CP Rail lines in the area.

The proposal is encountering a less than enthusiastic response from CP. According to company spokesperson Earl Olson, "I can't see anyone operating trains on our mainline." Noting that the line already handled in excess of 30 trains on a daily basis, Olson also stated that any extra movements would more than tax the line's existing capacity. (Canadian Pacific News Summary, 19/02/88)

**MINISTER SUPPORTS AID FOR NEWFOUNDLAND RAILWAY:** Transport Minister John Crosbie has stated that CN Rail should be fully compensated for the losses it incurs in operating its railway service (Terra Transport) in the province of Newfoundland.

Last year, the colourful narrow gauge service lost some \$50 million by the time the dust had settled. CN wants out of the deal completely and has suggested that the rail operations be discontinued in favour of a trucking service.

Both the Federal and Newfoundland Governments have resisted the suggestion. Not only would the province have to embark upon a massive highway upgrading program, there would also be the unemployment arising from a CN pull-out. Sources estimate that CN's labour force in Newfoundland would be reduced from 600 to less than 200 employees. (Canadian Pacific News Summary, 19/02/88)

**SAFETY ENHANCED WITH RESET CONTROLS AND EVENT RECORDERS:** 1100 units later, Canadian National has just completed the job of installing reset safety control devices (RSC) in its mainline locomotives.

An electronically-timed device, the RSC automatically brakes a train if the crew becomes incapacitated. RSC's are to the 1980s what the dead man's pedal was when diesels first began to supercede steam locomotives.

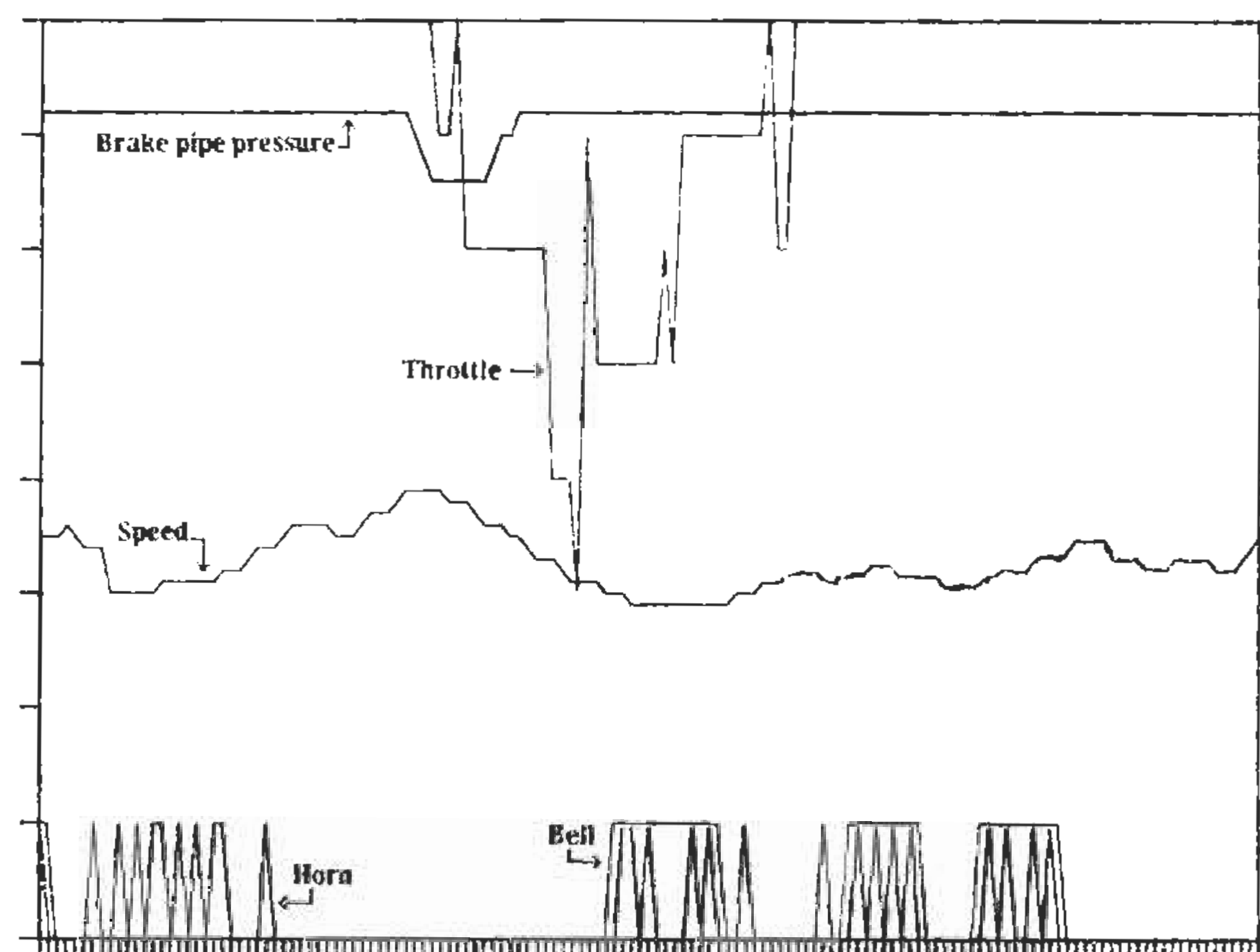
The RSC is far superior to the dead man's pedal, being very hard to tamper with or bypass. A favourite trick with the pedal was to avoid having to keep it constantly depressed with the engineman's foot by substituting a tool box or other heavy object, thus leaving the operator free to get up or even leave his position while the unit was in motion.

The RSC will activate a train's brakes only after a progressively more urgent series of warnings are ignored by the locomotive's operator. If the RSC is not being responded to as required, a warning light will flash, then a loud horn will sound, then a shrill whistle will blow. Should no reponse come from the crew, the train's brakes will be automatically applied.

Aside from the RSC installation, CN has also embarked upon a program to equip its mainline locomotive fleet with event recorders. Similar to black boxes on aircraft, the recorders monitor locomotive operation and handling. Unlike units in the United States, CN's recorders are also compatible with ATCS (Advanced Train Control Systems), the operating system of the future.

As of December 31, recorders had been installed in 150 units, with a further 700 targetted by the end of 1988. The whole fleet will be equipped by the end of 1989.

A sample of the information and the format in which it can be provided by downloading the results through a portable personal computer are shown in the accompanying drawing. (Keeping Track, January/February 1988, merci a Jacques Beaubien Jr.)



Graphs similar to the above, showing five kinds of data required by federal authorities, will be available through "briefcase" type of personal computers.



**REHABILITATION PROJECTS ANNOUNCED FOR 1988:** In an announcement made on February 19, 1988, Transport Minister John Crosbie announced that the Federal Government will spend upwards of \$25.6 million to upgrade nearly 555 miles of branchline in Canada's prairie provinces.

The work is being carried out under the auspices of the Government's Prairie Branchline Rehabilitation Project.

This year, the rehabilitation effort will involve 11 lines in Saskatchewan (seven CP, four CN); two CP lines in Manitoba, and one CN line in Alberta. In Alberta, CN's Alliance Subdivision, between Alliance and Camrose, will be upgraded. The CP lines in Saskatchewan which are to be upgraded include the Bromhead, Fife Lake, Melfort, Notukeu, Vanguard, and Bromhead West Subdivisions. CN lines in Saskatchewan include the Avonlea, Big River Southern, Blaine Lake, and Rhein Subdivisions. Work in Manitoba is limited to portions of Canadian Pacific's Gretna and Lac du Bonnet Subdivisions.

The program was established by the Liberals in 1977. By the end of the 1988/89 fiscal year, the program will have seen the upgrading of some 4,600 miles of grain-dependent trackage at an overall cost of \$900 million. After this round of activity, only one last push remains as the program is due to conclude on March 31, 1990. (Transport Canada, Information, 19/02/88)

**NEW GO STOP ADVOCATED:** Area planners have called on GO Transit, the Ontario Government's commuter rail service, to construct a new station, Waterdown, between the current one at Burlington West and Hamilton.

The facility would open up service to thousands in the region to the west and north of Burlington who have to date shunned GO service because of the inconvenience of getting to the Burlington West station. Access now is only possible if one is willing to risk the perils of rush hour traffic right through the centre of that city.

Aside from the benefits which it would provide to Burlington residents, it is also felt that the new station would be a convenient alternative to patrons in the Waterdown, Ancaster, Dundas and Flamborough areas who now must decide between fighting traffic either on the way to GO's Hamilton station, located in the CN station on James Street North, or through to Burlington West.

This is not the first time that GO has had to respond to congestion and overcrowding at Burlington West. The commuter authority is currently building a new facility, Appleby, on the eastern extremities of the city, providing better commuter rail access for would-be travellers in that sector. (Hamilton Spectator, 23/02/88, thanks to Clive Spate)

**GOODWILL PROGRAM IN EFFECT:** Buoyed by the success of its on-time performance campaign, VIA Rail Canada, Inc. has developed a follow-up, known as the "Goodwill Program".

Coming into effect on March 1, the program institutes a series of complimentary services to be offered to passengers who have the misfortune to be riding on late trains or who

encounter other aggravating mishaps, such as lost baggage, while travelling with VIA.

The heart of the program remains VIA's response to the question of late trains. Under the Goodwill Program, VIA will provide passengers a 50% credit on the purchase of their next ticket for situations for delays of between 30-minutes and two hours, for any trip of up to five hours duration. Where the delay exceeds two hours, passengers will receive a 100% credit. For trips of longer duration than five hours, the 50% credit is offered for delays ranging from two to four hours. For delays exceeding four hours, passengers will receive a full credit. Passengers can use their travel credits any time within six months following their date of travel, subject to peak period restrictions.

In addition to the travel credits, VIA personnel have been instructed to introduce complimentary services, such as free beverages, etc., as soon as problems arise. Previously, this had taken place on an ad hoc basis, resulting in confusion both amongst passengers and VIA Rail staff.

The program was aptly summed up by Roy Arnold, vice president, Customer Services, when he stated that "We know what kind of service our passengers expect from us in difficult service situations and this policy formalizes VIA's commitment to making sure they get it." (Vialogue, January/February 1988)

**MONTREAL-TORONTO SERVICE UPGRADING CONTINUES:** As reported in the February issue of Branchline, VIA Rail Canada is pulling out all the stops in a bid to win a greater share of the lucrative Montreal-Toronto travel market.

In an update of activities on its efforts, VIA has announced the following: rotating seats have been installed in all of its fleet of 23-club cars, with the exteriors now sporting a "VIA 1, First Class" monogram; May 1 has been set as the date for the implementation of the LRC banking system, allowing trains to pass through curves at a higher speed than currently possible. A feature of the system is an automatic reset allowing engineers to activate or deactivate the banking system as conditions dictate; a prototype system for the manual control of the doors on LRC coaches, thereby permitting greater reliability; seat selection by passengers later this year, thus guaranteeing passengers that the space they booked will be there for them when they board the train; special advertising; and the evaluation of a program to introduce complimentary snacks to coach passengers in return for a slightly higher fare. (Vialogue, January/February 1988)

**MUSEUM OPERATIONS SHOW DEFICIT:** Steamtown of Scranton, Pennsylvania, will post a deficit of several million dollars for its 1987 operating year. According to "informed sources", the loss will put a crimp in plans for 1988 and may require the sale of some equipment in order to maintain any semblance of a healthy balance sheet. (Informed Sources)



**CN MAY LEASE NEXT ORDER OF NEW LOCOMOTIVES:** Citing the need to maintain a ceiling on its overhead, Canadian National has served notice that it is examining the feasibility of leasing rather than purchasing the next round of new locomotives which it acquires.

At the moment, the crown corporation has gone to both General Motors and the U.S.-based General Electric with a tender call that includes prices on either a lease or purchase basis.

Were CN to go with the leasing option, a spokesperson has indicated that the company would give the units regular periodic maintenance, leaving all overhaul work to the manufacturer.

Pursuing the leasing option would have a devastating effect upon the number of shopcraft employees required by the railway. (Canadian Pacific News Summary, 26/02/88)

**THREE YEAR FUNDING FOR ATCS:** The Federal Government has announced that it will spend up to \$15 million in the next three years to encourage the development of new train control systems.

The monies will be used to fund research, development and testing of the Automatic Train Control System (ATCS) in British Columbia, Alberta, and Ontario.

The development of such systems was one of the recommendations arising from the Foisy Commission investigation of a head-on crash between a CN Rail freight and VIA Rail's "Super Continental" at Hinton, Alberta, in February of 1986. (Canadian Pacific News Summary 26/02/88)

**CWR LOSES APPEAL, OWNER VOWS TO TRY AGAIN - SOLUTION MAY LIE WITH EMPLOYEES:** In what some observers regard as a precedent-setting move, the Federal Court of Appeal has ruled that the Central Western Railway, established more than two-years ago to operate over CN's former Stettler Subdivision, will have to abide by union contracts even though it is no longer a part of Canada's main railway systems. The decision could impact severely upon future attempts by small carriers to acquire marginally economic branch lines from either CN or CP and operate them at profit by avoiding the costs associated with operating under railway collective agreements.

Expressing his disappointment with the judgement, which essentially upheld an earlier decision by the Canada Labour Relations Board, CWR owner Tom Payne has vowed to come back again with a further appeal once he has sufficient funds to build a new case.

Payne's next hope may lie, ironically, with the employees which the unions want to represent. According to Payne, none of his staff want collective representation. Indeed, a recent attempt by the Brotherhood of Locomotive Engineers to sign up Payne's two engineers just might have back-fired. According to Payne, "My engineers went to the labour board and demanded a decertification vote. They had a supervised vote, but the labour board hasn't released its ruling yet."

The CWR claims that honouring the union contract would force it to shut down. (Canadian Pacific News Summary 12/02/88 and 04/03/88)

**BLEAK OUTLOOK FOR 'LAND OF EVANGELINE' ROUTE:** The future may be limited, indeed, for one of Canadian Pacific's more colourful subsidiaries.

CP Rail officials met with the 85 employees of its Dominion Atlantic Railway (Nova Scotia) on February 22. Although the exact details of the meeting were not made public, a company spokesperson indicated that the employees were provided with the results of an internal study, recently conducted by CP Rail, on the Halifax to Yarmouth line. The review is just one of several being performed on CP's marginal operations in the Maritimes, others including trackage in New Brunswick in the vicinity of Woodstock and Perth-Andover.

According to B.C. Scott, senior manager of communications with CP, "We do not see in our studies anything that secures the future of this particular line.... We want to talk to our customers, and to our employees and to everyone involved, and analyse the whole situation before anything definite is done about it."

During the past few years, carload freight shipments have been in decline, especially on that portion of the line between Middleton and the southern terminus at Yarmouth. Indeed, freight operations to Yarmouth now operate as infrequently as once a month.

In addition to its freight operations, the line is also used by VIA Rail Canada, being served by the "Evangeline", trains 151/152 (daily except Sunday) and trains 153/154 (Sunday only). The passenger operation, overhauled several years ago by VIA, is noteworthy for its excellent cost to revenue ratio, being one of VIA's better performers. (Canadian Pacific News Summary, 09/03/83)

**PORTION OF CN'S ATLANTIC REGION GOES TO MBS:** Canadian National instituted Manual Block System train control along its Newcastle (New Brunswick) and Mont-Joli (Quebec) Subdivisions effective February 14, 1988. Part of CN's ongoing rationalization program, the move means the elimination of 13 operators, leaving only one on duty along the Gaspé Coast at New Carlisle, Quebec, the eastern terminal.

Aside from retaining the Operator at New Carlisle, CN has also kept Operators at Mont-Joli and Moncton, New Brunswick. (Merci à Charles Ouellet)

**TRAFFIC EXCEEDS EXPECTATIONS:** Mention excess levels of traffic and one normally looks to the heavy haul operations in western Canada of the two national carriers (Branchline, February 1988). Down east, however, things aren't exactly static - in certain areas at least. Traffic levels for 1987 on CN's Napadogan Subdivision hit an all time record of 18,000,000 tons, besting CN's early prediction of 17,000,000 tons. (Merci à Charles Ouellet)

**GROUP RECOMMENDS INTERMODAL OVER 4 LANE ROUTE:** Transport 2000, a Canadian consumer transportation lobby group, has come out in opposition to a proposal to four-lane the northern Ontario portion of the Trans Canada Highway.

According to Transport 2000 President Tony Turritin, "There has been no research done to



show a need in the North.... Four-laning only makes sense for a few weeks in the summer."

Instead, the group has called for improvements to the rail system and better utilization of Great Lakes shipping. One means of avoiding an expansion of the highway is through better utilization of COFC and TOFC services offered by CN and CP, with the railways looking after long haul movements and the trucks providing pick-up and delivery. (Canadian Pacific News Summary, 15/01/88)

**HIGHRISE PLANNED:** CP Rail hopes to construct a 78-storey office tower across from Windsor Station in Montreal, Quebec, on the block bounded by René Levesque Blvd. (ex-Dorchester Blvd.), Stanley, de la Gauchetière West, and Drummond. It would be the tallest building in Canada, 6 stories higher than the First Canadian Place in Toronto, and 10 stories taller than the Scotia Plaza complex presently being constructed in Toronto. (Bruce Chapman)

**NEW SERVICE PLANNED:** VIA Rail is planning to introduce new Ottawa-Toronto trains in the fall of 1988, leaving both cities at approximately 15:30 daily. As well, an application has been made to the National Transportation Agency to discontinue overnight Ottawa-Brockville Trains 48 and 49 in favour of this new service. Protests over the discontinuance of the 'overnight' should be sent to the Railway Transport Committee of the NTA, with a copy to VIA Rail Canada Inc. (Bruce Chapman)

**E&N ROUNDHOUSE FIGHT ON:** The B.C. Railway Historical Association and the Greater Victoria Electric Railway Society are working towards the preservation of the Esquimalt & Nanaimo roundhouse in Victoria, B.C. for use as a transportation museum. The E&N roundhouse is a classic example of roundhouse art, and the City of Victoria has placed the complex on its heritage list. Its preservation has received the backing of local politicians. VIA Rail RDC-1's 6133 and 6134, which cover the daily Victoria-Courtenay service (Trains 198 and 199), are the only units still maintained at the facility. All freight operations are handled out of Wellcox Yard in Nanaimo. (Paul Crozier-Smith)

**NEW YORK CITY COMMUTERS STAGE SMOKE-IN:** Tobacco-loving commuters, angered by a smoking ban on both Metro-North and Long Island Rail Road commuter trains, staged a smoke-in in the bar car of a Metro-North train from New York City to New Haven, Conn., and pledged to continue lighting up despite receiving summonses.

The ban commenced February 15 after federal legislation was passed that would have deprived the railroads of more than \$500 million in federal aid if smoking were allowed. The Long Island's United Transportation Union, whose membership includes conductors, had long worked for the smoking prohibition because they feared respiratory illness while collecting tickets in smoke-filled cars. (The Ottawa Citizen, 18-02-88)

**BOX CARS SOLD:** Enafer, the national railway of Peru, recently purchased 100 used box cars from CN Rail. They were shipped from Montreal on the M/V "Fremo Sirius" in the largest shipment of railway cars to leave a Canadian port. (Canadian Sailings, via Ron Cooper in APRA's The Marker, March 1988)

**TEMPO CARS RENUMBERED AND NAMED:** Fourteen of the 17 VIA Rail Tempo cars have entered ski train service on the Denver & Rio Grande between Denver and Winter Park, Colorado. Renumberings are as follows:

VIA #	D&RGW #	NAME	TYPE
321	425	Colorado Springs	Parlour-club
322	426	Glenwood Springs	Parlour-club
323	427	Idaho Springs	Parlour-club
340	---	(held for parts)	
341	420	North Park	Cafe-Lounge
342	421	Winter Park	Cafe-Lounge
343	---	(held for parts)	
344	---	(held for parts)	
350	431	Pikes Peak	Coach-ski
351	432	Pyramid Peak	Coach-ski
353	433	Shavano Peak	Coach-ski
355	430	La Plata Peak	Coach-ski
362	441	Mount Elbert	Coach
366	442	Mount Evans	Coach
371	444	Mount Princeton	Coach
373	443	Mount Massive	Coach
375	440	Mount Bierstadt	Coach

(Tom Higgins)

**QUEBEC CENTRAL NO LONGER GOES TO QUEBEC CITY:** The Quebec Central Railway's (part of CP Rail) Vallée Subdivision no longer connects with CN at Diamond (mileage 130.9 of the Vallée Sub.). A stop sign has been erected at 'end of track' and the connecting wye trackage at Diamond has been removed.

The last train to Quebec City was in mid-1986, coincident with wood chip traffic off the Lac Frontière branch drying up when the rates suddenly jumped by 15%. The cars off the branch travelled the Vallée Subdivision, thence over CN trackage and the bridge to Quebec City, thence CP to mills in Trois-Rivières. (George Matheson)

**SERVICE CLUB TO RESTORE CAR:** In a move similar to rail preservation activities in England and elsewhere in Europe, the Lions Club of Tottenham, Ontario, has agreed to assume responsibility for the restoration of Combination Car No. 321, owned by the Ontario Rail Association.

The Lions Club plans to rehabilitate the car with the goal of converting it into use for carrying physically-handicapped and non-ambulatory passengers. The work will involve modifications to the baggage section in addition to the removal of seats and their substitution with special tie-down devices for securing wheel chairs. The car will be run by ORA for the benefit of disabled groups who visit Tottenham to see their tourist short line operation over approximately 5 miles of the former CN Beeton Subdivision.

Car 321, also known as "Chinguacousy", was built for Canadian National in 1929 by the National Steel Car company. (Thanks to Tom Henry, Ontario Rail Association)



# HOTSHOTS on the Beachburg Subdivision

BY DAVID STREMES

Canadian National 'Draper-Taper' SD60F No. 9902 pauses to change crews at Brent, Ontario, on June 18, 1987. "SuperTrain" No. 201 will soon be on its way west. Photo by David Stremes.



If anyone had said last year that I was going to get up at 3 in the morning to ride a train, much less a freight train, I would have told them they were missing a few screws. However, that's exactly what happened early in the morning of June 18, 1987. Joe Barnes, CN's Yardmaster at Walkley Yard in Ottawa, called me at 03:00 to tell me that No. 201 was ordered for 04:00, and I was in luck, as it had a "Cadillac" on the head end - one of CN's SD60F's, No. 9902.

Why was the Yardmaster calling me at 03:00? Because I had received permission to ride the head-end of a freight from Ottawa to Brent, Ontario, and return. (There is another story to be told here, but it's a long one, and would best be told by my friend Ray Farand who was really responsible for me getting this permission). Part of the reason for this trip was to check out this line in preparation for the Society's October 4, 1987 steam excursion to Pembroke, Ontario.

I had called Joe the evening before when he came on duty at 23:00, and asked him to give me a one-hour call for No. 201. The regular crews get a two-hour call, but I figured I needed as much sleep as possible, and I live only 15 minutes away (especially at 03:30). I didn't get much sleep and after grabbing a quick breakfast, I headed out the door, but not until my wife Elaine told me in no uncertain terms that if I was ever to do this again, I was going to sleep on the couch, with the telephone!

When I arrived at the Yard I introduced myself to one of the crewmen who was signing the appearance sheet. (While there are now female brakemen {persons} working in Ottawa, there were none on my crew). I guessed correctly that he was the conductor, and I had now met Don Brownrigg. Before long I met the remainder of the crew - Engineer Keith

Goodhue, Head-end Brakeman Gerry Blaine, and Tail-end Brakeman Tim Murphy. Off to the locker room to watch Don check over the journal, where I learned that today there was some switching to do at Ottawa - five cars were coming off the head-end, to be replaced by five piggyback flat cars.

Train No. 201 is one of what CN calls its "SuperTrains". These are freight trains that carry only through traffic, most of which is "time sensitive". They do not carry dimensional loads. Train No. 201 runs from Montreal to Vancouver five days a week, usually leaving Montreal just after midnight.

While the crew of No. 201 was doing its switching, I mounted my camera on its tripod and took some time-lapse photos. While I was doing this, train No. 338 arrived from the west powered by GP40-2L(W)'s Nos. 9513 and 9565, and GP9u No. 4020. Not wanting to delay 201, I climbed aboard No. 9902 after the train was put back together. This was only my second time inside one of CN's cowl-bodied units (the other was inside an SD50F at Taschereau Yard in Montreal), and I could see why Engineer Goodhue welcomed me to "The Dance Floor". It wasn't too long until the brakes had been set up and released, and the incoming conductor was calling "OK to pull when you're ready 201." With Don and Tim in position for the pull-by inspection, Keith rang the bell, released the brakes, and pulled the throttle into Run 1 at 04:47. With no effort, our consist of No. 9902 and GP40-2L(W)'s 9502 and 9533 had our train of 61 loads and 23 empties moving. We had 5,872 tons and were 5,809 feet long.

We crawled out of the Bypass track onto the Walkley Line, over the Airport Parkway, and we were just approaching the McCarthy Road crossing when the tail-end called "All aboard 201". An OC Transpo bus on an early-



morning run was the only vehicle to watch us pass. Wass was reached at exactly 05:00 and Keith waved at an Ottawa Police constable on the Old Riverside cul-de-sac.

You get a different perspective of the right-of-way from a locomotive cab. After spending years looking up from the ground and taking pictures of passing trains, it was a bit unnerving to be looking down at various locations from which I have taken pictures. Past Federal, where the Smiths Falls Subdivision joins, behind the Colonnade Road buildings, over Merivale Road. Soon we were looking into the backs of new houses west of Woodroffe Avenue.

While it is slightly uphill heading west out of Ottawa, there is no opportunity to build up speed due to the slow order on the bridge over the former CPR Carleton Place Subdivision right-of-way at Bells Corners. We were approaching the junction at Nepean where the Renfrew Subdivision swings away, when the tail-end called "Over", to indicate that they were over the slow order. At last we could get up to speed.

As the sun began to lighten the skies, we began to see a lot of fog lying across the top of the fields. Near Dunrobin, the tracks seemed to disappear into a patch of fog. Soon we were onto the bridge over the Ottawa River at Fitzroy Harbour, with the sun casting a wonderful reflection off the water. We were now in Quebec, and passing Pontiac, where CN loads ballast brought from Hilton Mines. (Unlike CP, CN must have their ballast brought in by large dump trucks from the mine about 1/2 mile north).

We passed Miss Margaret Easy's modest white farmhouse at 06:00. Even at that early hour she was up, highballing us through Maggie's Curve [Mileage 44.5, **Branchline**, November 1987] with a lantern wave from her window.

The old station at Portage-du-Fort, Quebec, looked pretty sad. The station name board on the east side had fallen off and was lying on the ground. The train order signals were gone, as the operator's position had been abolished, however, the mast was still there.

West of the station we went through an 'S' curve, and suddenly we seemed to be hanging in mid-air. The bridge over the Ottawa River was surrounded in fog. It was a funny feeling to look down from the cab into the fog, knowing that the water was down there somewhere but having no perception as to where. At 1,628 feet, this bridge is slightly longer than the bridge we had crossed at Fitzroy Harbour, which is 1,590 feet in length.

Back in Ontario we climbed 80 feet in seven miles and had reached Forresters Falls before I could look back and see the whole train swept around a long curve, before crossing a high steel bridge at 20 mph over a creek. Soon we were approaching Pembroke and passing over CP Rail's Chalk River Subdivision. The crew told me that they often go over a CP freight here, but none was visible today. Ray Farand, who drove up to Pembroke to take our picture, told me that we had just missed a westbound CP freight

that morning.

As we approached the CN station at Pembroke, we were all peering ahead, looking for the operator who would hoop up our orders. The train order signal displayed yellow, indicating that we were to receive orders on the fly. (If the signal had displayed red, we would have had to stop and sign for the orders). Just when we were wondering where he was, the operator came out to hand up the orders on the hoop. Our only order that day gave us rear-end protection from Hiam, the siding just west of Pembroke, to Brent. This meant that no westward train could go west of Hiam until we arrived at Brent, and that the tail-end was relieved from going back to flag if we had to stop for any reason.

There is a long bridge in Pembroke, over a valley and what used to be part of the now abandoned Locksley Subdivision (ex-Grand Trunk, nee Pembroke Southern, between Pembroke and the Renfrew Subdivision, nee Ottawa, Arnprior & Parry Sound Railway, at Golden Lake). On the west side of town is a house which is very close to the tracks, and there is a slow order past it. Apparently it is a former section foreman's house, and the slow order is to keep the china in the cupboard!

Ray raced ahead of us to be in Alice, the last place where he could easily photograph us. West of Pembroke there are only four places which are accessible by road: Alice, Achray, Lake Traverse, and Brent. In fact, there is only one level crossing at which the engineer is required to blow the horn, between Mile 99 and Mile 162 at Brent, and that is a logging road crossing at Mile 130.

Just west of Alice was the hardest part of the trip, where we climbed from 533 feet to 729 feet above sea level through nine miles of constantly curving track. The power sure got a workout.

We were now into Algonquin Park (the crew tried to find the marker, but it was covered by overgrowth), and the scenery was spectacular. There were several rushing streams and rock cuts. Near Radiant we saw a bear cub crossing the tracks ahead of us, and soon after we saw a much larger one at Odenback, although by the time we got to where it had been, it was long gone into the bush. Although there were plenty of spots where moose would feed, there were no signs of any today. Three deer ran across the tracks ahead of us, and that was our wildlife for the trip, except for some waterfowl on the lakes.

Soon we were sweeping around a large lake, and Gerry pointed out Brent to me in the distance. Our tail-end crew called to remind us of the approaching yard limits. The yard consists of the main line track, and four long sidings, two of which have not been used in some time. A bunk house is on the south side of the tracks, facing the lake. It is a large facility, home for away-from-home crews from both Ottawa and Capreol.

Some of the outbound crew were waiting for us on the platform as we pulled up, and Keith expertly spotted the train directly in front of the small station.



We all climbed down from the 9902 and were soon replaced by the outgoing crew. After a quick brake test, No. 201 was on the move again.

After watching the train pull by, I walked over to the bunk house with Don and Tim. Don showed me where to sign for a room, and after I put my gear in it, I returned to the kitchen to eat my 'lunch'. I didn't expect to spend much time in Brent, as there is usually an eastbound train after noon, and hadn't brought much food. As I was to find out, this was a big mistake - I should have known you can never count on freights running on schedule. With a track work program in northern Ontario, everything was late from the west.

The kitchen was large enough to seat about 16, with stores, microwaves, and other essentials to allow for up to four meals to be prepared at the same time. My peanut butter and jam sandwiches paled in comparison to some of the gourmet meals I saw prepared! Next to the kitchen was a reading room and a television room (fed by a satellite dish), each with plenty of comfortable chairs. This was a real home-away-from-home, meant to make the crews' stay there more enjoyable, but the crews no doubt preferred their own homes to this one - no matter how comfortable.

After making two attempts at sleep, I got up and wandered around. Brent is basically the bunk house, a general store, and some cottages. There was a sign outside the store that read "Welcome to Downtown Brent"!

An old railway bunk house and roadmaster's house are still standing. Up on the hill was a large radio tower for communicating with the trains. To be less dependent on commercial electricity, a diesel generator unit on the north side of the yard constantly to supply electricity to the various CN facilities. Half-covered in vegetation was an old outside-braced boxcar that was used for the storage of various track items, mostly shims.

When I first arrived at Brent, the first eastbound freight out of Capreol (the next subdivision point to the west) was not scheduled until after noon. I checked with the operator in the early afternoon and was informed that it would not be out of Capreol until 17:00 at the earliest. What was originally intended as a day trip was quickly turning into a 24 hour marathon!

Back in the bunk house, the crew I had come up with, and another crew who had been there since the day before, were having supper. As I had eaten all of my food, they offered to share theirs with me. I gratefully declined, but did buy a large can of stew to hold me together. Talk around the table centred around who was and wasn't going to transfer to VIA Rail in October 1987.

On my last trip to see the operator, I learned that westbound train No. 337 was expected about 18:00. With camera in hand I walked towards the east end of the yard to get pictures of him rounding the curve out of the bush.

Finally, after waiting all day in Brent, I had seen another train! Train No. 337 pulled in powered by C-630M No. 2016 and GP9

No. 4486.

After No. 337 had left, I returned to the bunk house for more conversation, and later to find out about the federal tax changes that were announced that night.

My return to Ottawa was on train No. 214, another of the "SuperTrains". It was ordered for 22:45 and pulled in almost on-time. The crew consisted of Bill Maysenholder and Steve Wilkie as trainmen, Steve's dad Merv was the conductor, and "Red" Fulford was the engineer. GP40-2L(W)'s 9613, 9510, and 9436 powered our train of 64 loads and 22 empties, 6,612 tons and 6,102 feet.

We started pulling at 23:05 and five minutes later the tail-end crew was on and we were away. Three things were different about the trip back. First, riding at night is a completely different sensation. The headlight illuminates the path ahead, but you get little idea of what is around you. Going through a rock cut you can certainly hear the echo of the engines. Second, the 9600 was a much noisier locomotive than the 9900. Part of this is due to the 710 engine in the 9900 being quieter, but also because the engine is closer to the cab in the 9600. Third, the 9600 rode much rougher, as it didn't have the middle axle on each truck to smooth things out compared to the 9900.

After a while, the constant drone of the engines had a type of hypnotic effect, but with changes in throttle position, and the inevitable bumpy spots on the track, I managed to keep awake. Steve and I talked about many things, and before long we were by Pembroke at 01:14. There was a slow order on the bridge at Forresters Falls, and "Red" had the timing down perfectly. Just seconds after he had notched the throttle out, the tail end crew called that they were over the slow order. Bristol was passed at 02:12 (Maggie wasn't up to give us a highball!), Nepean at 02:50, and at 03:20 we pulled up outside the yard office on the bypass track in Walkley Yard.

I went to my car to get a tripod, and set up for a time-lapse shot, but the outgoing crew was already on board and had cut off with the Ottawa set-off.

By 04:00 I was home again, 24 and 1/2 hours after leaving, tired, but with a much better understanding and appreciation of the working conditions under which these men and women operate. As I nodded off to sleep I could still see Keith and "Red" expertly operating the throttle, brakes, horn, bell and sanders, in their effort to get their "SuperTrains" over the road as efficiently as possible.

My thanks to Mr. Bruno Leroux, Assistant Superintendent, Ottawa, for making this trip possible, and to the members of both crews who made my trip with them a trip not to be forgotten.

P.S. Don Brownrigg and Bill Maysenholder are now working on the VIA Rail passenger trains, no doubt with slightly more regular hours. As well, MBS was introduced on the Beachburg Subdivision in November 1987, and early in 1988 the operator position at Brent was eliminated.





## Railfanning ST. ALBANS

BY JOHN GODFREY

Power on the ready track at St. Albans, Vermont, on December 27, 1987. From left to right are Grand Trunk GP9 4139, Central Vermont RS-11's 3612 and 3608, and Central Vermont GP9 4558. Photo by John Godfrey.

St. Albans, Vermont, is a mecca for anyone interested in first generation diesel power. Couple that thought with the scenic splendour of the State and the drawing power exerted on the railfan becomes apparent. Thus, on December 28, 1987, with visions of high-nosed hood units dancing in our heads, Kevin Dunk, Claude Langlois, Marc Dufour, and myself piled into the car and headed from Montreal to the "Green Mountain" state.

For anyone unfamiliar with the locale, St. Albans is the home of the Central Vermont Railway (a CN subsidiary) as well as the northern terminal of the Quaboag Transfer trailer-on-flatcar (TOFC) trains that operate nightly to and from New London, Connecticut. The CV has its head office in a stately building on Lake Street. Nearby are its shops, while its Italy Yard is a short distance away near Elm Street. As a reflection of its independent status within the CN family, the CV handles its own heavy locomotive repairs and has rebuilt more than a few units in its roundhouse-cum-shop facility.

Rail activity in St. Albans consists of through freights 444 and 447 between Montreal and Palmer, Massachusetts. The service also has a Conrail connection to New York and Washington. As well, separate locals operate on an "as needed basis" both north and south of the terminal. Rail passenger service was suspended in April of 1987 (Branchline, July/August 1987) following the discontinuance of Amtrak's "Montrealer" between Montreal and Springfield, Massachusetts.

Our contact person with the CV was Mr. Jim Murphy, a dispatcher who also serves as the

CV's historian. Jim was off duty that day and was extremely helpful in pointing the way to some of the area's more photographic locations.

Our first job was to go out to meet No. 447. Following Jim's directions, we intercepted the train, hauled by GT GP38AC No. 5808, CV GP9's 4925, 4447, 4441 and 4550 with CV GP18 3614 trailing, at Oakland Station, around 09:30. We then did an about-face and intercepted the 447 again at the entrance to Italy Yard, some ten minutes later. Our last shot of the 447 was during the yarding rituals at the north end of the area.

Exhausting our possibilities with the 447, our attention focused on the yard itself. Close by, in storage, sat CV RS-11 3603, QT RS-11 3611, CV RS-11 3609, CV SW1200 1510, and QT RS-11 3606. One of the units, the 3603, had been cannibalized.

Near the rip track, we found four passenger cars. One, a stainless steel Pullman coach, is used by the CV on work trains. The other three were leased from the St. Johnsbury & Lamoille County Railroad for service on a "Santa Claus" extra which the CV had sponsored just prior to Christmas. On adjacent tracks were the auxiliary and plow train equipment. Switching cars to the south were CV SW1200's 1509 and 1511.

Our next stop was the roundhouse/shop area. Entering the dimly-lit St. Albans roundhouse is a throwback to the halcyon days of steam. Though still intact, approximately six of its stalls are all that are used for diesel repair and maintenance. The other stalls provide shop space, complete with all the necessary tools and machines, including a steam-era air brake repair area. Space is also available for use by the maintenance of way department. Adding to the atmosphere was the distinctive aroma of steam heating.



Upon entering the building, we found GT GP9 4139 about to be started up after a bout of routine maintenance. Before we left the building, an hour later, its place had been taken by CV RS-11 3604. On the adjacent track were an Ohio Crane and its companion boom car. Working through the other stalls, we found GT GP9's 4135 and 4136, as well as CV GP9's 4929, 4549, and 4442 in various stages of repair. We also inspected the "steam engine" which heats the roundhouse.

A word about those GT units. Even though the Central Vermont provides units for the GT (essentially Canadian National's Berlin Subdivision), these units are not lettered for that service. Rather, they were acquired by the Central Vermont from the Chicago-based Grand Trunk Western in order to permit the retirement of 9 CV RS-11 units. Decked out in "Battle Creek Blue", vermillion, and white, they are the only CV power not painted green and yellow.

Outside the roundhouse, we netted photos of ConRail GP38 7822, CV GP9's 4558, 4445, and 4926, CV RS-11's 3608 and 3612, and GT GP9 4139. As mentioned, the latter unit had been inside the shop when we arrived there.

By this time it was 12:10, and RS-11's 3608 and 3612, the power for Number 556 (the local south of St. Albans), were ready to back onto their train at Italy Yard. The 3608 is the only chop-nosed RS-11 on the property, making it the leading unit because of the better visibility afforded by its modified cab. We set up for a shot at the yard throat then we headed out of town.

With Jim guiding us, we arrived at the Georgia High Bridge, south of St. Albans. We took up positions on a back road below the bridge and waited. During the rather cold interlude, a Subaru drove up and Jim introduced us to Allan Irwin and his son. A

native of Essex Junction, Vermont, Allan, an eye doctor by profession, is a major railfan and has many excellent photos adorning the walls of CV's head office.

We filled in the time discussing CV operations in the area. According to Allan, we were lucky to have the sun with us as CV trains usually run "away" from the sun (great for engineers, but lousy for photographers). Jim mentioned that the mountains can hinder radio communications in places because the CV has no mountain top repeaters. As a result, it is often difficult to hear a train on the scanner.

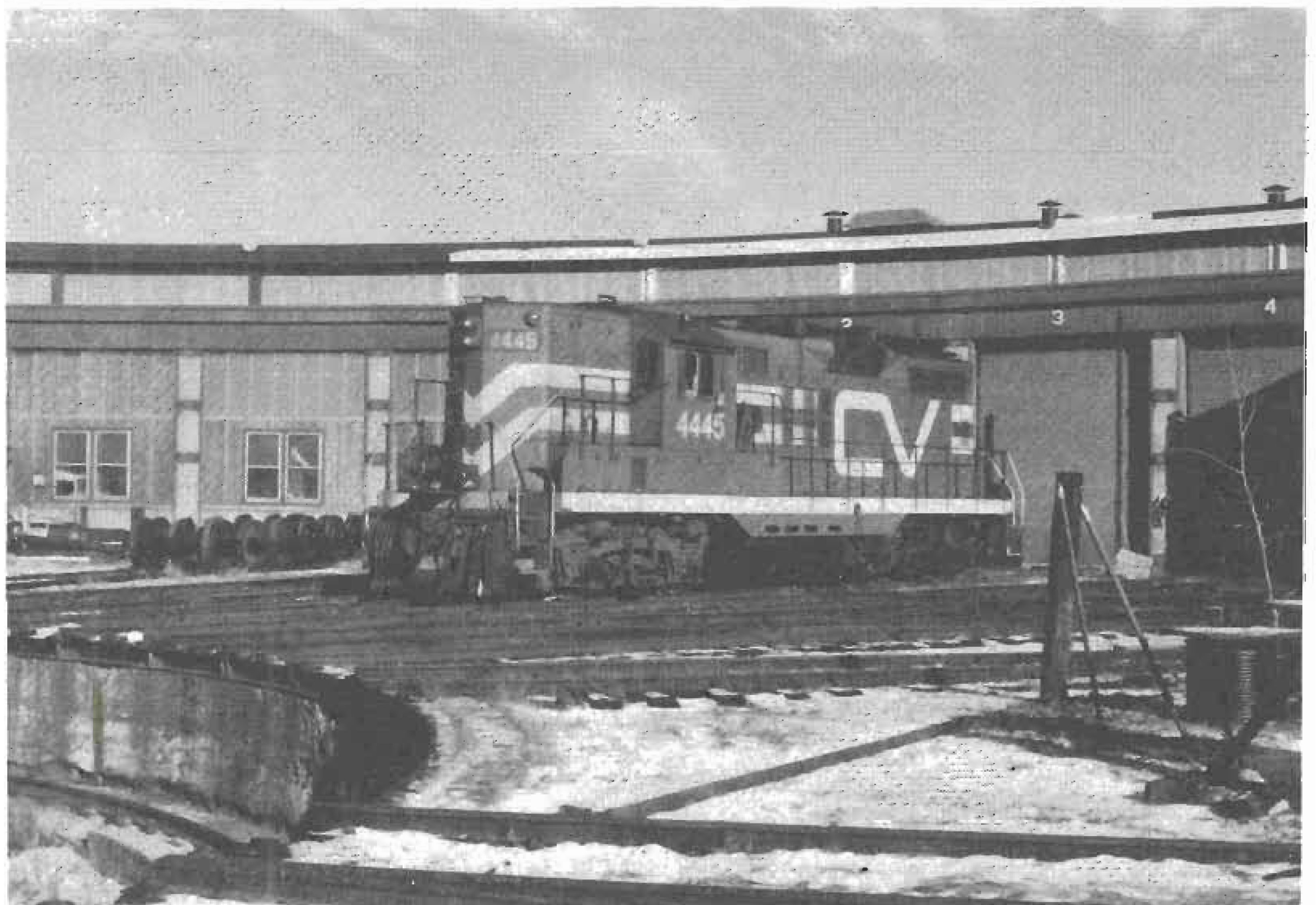
Suddenly the honk of an air horn from the north interrupted our conversation. Seconds later, number 556 blasted-out of the trees and into the sunlight on the bridge. Jim and Allan headed to Jim's place; Kevin, Claude, Marc, and I took-off after the train. The chase was on!

Following Highways 7 and 104A, an unnumbered country road, and Highway 2A, we managed to stay close to the track all the way to Essex Junction. While my travelling companions watched the train's progress and listened to the scanner, I devoted my efforts to guiding the car along roads filled with blind spots and stiff grades. Owing to the frantic pace, the car was often airborne as it crested the steep inclines.

The train was only doing 40 miles per hour, meaning that it was not overly difficult to keep up to it. In fact, we were able to get ahead of it for no less than seven shots during the twenty or so mile trip to Essex Junction.

Upon arrival at Essex Junction, we left the train bustling about doing its switching while we adjourned to a nearby fast food outlet.

Central Vermont GP9 No. 4445 sleeps away the day outside the St. Albans roundhouse on December 27, 1987. Photo by John Godfrey.





With lunch behind us, we followed the tracks back to St. Albans in the hopes of intercepting No. 444, pausing again for a while at the Georgia High Bridge. With the onset of twilight, we headed for Italy Yard where we encountered the symbol freight going through its final rituals. We stuck around to watch him leave town, sporting no less than 6 GP9's on the head end. The sound was impressive.

Prior to our departure for Montreal, we had one piece of unfinished business. Stopping by Jim's house, we thanked him profusely for his fine hospitality.

With the exception of GT No. 5808 and ConRail No. 7822, it had been a perfect day for the first generation diesel enthusiast. We were indeed fortunate that Number 444 had not originated in Montreal that day. On such occasions, the train normally has newer Canadian National units. As well, we also saw three trains, chased two of them, heard a local depart St. Albans for Swanton at noon, spent time in a steam-era engine terminal, and benefitted from New England hospitality. Yes indeed, a perfect day.

#### CV MOTIVE POWER UPDATE

During the month of February 1988, GT GP38AC's 5800-5803 "migrated" to the Central Vermont, hastening the curtain call for the remaining active RS-11 units still on the CV's roster.

### RAILFANNING ST. ALBANS THINGS TO KEEP IN MIND

For anyone planning to visit St. Albans or anywhere else along the Central Vermont system, the following should be kept in mind.

1. Obtain a release before entering railway property. It is preferable that arrangements be made ahead of time. Direct all inquiries to: Central Vermont Railway, 2 Federal Street, St. Albans, Vermont, U.S.A., 05478. The roundhouse in St. Albans is hardhat territory and be sure to have one on (either company issue or your own) at all times. As well, look all you want, but do not touch.

2. The official Vermont State Map & Tourist Guide shows all rail lines and all roads and is most useful for the rail enthusiast. It can be obtained from any Vermont Tourist Information Centre.

3. On Interstate Highways in Vermont, you can travel at 65 mph. On all other roads, the legal limit is 50 mph unless otherwise posted. Towns often have limits of 35 mph or even 25 mph. These speeds are diligently enforced.

4. Radio operations on the Central Vermont utilize the following frequencies: 160.770 MHz (yard); 160.935 MHz (yard-MOW); 161.205 MHz (train-wayside); 161.415 MHz (road).

## GRAND TRUNK IN NEW ENGLAND UP FOR SALE

In an announcement made on February 24, Canadian National has advised that it is prepared to sell its Grand Trunk holdings in New England.

Running from the Quebec/Vermont border (Stanhope, Quebec/Norton, Vermont) to Portland, Maine, the route is part of the Atlantic and St. Lawrence Railroad which, in conjunction with the Canadian St. Lawrence and Atlantic Railroad, was established during the mid-1840's to give Montreal access to winter port facilities on the Atlantic seaboard. Regular service over the 292-mile was inaugurated on July 18, 1853.

The St. Lawrence & Atlantic was amalgamated with the fledgling Grand Trunk Railway of Canada, effective July 11, 1853. Royal Assent to the move was granted on December 18, 1854. The St. Lawrence & Atlantic was just one of the companies to be involved in the amalgamation. In addition, four other "paper organizations" which had attempted to head-off the GTR in its efforts to link Montreal and Toronto were also included. On August 1, 1853, the Atlantic & St. Lawrence was leased to the GTR for a period of 999-years. A leasing arrangement was necessary as the GTR was not incorporated in the United States.

Securing control of the Montreal to Portland line gave the GTR a main trunk line that ultimately linked Sarnia, Ontario, with Toronto, Montreal, and Portland. Branches had also been constructed from Richmond, Quebec, (see this month's Photo Page) to Levis, opposite Quebec City, as well as from Levis east to Rivière-du-Loup. As well, the company had also managed to bridge the St. Lawrence at Montreal, the Victoria Bridge being finished in the spring of 1860. Indeed by 1860, the GTR could boast of an 800-mile main line, and had earned itself the distinction of being the longest railway in the world under the control of one company.

Described as being marginally unprofitable, the Grand Trunk has been in a long period of decline, exacerbated in recent years after the New England giant Guilford Transportation refused to route interchange traffic over it.

Daily passenger service over the former St.L&A is still offered between Montreal and Sherbrooke, Quebec. The route is traversed by VIA Rail's "Atlantic" (Trains 11 and 12) as well as the RDC-equipped Trains 629 and 630. East of Sherbrooke, the "Atlantic" is handled by CP Rail through to Saint John, New Brunswick.

According to CN President Ron Lawless, there is some hope that the Grand Trunk can be taken over by a short line operator and become a locally profitable feeder to the Central Vermont, another CN subsidiary in the area (see this month's story "Railfanning St. Albans"). (Canadian Pacific News Summary, 04/03/88; Railroad History, 147, Railway & Locomotive Historical Society, Inc., 1982; et merci à Jacques Beaubien Jr.)



# Tale of a 1409

BY DENNIS PETERS

To the uninitiated, "Form 1409" has little meaning. But to anyone in railway service at Canadian Pacific, the meaning is quite clear. It is the time consuming report which must be prepared in case of accident or injury, no matter how slight, involving the company's employees or property.

Such reports are rarely made public. When one does slip out, however, it can make for some fascinating reading. One such 1409 is reproduced here; but, as with much of the unsolicited and anonymous trivia which used to cross my desk when I worked for Canadian Pacific some years ago, it cannot be substantiated. One thing that is certain, however, is that the author of the document was familiar with CP Rail operations in the Fort William, now Thunder Bay, Ontario, area.

## PRELIMINARY REPORT OF ACCIDENT

Station: Fort William, Ontario

Date: July 21, 1965

Time: 1400K

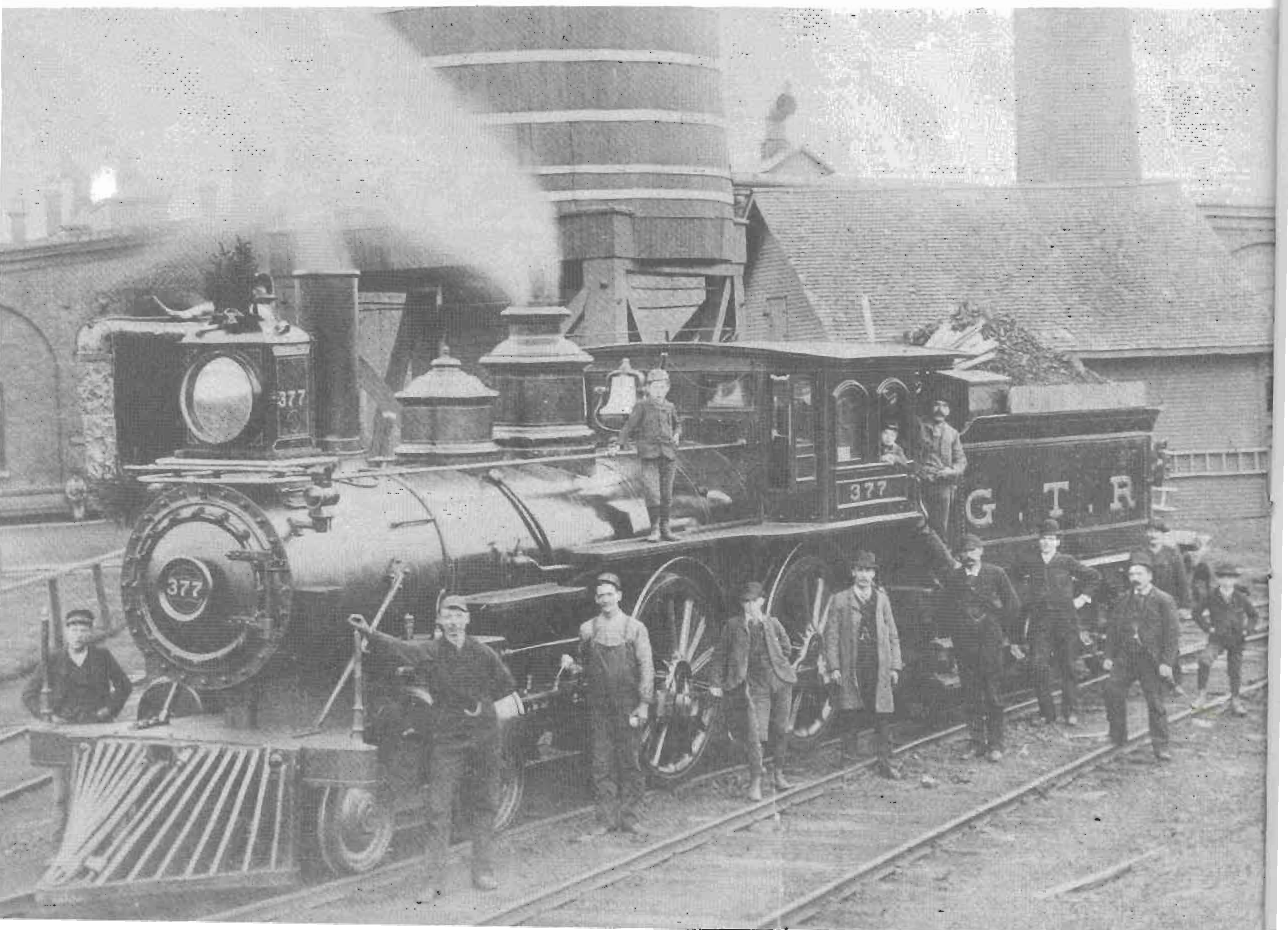
### Particulars:

Yard diesel 7018, Engineman N. Tanchik, no fireman, Yard Foreman R.D. Lane, Helpers, B. Lyrozub and H. Dowell working on the regular Farm Assignment had pulled CP 313005, Subway Bus destined Toronto, from the Canadian Car Co.'s Industrial track and when reaching the Neebing Ave. gate, yard crew decided to make a running switch so the car could be handled on the west end of the diesel for pulling to the Island Wye and turning. In doing so, the movement was lined up for the diesel to go into the stub track located inside the Canadian Car Co.'s fence and CP 313005 was to go westward on Neebing Ave. lead towards the North Western elevator. Just at the time the running switch was made, a Canadian National yard movement, diesel 7183, was moving from one Montreal St., siding and pulling 3 loads behind the diesel, came out foul on Neebing Ave. lead, side-swiping CP 313005 which had been cut off and was moving free on the Neebing Ave., lead in a westerly direction. The impact caused the subway bus to come loose from its moorings on CP 313005 and catapult off the car, clearing the ditch on the north side of the track and striking the Jenkins Funeral Home Hearse, a 1963 Cadillac model, License 34762-J driven by H. Gillman which was heading a funeral procession and also moving slowly in a westerly direction. The Subway Bus struck the middle of the Hearse and this resulted in the coffin being shot out of the damaged hearse, striking the macadamized roadway and the body of the late Mr. A. Brown, a well known pioneer of the City was dislodged from the coffin and landed up laying face down, in 6 inches of water, in the ditch on the north side of the roadway. H. Gillman, driver of Jenkin's hearse, received a knock on the head which rendered him totally deaf instantly; whereupon he ran back towards town on the highway. He was later picked up by motorist from the funeral procession that had been commandeered to take Mrs. A. Brown to hospital because she had suffered a heart attack when she discovered what had happened. Mr. N. Jenkins, director of the Jenkins Funeral Home and driver of the automobile following the hearse was unable to assist in this respect as he and the 6 pall-bearers were injured by flying glass when they were unable to avoid running into the damaged hearse. CP 313005, the flat car which had the Subway Bus on it, ran free down the Neebing Ave., lead when Yardman B. Lyrozub was knocked off the car when it came in contact with the Canadian National diesel 7183. The flat car ran into #4 track at the North Western elevator demolishing the stopblock and coming to rest, hanging half over the trestle over the Kam River. Canadian National diesel 7183 when struck by CP 313005 had all wheels derailed at the point of impact and Engineman R. Spithead had 6 upper and 5 lower teeth knocked out when he hit his head on the air valve in the diesel cab when the diesel stopped suddenly. The third or last car of the drag being pulled by the Canadian National diesel 7183 was CN 660042 contained concrete blocks loaded at Terra-Krete on Montreal St. This car was exactly on the Montreal St. crossing when incident occurred and when it stopped suddenly, 11 concrete blocks toppled off the car, landing on a 1964 Chevrolet Sedan, license 64F33 owned and driven by W. Wytoruk of 1822 Hillsdale Drive, St. Paul, Minn. who had stopped on Montreal St. at the crossing to allow the Canadian National movement to clear. Damage to W. Wytoruk's automobile was estimated at about \$1,000 and Wytoruk sustained (sic) 2 broken legs and was taken to hospital. Yard diesel 7018 which was involved in making the running switch in the first place was lined up to go into the stub track inside the Canadian Car Co.'s fence and became derailed. It was discovered the Roadmaster had shortened up this track to about 40 feet in length but had forgot to put out any advice in this regard. The diesel 7018 ran out of rails and stopped with all wheels completely off the track and listing on an angle of about 45 degrees. Yard crew on the diesel 7018 unaware that the stub track inside the Canadian Car Co.'s fence had been shortened were further enhanced by the density and the height of flora on the track which obliterated any segment of rails, ties or stop-block.

L.L. Beauregard

*Hold wire to Montreal as AJC advises he may be able to cover it up!*







## PHOTO PAGE

**UPPER:** Heading for the Gladstone Avenue Interchange with the Prescott Subdivision to rejoin her home road, CP Hudson (4-6-4) No. 2818 swings behind Canadian National's Mann Avenue Roundhouse in Ottawa, Ontario, in this photo taken late in May of 1947. The locomotive sports white flags, indicating that the movement is by no means the norm. Rather, the 2818 finds herself on the "National" thanks to the extensive damage suffered by the northern approaches of the Interprovincial (Alexandra) Bridge linking Ottawa Union Station with Hull, Quebec, following the outbreak of a fire in the adjoining E.B. Eddy Lumber Company lumber yard. The fire broke out on May 23, 1947 and raged for some 6-days before it could be suppressed. In the meantime, and before repairs could be effected, Canadian Pacific was forced to re-route all movements between Ottawa Union Station and Hull - first via the CN "cross town tracks" (now the route of the Queensway) and subsequently via the company's own M&O, Sussex, and Prescott (now Ellwood) Subdivisions to Ottawa West and the junction either to the north and west or to the company's operations in Quebec. The switch to the longer, more circuitous, route came after CP realized that the government railway, taking advantage of their plight, was charging them not only for the train movement but also for the wages of a pilot engineman and a pilot conductor. With the reputation for frugality of its Scottish founders at stake, CP quickly dissolved its arrangement with the "National", leaving as the only reminder (to our knowledge) this interesting photo. (Photo by Addie Schwalm; background information, courtesy Canadian Pacific Corporate Archives)

**LOWER:** Elsewhere in this month's issue comes the news that Canadian National wishes to divest itself of the old Grand Trunk main line between the Canada/U.S. border and Portland Maine. Almost a financial wreck following the completion of construction in 1860, the GTR did eventually prosper, enjoying considerable success following Confederation and until the mid-1870's. With prosperity came the need for new and more powerful motive power. In this photo taken in 1873, shortly before the first of a series of economic recessions that were to plague the young Dominion, its neighbour to the south, and western Europe until the turn-of-the-century, 4-4-0 No. 377 (Portland, 1873) is shown at Richmond, Quebec, in what is obviously a festive occasion, perhaps to celebrate its inaugural run (note the horns and evergreen boughs which crown the headlight). Re-numbered '100' in 1898, the locomotive was sold in November of 1899 to the United Counties Railway. (Photo, CN Photo Archives, collection of Bert Titcombe; background information, Railroad History 147, The Railway & Locomotive Historical Society, Inc., 1982)

## NTA Decisions



**DATES FOR OFFICIAL ABANDONMENT REVISED:** In a recent spate of telexes, the Railway Transport Committee of the National Transportation Agency has amended the official abandonment dates for the subdivisions listed below.

The lines include: 1) Canadian Pacific's Elora Subdivision (Ontario) - revised from January 28, 1988 to February 26, 1988 "to provide Canada Wire and Cable time to modify its unloading facilities to accommodate receipt of inbound shipments by truck"; 2) Canadian Pacific's Tring Subdivision (Quebec) - revised from February 2, 1988 to February 15, 1988; 3) Canadian National's Exeter Subdivision (Ontario), Lewisporte Spur, Carbonear Subdivision (both in Newfoundland), and Valleyfield Subdivision (Quebec) from mileage 1.69 to mileage 12.00, from February 2, 1988 to February 15, 1988; and 4) CSX Transportation's Subdivision No. 1 (Ontario) from February 2, 1988 to March 1, 1988.

With the exception of the Tring Subdivision, information on the other lines appeared in the March issue of Branchline. The Tring Subdivision is located in Quebec's Eastern Townships and is a part of the Quebec Central Railway, which was leased to Canadian Pacific for a period of 999 years in 1912. Built in the late 1890's, the line connects Megantic with Tring Junction, located on the Vallee Subdivision, just to the west of Vallee Junction, a one-time major terminal on the QCR.

Information on the Tring Subdivision was included in "Southern Quebec - Railfully Yours", a general article on CP operations in the "Townships" written by George Matheson and which appeared in the October 1986 issue of Branchline.

**AUTHORITY TO WORK MINE BENEATH RAIL LINE:** Westroc Industries Limited has been given the necessary authority to extend their gypsum mine operations to include workings located beneath mileages 76.7 and 77.3 of CP Rail's Galt Subdivision (Ontario). The authority is provided by Section 137 of the Railway Act R.S.C. 1970, c.R-2. (24/02/88)

**DORMANT RAILWAY TO PARTIALLY RE-OPEN:** The 36-inch gauge White Pass & Yukon Route, mothballed since the fall of 1982 when 80% of their freight traffic was lost with the closing of a zinc mine, will be partially re-opened for tourist traffic commencing May 12, 1988. Trains will operate from the dock at Skagway, Alaska, 32.5 km to White Pass, on the Alaska-British Columbia border. Up to 50,000 tourists arriving on cruise ships are expected to make the rail journey in 1988 at \$63 U.S. Work on making the line ready for traffic, as well as preparing a few diesels and 2-8-2 No. 73, commenced early in March. (Colin Churcher)



## "TidBits"

BY DUNCAN DU FRESNE

"The age of steam is dead." I could also add that the age of the traditional passenger train using conventional equipment (and steam) is equally dead. On a number of different occasions, while the Wakefield train was in operation, comments and actions, made mostly by CP Rail train crews, confirmed this assertion.

While coupling 1201 up on one occasion, I heard a trainman ask, "What are these 2 hoses for?" And, this was before the order was issued to discontinue the use of the signal line (communication whistle)!

But the comment that really drove the nail into the coffin came at the end of a very pleasant Wakefield trip. On this occasion, we had 2 quite young CP Rail trainmen, one of whom was really keen about what we were doing. He'd probably have made a very good BRS member. During the course of the day he was everywhere. He did what he had to do and volunteered to do anything else that came along. It was his first trip on a passenger train. In fact, it was his first ride on one! He was also witnessing his first operating steam locomotive. He was having a ball, and doing his best to please everyone. Upon reaching the Museum, he was still at it, even though his buddies were waiting for him in their taxi cab to go off duty. As I was approaching 1201 from the rear, I saw him hurrying toward me to let me know that he'd "closed the angle cock on the water car behind the unit!!" I knew then that the age

of steam was dead.

On another occasion during the Credit Valley 1057 [ex-CP 4-6-0] era at the Museum, the oldest CPR fitter at Walkley Shop, Reg' Joliffe, an old hand who had moved to Walkley from the former CPR roundhouse at Ottawa West, drove the CP pick-up truck to the Museum spur to give 1057 a thorough inspection. When he got there, he was greeted by the Museum's "two steam locomotive maintainers", youthful Gerry Gaugl and my son, Bruce.

Now, this was an experience for Reggie, born and bred in "the old school." He didn't really take them seriously, nor did he think much of these "kids" looking after the old D10. While the two young, playful, and sometimes giddy, greasemonkies looked on, Reggie took his trusty ballpeen hammer to the D10, whacking and walloping at it with practised dexterity. Every once in a while, he'd mention to his young "apprentices" that they'd better tighten this bolt or that nut. It didn't take long before our two stalwarts, with their own ballpeen hammers "drawn", proceeded over to CP Rail's pick-up truck and smacked its bumper, loudly announcing to Reggie that they'd found some loose bolts. Reggie was destroyed!

As a footnote to this true story, it was fascinating to see the close scrutiny which CP was putting on the 1057 while, at the same time, their ALCO-GE 1000 HP switcher, 7028, rattled by the Museum gate on the "Old Alex' Spur" with what sounded like octagonal wheels, and the whole machine giving every indication that it was about to disintegrate before your very eyes. But that was okay, it was CP's engine. - Duncan du Fresne

## MICHIPICOTEN: A NEW GHOST TOWN

BY JIM NELSON

Michipicoten, a proud name in Canadian history since early French fur-trading days, is still an active terminus on a branch -- the only significant branch -- of the Algoma Central and Hudson Bay Railway. But officially, in the road maps issued by the Province of Ontario, it's a ghost of the past, no longer worthy of even being named.

You can still drive there, turning off Highway 17 just south of Wawa along a dirt road that is not definitively marked but is shown as a road to nowhere on the 1987 provincial highways map. The previous edition did name it, at least.

Michipicoten's railway associations go back to 1883-84, when rail and equipment was brought to the storm-safe Lake Superior port for construction of the CPR inland at Missinabi.

When I was there last July 1 holiday, one man and one woman were the only humans in evidence. He was working with a front-end loader, scopping up coal from a ship's offloading on the dockside and dumping it into a string of empty HMA-class open cylindrical 200,000-pound hoppers. When he filled one, he pushed it out of the way down the siding by leaning on it with his loader.

The only woman around was a white-aproned matron who emerged from the back door of her faded frame house, hands on hips in apparent indignation, overcome by curiosity to see what a camera-toting tourist (and ACR afficianado) was doing.

A work train stood lifeless on a siding of the high-level main line, a colorful and intriguing (for a railway modeller) mixture of a flat, a bulkhead flat, a gon and one of the ACR's specially-built bulkhead gons, old coaches painted pale blue in company service, and a string of second-hand box cars in their well-weathered original colours of green, red, and blue, but with logos painted out.

In the village, all was desolation, overgrown with weeds. The sign across the front of Sumner's General Store is barely visible, an oil delivery truck lies abandoned by its side with what looked like a gunshot hole shattering its windshield. Other shops, which once supplied a thriving railway and tourist town, are abandoned, some of them not even boarded up.

Vestiges of ACR activity abound, some rusted, most in a questionable state of repair. Michipicoten once bustled with all the activity of a boom town. It thrived on



the tourist trade, rich tourists who travelled there across Lake Superior on passenger ships bringing them to their wilderness hideaways.

There was a regular steamship passenger service from Toledo as early as 1901, and the Algoma Central dreamed of one day having through sleeper services to Winnipeg, Toronto, and Montreal.

It was a busy industrial port transshipping coal and limestone, iron ores of several sorts, timbers and pulpwood logs. The port facility was extensively rebuilt in the year of the Great Crash, 1929, and continued to be expanded through the Second World War years.

The Algoma Central first started to ship out ore from the vast Helen Mine in 1905,

later adding the Josephine and other mines within 20 miles of the lake. It wasn't until 1914 that the present branch was extended the remaining 6.3 miles to Hawk Junction and the main line completed from Sault Ste. Marie to Hawk (164.6 miles north of the Soo) and on north to link with the National Transcontinental at mile 294.7 for the short 1.1 mile run east into Hearst.

Long ago, Michipicoten was a place of strategic importance in the early history of what is now Canada. It was established as a fur-trading fort by the French in the early 1700s, one of several such outposts set up in an attempt to encircle the competition, the Hudson's Bay Company, and catch Indian trappers before they sold their valuable pelts to the English.

## BY "THE ROCKET'S RED GLARE"

BY JOHN GODFREY

The phrase "rocket's red glare", usually associated with the "Star Spangled Banner", the American National Anthem, found a more pedestrian use in describing a December 17, 1987 trip of Amtrak No. 28, the "Adirondack".

That day, the Montreal departure of No. 28 went off without a hitch and there was nothing to suggest that it wouldn't be anything but an ordinary run. Of note, however, was the presence of Mechanical Supervisor Don Rouleau, on board for one of his frequent trips.

The journey was uneventful until somewhere south of St. John's, Quebec. An alarm bell sounded in the day's power, F40 No. 383, indicating a Head End Power (HEP) failure. Upon determining that the situation was not imperative, it was elected to continue on to Rouses Point, New York, with the idea of sorting out the situation during the customs stop there.

At Rouses Point, an exterior inspection of the train revealed that a HEP cable had become unplugged, gotten snagged on the track and had been partially torn off, shorting out at the same time.

Since no materials for repair could be found in the adjacent Guilford System shop, a trainman was sent to the nearest hardware store to buy whatever could be used.

With the repaired plug back in place, the HEP was turned on, only to have the circuit breaker blow. Further testing, accompanied by a spectacular display of fireworks, revealed that the HEP could only be used when the 383 was in standby, where the engine provides hotel power to the train with nothing for traction. It was quickly evident that the voltage regulator had blown.

The only solution involved contacting the maintenance base at Albany, New York, and having them add another F40 to the northbound version of the "Adirondack", No. 69 (CN No. 29 between Montreal and Rouses Point). The only problem, however, was that a wait for No. 69 would make a now late No. 68 (CN No. 28 between Montreal and Rouses Point) even later. It was decided to gamble on the HEP and proceed to Saratoga, New York, where a better meet could be arranged.

Some 40 minutes off the advertized, No. 68 headed for Saratoga. Because of the vagaries of the HEP system, it was decided to cut it off whenever it was necessary to climb grades and then turn it back on for the downgrade portion when power for traction was no longer required and the engine could be placed in standby.

Keeping an eye on the load meter, the crew successfully managed to avoid shorting out the system all the way to Saratoga. In fact, they were able to make up a little time along the way, arriving there only 31 minutes down.

No. 69 was already at Saratoga and it was a fairly simple procedure to couple up the replacement unit to the head end of No. 68, place No. 68 unit's in permanent standby, transfer the road crew to the new engine, and carry on for Albany.

From this writer's perspective: a smart piece of railroading on the part of supervisor Don Rouleau. Could VIA have been as successful? Certainly its past performance where 2-hour delays are not uncommon leads me to conclude to the contrary.

What could have been a massive boondoggle was handled in a professional manner, occasioning a relatively short delay for passengers. I understand as well that the accompanying "light show" between Rouses Point and Saratoga made the train's passage through the countryside more than memorable.

### SOME SIGNIFICANT APRIL DATES:

Apr. 14, 1861 - A severe flood in Montreal disrupted Grand Trunk Railway operations, as its lines were flooded as far west as Lachine. Victoria Bridge over the St. Lawrence River was temporarily closed.

Apr. 5, 1871 - Prince Edward Island authorized the building of a railway.

Apr. 8, 1880 - The first Grand Trunk Railway passenger train went from Port Huron, Michigan, to Chicago, Illinois.

Apr. 9, 1914 - The first train arrived at Prince Rupert, British Columbia, from Winnipeg.

(Dateline: Canada, merci à Robert Couture)



**LAVALIN BUYS RAIL-CAR FIRM:** Lavalin Inc. of Montreal has agreed to purchase Hawker Siddeley's Trenton (Nova Scotia) rail-car factory. Lavalin expects to build 5,000 cars over the next five years and has promised to provide at least 450 permanent, full-time jobs in that time. As well as producing rail cars, the plant will also start manufacturing military equipment, which will make up half the production.

The agreement came approximately one year after Hawker Siddeley Canada Ltd. announced it was trying to sell the sprawling factory, which in its prime employed more than 2,000 people. (*The Ottawa Citizen*, 09-03-88)

**FIRST EXPORT BI-LEVEL UNVEILED:** The first of 18 bi-level commuter coaches for the Florida Department of Transportation was unveiled February 29 at UTDC Inc.'s Can Car facility in Thunder Bay, Ontario.

The 18 coaches, 6 of which are equipped with cab-controls, will operate in push-pull diesel-powered service between West Palm Beach and Miami, Florida, (97 kilometres) commencing in November 1988. The cars are similar to 151 operating on GO Transit.

Florida's first commuter line will provide motorists of Dade, Broward, and Palm Beach counties an alternate means of travel to Highway I-95, which will undergo four years of major reconstruction beginning in 1989. (*The Chronicle-Journal*, 01-03-88, thanks to Bryan Martyniuk)

**OAK PANELLING DISCOVERED:** Workmen removing wallboard at the VIA Rail station in Thunder Bay, Ontario, have discovered oak panelling with fancy wood etchings underneath. As well, after a dropped ceiling was removed, the workmen discovered a high plaster ceiling with a fancy brickwork design.

Plans call for the removal of the false dropped ceiling and associated florescent lighting. Electric lamps similar to the original design will be installed. (*The Chronicle-Journal*, 08-02-88, thanks to Bryan Martyniuk)

**SHOPCRAFT WORKERS STRIKE CP RAIL:** On March 9 about 900 shopcraft workers employed by CP Rail in Winnipeg, Manitoba, walked off the job to protest lagging contract talks.

The electricians, pipefitters, machinists, and other related trades were stopped from striking in August 1987 when other rail unions were legislated back to work.

By presstime (March 12), the walkout had spread to Port Coquitlam (Vancouver), and to Toronto. The main issues in the dispute are job security and company demands for contract concessions. (*The Ottawa Citizen*, 10-03-88)

**STEAM EXCURSIONS PLANNED:** Pennsylvania K-4 Pacific No. 1361 is scheduled to operate between Altoona and Duncansville, Pa. between May and October 1988. (John Corby) .... Norfolk Southern's A class 2-6-6-4 No. 1218 is tentatively scheduled to operate a round trip between Buffalo, New York, and St. Thomas, Ontario, over former Wabash/Norfolk & Western trackage, on July 23 and 24. (Tom Higgins)

**FROM THE NEWS EDITOR'S DESK:** Your attention is drawn to page 2 and my revised address. Effective April 1, 1988, the family and I, cat, goldfish, et al will be residing in new digs - still in the infamous east end, but this time more in the vicinity of the erstwhile Canadian Northern Ottawa-Hawkesbury line as opposed to Blackburn Hamlet and its proximity to CP's once proud M&O Subdivision. After almost 7 years on Orient Park Drive, it is time to move - young Andrew's arrival being the proverbial straw that broke the camel's back. Who knows, Branchline duties permitting, that new basement will provide the ideal venue for for the Quebec Ontario and Pacific Railway, currently suffering from a lack of right-of-way and restricted in scope to the more than modest St. Lawrence River terminal of Elizabethtown, to make its big drive towards the Rideau and Ottawa Valleys. (Philip B. Jago)

**RAIL RELOCATION WILL NOT MEAN END OF STATION:** The City of Red Deer, Alberta, is quite close to signing a downtown re-development scheme with CP Rail which would see the company's rail yards re-located to the outskirts of the city. The move will free up a 26 acre parcel of land for other development, including a hotel/convention centre. Not affected, however, will be the CP Rail station, described as a "downtown landmark". Although it is too early to know what the eventual use of the facility will be, many are speculating that it could be used as the city's first ethnic-cultural centre.

It will take at least three years to re-locate the tracks. (*Canadian Pacific News Summary*, 05/02/88)

**COUNCIL BACKS DECISION TO PRESERVE STATION:** In a recent move, the City of Nanticoke has agreed to assist the Waterford (Ontario) Chamber of Commerce in acquiring and preserving Waterford's former passenger station. Built for the Grand Trunk in 1870, the distinctive wood frame structure became surplus to the needs of its present owner, Canadian National, some ten years ago. Since that time, it has slowly deteriorated, exposed to vandalism and the ravages of weather and climate.

In return for the City acquiring the station and leasing the surrounding property from Canadian National, the Chamber of Commerce will restore the facility, turning it into offices with a portion being used for community activities.

The building is reputed to be the last surviving railway station in Norfolk County. (*Hamilton Spectator*, thanks to Clive Spate)

**OUT OF OUR PAST:** Notes from the Brockville Recorder and Times

February 19, 1888 - "This morning a gang of Italians numbering between 40-50, who had been employed on the Brockville and Westport Railway, reached town. They were looking for their pay."



# Along the Right of Way



**LEASED UNIT DOINGS:** The five leased Bessemer & Lake Erie SD9's are mainly being used as trailing units in the 'corridor'. For example, Montreal-Sarnia train 397 on February 12 was powered by CN GP40-2L(W) 9636 and B&LE SD9's 825, 827, and 841 (they are expected to head home in time for the opening of Great Lakes navigation)... meanwhile BC Rail SD40-2's 757, 758, and 762 returned home in late-February after paying off some 'horsepower hours'. (Bruce Chapman)

**GRAIN ON THE MOVE:** CN moved a number of unit grain trains from Point Edward (Sarnia) to Quebec City early in the year. CN's covered hopper fleet has been boosted by several cars leased from the U.S. The grain was loaded onto grain boats at the Lakehead close to the close of the shipping season, moved to Point Edward and unloaded in January and February into CN trains .... as well CN handled hoppers from Point Edward to the CSX interchange - once Chessie had an accumulation of 63 to 70 loads, they deadheaded power from Saginaw, Michigan, via Port Huron and hauled the cars south via Wallaceburg, Chatham, Fargo and Windsor enroute to U.S. destinations. (*Tempo Jr.*, February and March 1988)

**HEADING TO THE SCRAPPER:** On February 23, the following switchers were noted at Met-Recy's scrap yard in Laval, Quebec: SW8's 7152, 7155, 7162, and 7180, plus SW900 7947, however, it is understood the 7162, 7180 and 7947 have been resold. On February 27, the following were noted at Taschereau Yard in Montreal, spliced by 40-foot boxcars, destined to the scrapper: SW8's 7169, 7171, 7175, 7176; SW900's 7205 (never renumbered 7905), 7916, 7948, 7951; S-4's 8033, 8038; and S-7 8214. (John Godfrey and Charls Gendron)

**HELPING OUT:** GO Tranist GP40-M-2 720, and GP40-2(W)'s 700, 707, and 710 were leased over the February 27/28 weekend for service in southern Ontario. (*Tempo Jr.*)

**REASSIGNED UNITS HARD AT WORK:** SW1200RSm No. 426, and S-3m slug 701, recently transferred from Thunder Bay to Montreal, were noted working the container yard in Montreal on February 27. (Charls Gendron)

**FOR LUBRICATION TESTS:** Dynamometer Car No. 15100 was cut in behind the units of Train 337 through Ottawa on March 6, enroute to North Bay to participate in some three weeks of lubrication tests to be carried out on the North Bay to Hamilton ore trains. (Martin Berubé and David Stremes)

## CP Rail

**OTTAWA INVADED BY GP9's:** Coquitlam-based GP9's 8631, 8663, 8668 and 8834 visited Ottawa on several occasions during late-February or early-March while awaiting their date with Angus Shops in Montreal for rebuild into 8200-series road switchers. The 8663 had one last fling at glory when she piloted VIA FPA-4 6789 on the "Canadian" between Sudbury and Ottawa on February 23. (Ross Harrison and Mike Tessier)

**UNDER TEST:** Winnipeg-based GP38AC 3015 visited Ottawa on several occasions in February and March while undergoing various tests, including a new speedometer. (Bruce Chapman, Ross Harrison, and Mike Tessier)

**DERAILMENTS:** On February 2, SD40-2's 5762 and 5706, along with 15 coal cars, derailed at mileage 1.8 of the Fording River Subdivision in British Columbia .... On February 28, SD40-2's 5823, 5819, 5592, 5770, 5712, and 5700, along with 16 empty coal cars of eastbound Train No. 804, derailed at mileage 9.2 of British Columbia Harbour Board Railway's Port Subdivision, shortly after leaving the coal port at Roberts Bank .... On March 1, 18 cars of a westbound train derailed at Mileage 6.5 of the Nemegos Subdivision (west of Cartier, Ontario) when a tractor-trailer collided with the train immediately behind the units at a protected level crossing. (Bruce Chapman)

**STRANGERS IN B.C.:** GP30's 5000 and 5001, (the only Canadian-built GP30's) and a few GP35 units, all assigned to Winnipeg, ventured west of Calgary recently. No. 5000 spent a couple of days in Kamloops over Christmas and on another visit in February went through to Vancouver. The 5000 and 5001 were in Kamloops yard one day apart in mid-February (5000 on the 12th, and 5001 on the 13th), with the 5001 leaving the next day for Vancouver.

Since October 1987, the way-freight working out of Kamloops has been handled by a GP38-2 unit (3000 and 3100-series). Prior to October, and back to 1975, all road units through Kamloops were SD40-2's with GP9's handling the switching chores. (David Meridew)

**WEEKEND LEASES:** On the February 13/14, 20/21, 27/28, and March 5/6 weekends, GO Transit units were leased for service in the Montreal-Windsor corridor. In all cases, the units, operating in groups of three, were from the GP40-2(W) 700-710 group, and the GP40-M-2 ex-Rock Island 720-726 group. (Mike Tessier, Ray Farand, Mike Shchepanek, Al Barr, and Ross Harrison)

**COLOURFUL LASH-UPS:** The presence of some 50 leased units, plus the run-through of SOO Line and Milwaukee SD40-2's, makes for some colourful lash-ups, especially in the east. On lease are 5 Quebec, North Shore & Labrador SD40's (grey and yellow); 4 Algoma Central SD40-2's (maroon and grey); 10 ex-Missouri Pacific SD40's (seven in blue and white and three in Union Pacific's yellow livery); some 30 ex-C&O GP40's (most in the Chessie yellow with some in the earlier blue scheme - No. 3729 is newly painted in blue with white stripes, reflective yellow frame, and lettered GATX); plus the weekend use of green and white GO Transit GP40-2's.

The SOO Line SD40-2's are assigned to the 500 series freights between Chicago and Montreal. A 'usual' lash-up was on February 28 when SOO SD40-2 6621 led CP SD40's 5544 and 5555 through Smiths Falls, Ontario, however, Train 501 on March 6 was powered by SOO 6611, CP SD40 5516 and blue ex-B&O GP40 3733. The three-unit GO Transit lash-up on March 6 was assisted by CP C-424 4230. Earlier in the day, Milwaukee Road SD40-2 No.



201 was the trailing unit on Train 500. (Mike Shchepanek, Ray Farand, Dave Stremes)

**LANDMARK BULLDOZED:** The CP Rail station building at Dorval, Quebec, was "bulldozed out of existence" on February 22. Dorval remains, however, as a stop on the MUCTC (ex-CP) Lakeshore Commuter Service between Rigaud/Dorion and CP's Windsor Station in downtown Montreal. (John Godfrey)



**E&N DAYLINER DAMAGED:** On January 17, vandals placed a number of tie plates on the E&N rails near Langford, B.C. One of the plates flew up and ruptured the fuel tank of RDC-1 6133, spilling some 225 litres of fuel and putting her out of service for a week. Passengers were taken by bus to Victoria. (WCRA News and Martin Berubé)

**STORAGE LINE SHRINKING:** On February 15, '4-8-4' sleeper "EDGELEY" left the Ottawa storage line on the rear of Train 34 to Montreal. She was followed on March 11 by the departure of '6-6-4' sleepers "Green Bank" and "Green Ridge" on the rear of Ottawa-Toronto Train No. 49. The storage line, once up to 37 cars, has strunk to 13 cars: 8 'Green' sleepers; 3 'Bay' sleepers, diner 1367, and Cafe-Bar Lounge 2512. (David Stremes)

**RUN-THROUGH TRAINS SCRUBBED:** The run-through operation of trains 43/87 and trains 80/44 between Ottawa and Sarnia (via Stratford), introduced with the November 29, 1987 timetable, has been suspended. Schedule keeping and maintenance cycles were cited as reasons for the change. (David Stremes)

**MORE DETAILS:** Further to the January 30 sideswipe report in last month's issue, the incident involved Amtrak's "Adirondack" which was departing Montreal's Central Station and VIA Rail's "Atlantic" which was backing to the Montreal Maintenance Centre for servicing. The two trains sideswiped each other just east of Wellington Tower where the right-of-way narrows to two tracks over the former lift bridge which spans the now unused Lachine Canal.

Amtrak F40PH 329 and the lead truck of Amfleet car 21168 derailed, with both suffering considerable body damage. VIA diner 1347 and Sleeper "Chateau Lasalle", the third and fourth cars from the "head-end" of the back-up move, also suffered considerable body damage. No. 329 was taken to CN's Taschereau Yard pending shipment to Amtrak's Beech Grove, Indiana, repair facility. (John Godfrey)

**SHELTERS ADDED:** 'Bus-type' shelters have been erected at Maxville and Casselman, Ontario, on CN's Alexandria Subdivision. Will they mean the demise of CN's Grand Trunk-era stations at these locations? (Ray Farand)

**BOMB THREAT AGAINST TRAIN:** Seventy-nine passengers on the westbound "Super Continental/Skeena" spent an unscheduled four hours in Hinton, Alberta, on February 8 after a bomb threat was telephoned to VIA Rail's offices in Montreal. The incident occurred two years to the day after 23 people died and 71 were injured when a westbound CN freight train collided head-on with the combined

"Super Continental/Skeena" just east of Hinton.

While the RCMP searched the train and luggage, the passengers were taken by bus to the forestry school in Hinton where survivors of the Hinton disaster were taken two years ago. No explosives were found. (The Chronicle-Journal, 09-02-88, thanks to Bryan Martyniuk)

**CONTRACT REPAIRS:** A February 27 visit to Septa Rail (contractor) in Ville St. Pierre, Quebec, disclosed RDC-1 6106, RDC-2 6204, Coach 104, and Sleeper "Aylmer Manor". The latter two are the prototypes for the "Head-end Power" conversion program. Outside was retired VIA baggage car 9615 - all doors had been replaced by wood panelling and household-type doors, and she was sitting on shop trucks. (Charls Gendron)

**FLING ON A PASSENGER TRAIN:** Due to the wye at Brockville, Ontario, being flooded on March 10, CN SW1200RS No. 1391 was added to the point of VIA FPA-4 No. 6768 on Trains 49 and 48 between Ottawa and Brockville.

#### MISCELLANEOUS

**WYOMING COAL TO ROBERTS BANK:** Burlington Northern has begun operating trains of Wyoming coal to the Roberts Bank (B.C.) port facility. Six unit trains are involved in the operation, with arrivals at Roberts Banks three times each week. (WCRA News)

**BACK IN SERVICE:** While recently-acquired GE 65-ton switcher No. 8 was having one of its main motors repaired in February and into March, Canada Starch at Cardinal, Ontario, re-activated S-4 switcher No. 7 to perform the switching chores in and around the plant, including trips to the CN interchange some 3/4's of a mile north of town. No. 7 is ex-Canadian National No. 8018 and is being held for the Smiths Falls Railway Museum. (Ollie McKee)

**NARROW GAUGE EQUIPMENT BACK ON RAILS:** Following the effort of some 20 volunteers and three heavy duty cranes at the Canadian Railway Museum in Delson (St. Constant), Quebec, three pieces of narrow gauge equipment from Terra Transport in Newfoundland are back on rails again. The activity took place on January 30 under the direction of Museum Director David Monaghan, and saw G8 road switcher No. 805, stock car 7035, and bulk flat 14016 re-united with their respective truck sets and placed on a recently laid 3' 6" siding at the Museum. Three CN flat cars and one gondola car were used to move the equipment to the Museum.

The Canadian Railway Museum is now in possession of the largest display of Newfoundland slim gauge equipment anywhere in Canada, with the exception of the province itself. Newfoundland equipment can also be found at: the National Museum of Science and Technology in Ottawa, Ontario, (ex-CN Official Car "Terra Nova", built by Harris & Co. in 1892); at Pinafore Park in St. Thomas, Ontario, (GE 25-Ton diesel No. 3, built 1948, and a flatcar, both originally belonging to Bowaters-Newfoundland Pulp & Paper); and at Port Stanley, Ontario, (ex-CN boxcar 7597). (John Godfrey)



# The Motive Power Scene

Many thanks this month to Bruce Chapman, Colin Churcher, Ross Harrison, Mark Kindrachuck, Geoffrey Peters, David Stremes, and WCRA News.

**Note:** Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1988 Canadian Trackside Guide, eg. (p1-66).



**RETRUCKED:** (p1-7) GMD1 1016 (assigned to Saskatoon) has: had her A1A-A1A trucks replaced with Flexicoil B-B trucks; been renumbered 1116; and been reassigned to Winnipeg.

**REASSIGNED FOR MAINTENANCE:** (p1-30, 1-31)  
 - Edmonton to Vancouver: GP9u 'mother' 7222 and GP9 slug 226;  
 - Vancouver to Edmonton: SD40's 5000-5007, 5044, 5049, 5060-5061, 5063-5066, 5083-5097, and GP38-2(W)'s 5600, 5602-5603, 5605-5610;  
 - Thunder Bay to Edmonton: GMD1 1902;  
 - Thunder Bay to Montreal: SW1200RSm's 425-426, S-3 Slugs 700-701, and SW1200RS 1377.

## CP Rail

**NEW ORDER ANNOUNCED:** (p1-49) Diesel Division - General Motors of Canada will produce 25 SD40-F units for late-1988 delivery. The 3,000 hp units will feature a full cowl body, similar to those on CN Rail's SD50F and SD60F units, and be numbered 9000-9024. The order is worth about \$50M. In deference to its rivalry with the crown-corporation, CP will not be calling the units Draper Tapers!

**REMANUFACTURED AND RENUMBERED BY ANGUS SHOPS (MONTREAL):** (p1-39, 1-48)

GP7u 1683 (ex-TH&B 73, serial A119);  
 GP7u 1685 (ex-TH&B 75, serial A513);  
 GP9u 1688 (ex-TH&B 401, serial A569);  
 GP9u 8242 (ex-8835, serial A1726).

**INTO ANGUS SHOPS FOR REMANUFACTURE INTO 8200-SERIES ROAD SWITCHERS:** GP9's 8631, 8663, 8672, 8804, 8811, and 8834.

**REASSIGNED FOR MAINTENANCE:** (p1-52, 1-53)  
 - Winnipeg to Alyth (Calgary): SD40-2's 5927-5928;

- Alyth to Winnipeg: SD40-2's 5685-5686;  
 - Montreal to Winnipeg: SW8 6702

**RETIRED:** (p1-82) Former Toronto Hamilton & Buffalo NW2's 52-54, and SW9's 56 and 58, leaving only three ex-TH&B units still in TH&B colours serviceable (NW2 51, and SW9's 55 and 57).

**'ONE-OF-A-KINDS' OUT OF SERVICE:** M-640 4744 and RSD-17 8921 are both stored at Angus Shops in Montreal awaiting fire damage and main generator repairs respectively.

**CALLED HOME:** Leased Algoma Central SD40-2 183 returned home in late-February due an upturn in traffic on the Algoma Central. CP continues to lease sisters 185 to 188.

**CORRECTION FOR 'GUIDE':** (p1-46) SW8's 6702, 6703, and 6705, plus SW900's 6714 and 6715 are still geared for 65 mph. Only 6700, 6703, 6712, and 6720 were rebuilt and regearred to 35 mph.

## MISCELLANEOUS

**FORMER NUMBER IDENTIFIED:** (p6-3) CN Rail 'International' caboose 78135 was originally 79492.

**DEMOLISHED:** (p6-3) CN 'International' caboose 78133 (ex-79501) was demolished when Train 382 was rear-ended by VIA Train 72 at Kamoka, Ontario, on January 13, 1988.

## INDUSTRIALS AND SHORTLINES

**SCRAPPED:** (p2-5) Skibstead at Rosebud, Alberta, has scrapped former CP CLC Diesel-Hydraulic No. 23, for many years a parts supply for Coleman Collieries at Coleman, Alberta, and after 1984 at Rosebud.

**WHAT IS IT?:** (p2-6) Ipsco in Regina, Saskatchewan, has a switcher numbered 5 that is thought to be an ALCO S-2. She carries an orange and black hood, and a green cab lettered Burlington Northern and carrying a number 5. (In May 1987, the BN cab was noted sitting on the ground, with no evidence of the rest of ex-BN NW2 No. 493 that the cab was thought to have belonged to). The new 'hybrid' carries the number 2233 on her front headlight and 604 on the rear headlight! Can anyone confirm the identity of this switcher?

## ON THE PRESERVED SCENE

**ON THE MOVE:** (p3-3, 3-9, 3-13) Five pieces of rolling stock, owned by the West Coast Railway Association and undergoing restoration on the New Westminster waterfront, have moved to new locations: ex-CP Colonist Car 2514, ex-GN Observation Car 1090, and ex-CN boxcar 484692 have joined other WCRA-owned equipment at the Crown Forest yard at Fraser Mills (Coquitlam); ex-BC Rail caboose 1817 has moved to Molson's Warehouse in Vancouver where it will serve as a lunchroom for crews working on WCRA's 2-8-2 no. 16; and ex-CP business car "British Columbia" has moved to a secure storage location at TNT Railfast in Burnaby.

**EX-'FORT' CAR PRESERVED:** (p3-10, 10-12) The B.C. Chapter of the NRHS is understood to have acquired former CP Rail work car 411753. The car was one of five 'Fort'-series buffet-observation sleepers built by National Steel Car and CPR in 1927. She became Official Car No. 31 in April 1962, and was placed into work train service as No. 411753 in 1974. She has not been significantly altered in the process.

**BAGGAGE CAR FOR MUSEUM:** (p3-25) The Chatham Railway Museum Society in Chatham, Ontario, has been formed to work up displays and a layout in ex-VIA Baggage Car No. 9626 (ex-CN No. 9626, nee CN No. 9244, built by NSC in 1955) which is located at the corner of Queen and William Streets beside the Chatham VIA Station.

**TEN YEARS AGO:** CN had leased out 18 units to the Milwaukee Road, 20 to the Chicago & Northwestern, 15 to the Louisville & Nashville, and 15 to the Grand Trunk Western. Most were GP40's and SD40's.





**REMEMBER WHEN?:** Canadian Pacific FA-1 No. 4026 and FB-1 No. 4422 power a westbound freight through Rosspoint, Ontario, on August 15, 1951. Both units were but 11 months old, both having been outshopped from Montreal Locomotive Works on September 29, 1950. After 15 years of service, they became trade-in material for C-424's 4204 and 4210. Photo by Elmer Treloar, collection of National Museum of Science and Technology.

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