



May 1989 \$2.50

Branchline

CANADA'S RAIL NEWSMAGAZINE



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BRANCHLINE is published by the Bytown Railway Society Inc., an all volunteer, non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history. The Society, which operates without federal, provincial or municipal grants, owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

BRANCHLINE is published monthly (July and August combined). Opinions expressed in BRANCHLINE are those of the author concerned and are not necessarily those of the Society. Information contained in BRANCHLINE may be copied or used in other publications on the understanding that the author and BRANCHLINE are credited.

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The Editors thank all those who have contributed articles, items and photos for this issue. As well, they acknowledge the invaluable assistance of:

John Coleman - Graphics
John Frayne - Memberships
Marthe and Jack Scott -
Distribution

Printed by EAS Illustrators and Printers Limited, Ottawa, Ontario

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NOTICE OF MEETINGS: Meetings are **USUALLY** 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). However, the museum closed on February 12 for four months of renovations.

Our next regular meeting will take place on Tuesday, May 2, at 19:30 in the main auditorium of the National Research Council, 100 Sussex Drive, Ottawa and will feature our annual slide contest.

The categories for this year are:

1. **ARTISTIC USE OF POLES AND OTHER OBJECTS** - here is your chance to show how poles, smoke stacks, lines of washing and other distractions can enhance the composition and humorous mood of a photo;

2. **INTERIORS** - pictures inside roundhouses, museums, coaches, cabs and even tunnels;

3. **MOUNTAIN RAILROADING** - even the Gatineau Hills qualify in this category. There is a beauty in seeing a train in the mountains. Here is your chance to show off this type of slide;

4. **ARTISTIC** - the perennial favourite. Dazzle the audience and the judge with your most beautiful works.

Ray Farand and David Stremes will be providing coffee and doughnuts, for a small fee.

Please note - our third Tuesday of the month 'informal slide night' has been **SUSPENDED** for the duration of the museum renovations.

Every Saturday - Restoration/maintenance activities continue at the rear of the National Museum of Science and Technology. With the arrival of spring, the majority of the work will be directed to the excursion equipment and the Society's ex-CP wooden casboose. There's always plenty to keep one busy year round - e.g. washing, painting, chipping, filing, sanding, etc. Come on out.

ON THE COVER

TOP: No - it's not an April Fool's joke. LRC 6921 and FPA-4 6789 powered Train 32 out of Ottawa Station on April 1, 1989 enroute to Montreal. The addition of 6921 was necessitated by the lack of a Reset Safety Control in No. 6789. Photo by David Stremes.

BOTTOM: Ottawa Transportation Commission Car 831 was westbound at Union Station on August 2, 1956 on the "S" Line - the Somerset Route. This car was the last to operate in revenue service in Ottawa - on May 1, 1959 - on the "A" Line - Britannia-George Loop. Photo from the George-Patterson Collection, courtesy of Al Patterson.

Information Line

VIA RAIL, BACK ON THE FRONT PAGES: During the Easter weekend, Canadians were once again reminded that the country's passenger trains are a privilege and not a right.

Normally an occasion for rebirth and renewal, the Easter weekend of 1989 became instead a venue for the utterance of some disturbing news from Ottawa.

Once again, VIA Rail's future was on the line. Not since 1981 when over 20% of the system was abruptly curtailed by government directive has the passenger rail corporation seemed so vulnerable.

The news was broken by the *Globe and Mail* which had received word that the expenditure review committee of the Federal Cabinet had asked VIA Rail to prepare an estimate of the cost of shutting down the service with the exception of certain remote operations which did not have road access.

In the ensuing controversy, Transport Minister Benoit Bouchard met with VIA Rail's Chairman and President to discuss future options for the passenger rail corporation.

With the news hanging like a pall over the ensuing week, opposition politicians and the press had a field day, soundly denouncing the government and accusing it of hypocrisy. After all, wasn't this the same government that had undone much of the previous administration's tampering with the national passenger network.

As the controversy deepened, VIA was also called on to defend its oft-repeated stance that passenger rail service is one of the most cost-effective means of getting people about the country. Ironically, VIA was forced to explain away the results of a study conducted for it in 1983 by IBI of Toronto which concluded that country-wide, VIA Rail cost the public purse 11.1 cents to carry a passenger one kilometre, compared with 2.2 cents a kilometre for airlines; between 0.6 and one cent a kilometre for private automobile; and between 0.2 and 0.8 cents for inter-city buses.

Oddly enough, VIA made no attempt to deal with the figures, preferring rather to mount a vigorous counter offensive. It argued, instead, that any attempt by Ottawa to trim its current annual operating subsidy of \$600 million was pre-mature - at least until it was given the opportunity to release its own business plan for the Millennium. According to VIA sources, much of it is heavily predicated on the development of a high speed rail corridor in the Montreal/Ottawa/Toronto triangle.

As the first week of April unfolded, the controversy became somewhat muted. The second pass by the analysts concluded that earlier disclosures about the total shutdown of the system may have been idle hyperbole more than anything else - designed solely to condition Canadians to some type of cut of a relatively insignificant nature. Indeed, during the current NTA hearings, it has been revealed that as much as \$71 million could be slashed this year from the budget - hardly the end of the system.

Meanwhile Canadians, heeding the "Use it or lose it" warning of former Transport Minister Don Mazankowski, are turning up at VIA stations in droves. Traffic during the first quarter of 1989 is more than 10% ahead of last year. This holds true for both Corridor and Transcontinental services. Already bookings for the summer are progressing favourably and space may be at a premium, especially since part of the fleet will be sidelined by the current Head End Power Program.

What lies ahead? Certainly some form of cutbacks will take place. In all likelihood VIA will be able to curtail or cease some of its remote services. Line abandonments may also assist the corporation indirectly. If CP Rail is allowed to abandon the DAR in Nova Scotia between Kentville and Yarmouth, will VIA continue to operate between Halifax and Kentville? Rumours abound that the Ottawa Valley will see a drastic reorganization of physical plant, meaning that the "Canadian's" days through Ottawa may be numbered. In the far north, there is little to justify Senneterre-Cochrane service. Similarly, mixed train service in northern Manitoba may be curtailed or totally eliminated. Even within the Corridor, certain frequencies may be reduced from daily to Friday and Sunday status. Obviously the market analysts will be working overtime for the next few months.

Ultimately, the fate of many of these trains will rest with the people of Canada. The Federal Government is determined to reduce the deficit. Cutbacks are imminent and anything that can't demonstrate that it's pulling its weight is up for consideration. Support VIA Rail where it counts - at the ticket office. (Philip B. Jago, with background files from the *Globe and Mail* and *The Ottawa Citizen*)

89% POLLED OPPOSE VIA'S DEMISE: A Gallup poll conducted between April 5 and 8 indicated that 89 per cent of Canadians coast to coast feel that it would be a bad idea to discontinue Canada's national passenger train service. Fifty-four per cent of respondents want the service expanded and 33 per cent feel it should stay as it is. The poll was taken a week after Transport Minister Benoit Bouchard indicated the government's attempt to reduce the federal deficit could lead to the demise of VIA Rail. (*The Ottawa Citizen*, 13/04/89)

FIRE DAMAGE ASIDE, FIRST TRIP FOR D&SNG SET FOR MAY 6: Undeterred by a recent fire which destroyed the roundhouse and machine shop of the Durango and Southern Narrow Gauge Railroad, as well as heavily damaging the narrow gauge road's small stable of ex-Denver and Rio Grande Western steam locomotives, company management has announced that 1989 operations will begin on May 6.

As reported in last month's issue of *Branchline*, damage to the locomotives was not as extensive as originally thought. According to informed sources, five of the six locomotives caught by the fire are salvageable and four are expected to be back in service for the 1989 summer schedule.

Least damaged was K-37 Class No. 497. K-28 Class engines 476 and 478 suffered cab damage while K-36 Class No. 480 suffered extensive damage to its flues, cab, smoke box and headlight. At the time, the smoke box door was open as the engine was being worked on in anticipation of the 1989 operating season. Helping to save No. 478 was the fact that its boiler was half full of water. (Thanks to John Corby and Neil Moran)

SPECIAL TRAINS TO SERVE SKYDOME EVENTS: GO Transit has announced that it will offer special trains for events held at Toronto's domed stadium which is located on the site of the former Canadian National Spadina Shops. As well as adding extra trains to its Lakeshore Line, GO will also be operating, for the first time ever, special trains on its Richmond Hill and Milton runs.

The GO Skydome Service will provide patrons with a convenient means of attending special events, said GO Chairman Lou Parsons. "Public transit will be an extremely convenient way to go to the Skydome, and we're sure our trains will be popular."

In addition to the special trains, GO is also involved in the construction of a special all weather link between Union Station and the Skydome. Constructed of tubular steel and glass, the special corridor snakes along CN's Oakville Subdivision, running behind CN offices, as well as L'Hotel and the Metro Convention Centre before crossing over to the Skydome which is located on the south side of the Oakville Subdivision. (GO Transit News Release, 10/03/89)

EMPLOYEES WORRIED OVER POSSIBLE CLOSURE OF ANGUS SHOPS: Rumours are flying about Montreal that CP Rail intends to close its famous Angus Shops, located in the east end of the city.

At a meeting, held on June 3, federal, provincial and municipal officials agreed to join representatives from various unions on a "Survival Committee" to save Angus Shops.

CP Rail has dismissed fears that it intends to close the sprawling facility even though the Union points to the ever diminishing number of employees there as indication that a closure is imminent. Currently 1,100 people work at Angus compared to 2,350 in 1980.

According to union spokesperson Ray Langstaff, "Morale is very low at Angus Shops because people don't know what their future is and they're worried about what will happen next."

CP spokesperson B.C. Scott claims that the employees are over-reacting. "They say we're closing Angus Shops, but we have no plans to close Angus Shops. ... We work on a four-year plan, and there's nothing in that plan to suggest the shops will close." (Montreal Daily News, 06/03/89)

CONCILIATOR BROUGHT IN TO SOLVE DEVCO STRIKE: Striking railway workers at DEVCO have voted narrowly in favour of having a conciliator settle their two-month labour dispute with the Cape Breton Development Corporation. The

DEVCO Railway is the Development Corporation's private railway and the union action has meant the laying off of hundreds of miners and associated employees. (Globe and Mail, 06/03/89)

DEREGULATION SEEN AS BOON TO BUSINESS: Although deregulation still has some growing pains, government officials are already calling it a qualified success. According to Keith Thompson, a key public servant involved in the deregulation process, "All the statistics indicate it is working."

The removal of many onerous and arcane regulations has seen better fares, freight rates and service to gain business, according to Thompson.

"The greatest success (in rail deregulation) is in negotiated confidential contracts", said Thompson. "We had estimated there would be 300 to 400 in the first year but now we have more than 1,200 covering a wide variety of movements and products." (The Ottawa Citizen, 01/03/89)

FIRST IN LINE FOR HEPING: VIA Rail's first stainless steel car to be converted to head end power is scheduled for completion in June 1989. It is planned that a set of seven cars will become guard cars for the first consist of 11 cars scheduled for completion by late-fall 1989.

The guard cars will be:

TYPE	NEW NO.	OLD NO.	CAR NAME
Baggage	8604	604	-
Coach	8117	117	-
Skyline	8515	515	-
'Manor'	8325	14325	Elgin Manor
Diner	8409	16509	Fairholme
'Chateau'	8216	14216	Chateau Levis
'Park'	8715	15515	Tremblant Park

The 11-car first consist will be:

Baggage	8601	601	-
Coach	8104	104	-
Coach	8118	118	-
Skyline	8518	518	-
'Manor'	8311	14311	Burton Manor
'Manor'	8315	14315	Carleton Manor
'Manor'	8324	14324	Dunsmuir Manor
Diner	8408	16508	Empress
'Chateau'	8202	14202	Chateau Bienville
'Chateau'	8221	14221	Chateau Radisson
'Park'	8702	15502	Assiniboine Park

(Thanks to Thomas Higgins)

6060 DOINGS: The Rocky Mountain Rail Society (with an appropriate mailing address of Box 6060, Jasper, Alberta T0E 1E0) is planning a number of excursion trips for 1989 behind ex-Canadian National 4-8-2 6060:

In early June - a trip from Jasper to Mount Robson and Spicer and return.

In July, 1) from Jasper to Edmonton, 2) Edmonton to Calgary (overnight in Red Deer); 3) Displayed at the Calgary Stampede; 4) Calgary - Hanna - Drumheller - Calgary; 5) Calgary to Edmonton (overnight at Red Deer); 6) Displayed in Edmonton for Klondike Days; 7) Edmonton - Whitecourt - Edmonton (overnight at Mayerthorpe); 8) Edmonton to Jasper.

In early-October - Jasper to Grande Cache to Grande Prairie and return.

In mid-October - Jasper to Mount Robson to Spicer and return.

In early-December - Santa Claus Special in Jasper.

The 6060 now sports a former BC Rail 13 channel radio, and new wrist pins on both main rods. Plans include upgrading the Franklin Type 'E' Air Reverse Gear, upgrading the second tender to hold an additional 5,000 gallons of Boiler Feed Water, application of an Elesco Feed Water Heater System (as funding permits), application of a mechanical lubricator for the air and steam end of the air compressor and the feed water CF 2 Elesco pump, the replacement of the blower valve with a Jenkins 300 p.s.i. 1-inch gate valve, installation of rail sprays (track washers), and many other minor repairs.

Good luck Harry - may your plans come true! (Rocky Mountain Rail Society Newsletter #5)

CN TO CLOSE FORT ERIE OPERATIONS: CN has announced that it will be closing its Fort Erie, Ontario, yard by August 15, 1989. While 124 positions will be eliminated, about 52 new positions will be created at other locations such as Niagara Falls, Port Robinson, Welland, Hamilton, Aldershot and Toronto.

Fort Erie currently is a major interchange point between CN and other railways such as Conrail, CSX, Delaware & Hudson, and Norfolk Southern. CN has reached an agreement with Conrail to change the CN-Conrail interchange point to Conrail's Frontier Yard in Buffalo. Currently Conrail brings interchange traffic from Frontier Yard into Fort Erie, where CN makes up trains for various Southern Ontario points, including Macmillan Yard in Toronto. Interchange traffic from CN is brought into Fort Erie from Toronto and Sarnia, and turned over to Conrail in Fort Erie. With the interchange point moved to Buffalo, CN's U.S.-bound traffic will be made up into trains in Macmillan Yard and proceed to Buffalo, without stopping in Fort Erie. Conrail will make up Canada-bound trains in Frontier Yard, and CN crews will handle these trains from Buffalo through to Toronto. (CN Press Release)

IT'S ALL IN THE ECONOMICS: With Amtrak's recent order for 100 Bombardier-built and Bombardier-financed coaches running just under \$1 million each, it appears likely that Amtrak will offer up to 70 passenger cars for sale from the cars they have set aside for conversion to the Heritage Fleet. With the cost of conversion running at \$800,000 per car compared to under \$1 million for a new car, the economics of rebuilding cars have changed. (Trainline, April 1989)

TERRA TRANSPORT UNITS GO TO SOUTH AMERICA: Ten of Terra Transport's 900-series diesel locomotives were sold to the Antofagasta (Chile) & Bolivia Railway PLC late in 1988 (see January 1989 Branchline) and shipped to Antofagasta, Chile. The loading of the units on board the SS "Conti Almanica" at St. John's commenced on December 18, 1988, with NF-210 916 being the first to be placed on board.

Others sold are Nos. 910, 911, 915, 921, 926, 929, 936, 944 and 945. A number of gondola and piggyback flat cars accompanied the locomotives. This equipment will be converted from 42" gauge to metre gauge.

The Antofagasta & Bolivia Railway's lines in Bolivia were taken over by that government in 1964. The British-based company still runs the lines in Chile and Argentina. (Tom Ronayne via Omer Lavallée)

NOT FOR SALE: Canadian Pacific Limited has decided not to sell its 56 per cent stake in Soo Line Corporation. CP, which announced in October 1988 that it would seek buyers for Minneapolis-based Soo Line, said it made the decision 'not to sell after various acquisition proposals from potential buyers had been explored. (Globe & Mail, 04/04/89)

CABOOSE WITHDRAWAL ANOTHER STEP CLOSER: CP Rail and the United Transportation Union have agreed to terms, subject to ratification by 4,200 workers, that will see the removal of cabooses from many trains. CP Rail has undertaken to give the union 90 days notice before running cabooseless trains in any region of the country and to set up a process for hearing appeals for situations where the union claims it is impractical to drop the cabooses.

The workers will receive a compounded 13.6 per cent wage increase by 1991.

CN Rail will resume negotiating with the United Transportation Union, which represents 8,000 workers, on April 24 and will be looking to reach an agreement similar to the one gained by CP Rail.

The railways claim they can save a total of \$77.2-million annually by not operating cabooses. The caboose-off issue was one of the reasons for a one-week strike by employees in 1987. An arbitrator subsequently ruled that while the railways should be allowed to drop the cabooses, they must share the savings with the employees, and that the railways must provide the amenities that are in the caboose in the locomotive. As well, he ruled that existing jobs must be protected. CN and CP Rail successfully argued against this decision before the Federal Court of Appeal. That judgement was set aside in March 1989, leaving the way open for the railways to reach agreements with their respective unions. (Globe & Mail, 11/04/89)

TRUCKING FIRMS IN DEMAND: With double-stack rail service still in its infancy in Canada, intermodal carriers continue to rely upon trucking companies to haul ocean containers over distances which, in many instances, would call for movement by rail in the United States.

For example, the Japanese carrier Mitsui O.S.K. Line has weekly container-on-flatcar service between Vancouver and Toronto and Montreal, but when moving containers to inland destinations off of this route, Mitsui often ships containers, especially refrigerated ones, by truck. The Trans-Canada Highway between Vancouver and Winnipeg, some 1,500 miles, is sometimes

referred to as the "longest overland refrigerated cargo route in the world." (Journal of Commerce, 16/03/89)

DOUBLE-STACK TRAIN PLANNED: Port officials in Halifax, Nova Scotia, are worried by news that Conrail plans to compete directly with Halifax by running two double-stack container trains from New Jersey to Montreal each week. Since most container cargo arriving in Halifax is bound for Montreal and Toronto, it is feared that Conrail's new trains would grab some of Halifax's customers, who have little loyalty to any given port.

The Halifax Port Corporation is encouraging CN Rail to commence double-stack service from Halifax. Conrail will say only that the double-stack service will begin if there is enough interest in the proposal. (CP News Summary, 31/03/89)

WORLD'S FASTEST TRAIN LINK: An Australian consortium is looking into the feasibility of building a \$4.5-billion Australian (\$4.4-billion Canadian) fast train service between Melbourne and Sydney, the two largest cities in Australia, through Canberra, the nation's capital.

At speeds up to 350 kph, passengers would be whisked from downtown Melbourne to downtown Sydney, 870 kilometres away, in just three hours. This beats the express bus by nine hours and compares very favourably, city centre to city centre, with air service.

Commuter trains are used extensively to bring passengers into the big cities, and the VFT (very fast train) project is envisaged as a commuter train on a grand scale to service the eight million people in the southeastern corner of Australia.

It has taken the Australians a while to learn about railway efficiency. Like the Japanese and the French, they see fast trains as a viable alternative to congested and frustrating air traffic.

The VFT seems all the more reasonable as Sydney's overloaded airport bogs down. Recently the airport shut down during a labour dispute involving overworked air controllers. Furthermore, the federal government and the city are embroiled in a dispute over building another runway at the existing airport, or constructing an entirely new airport 60 kilometres from the city centre (shades of Toronto!).

The VFT would use its own dedicated track, although it would follow existing rail lines and freeways.

If the project can be financed profitably by private enterprise, it could set an enviable example for Canadian proponents of fast train service along the Windsor-Quebec City corridor. (Globe & Mail, 27/03/89)

ANOTHER ORIENT EXPRESS: The same company that brought the Orient Express back to Europe is planning an Orient Express in the Orient.

Work has begun on restoring 31 passenger cars for a luxury service to run from Singapore to Kuala Lumpur and on to Bangkok. The 27-year old sleeper and restaurant cars built for the Silver Fern train in New

Zealand are now owned by Venice Simplon Orient Express Limited, a subsidiary of Sea Containers Limited on London, England.

Service in the Orient is scheduled for 1991 with trains originating in Singapore in the evening, and travelling to Kuala Lumpur overnight. The next morning the train will stop at Butterworth, Malaysia, for five hours of sightseeing and lunch. The train will reach the Thai border at sunset and travel overnight to Huahin, and then on to Bangkok - a total travel time of 42 hours.

Orient Express service is expanding in Europe. After six years of offering service from London to Venice, the company has added London to Vienna trips. And in 1990 the train will operate six or more trips from London to Paris to Geneva, ending at Monte Carlo. (Globe & Mail, 18/02/89)

STEAM LOCOMOTIVES NOT JUST NOSTALGIA IN ZIMBABWE:

Zimbabwe was phasing steam out in favour of diesels 10 years ago and now is buying more steam locomotives. Certain hard truths gradually forced the country to turn back the clock and put its aging steam fleet back on track.

The circumstances were simple: high costs for imported diesel locomotives and for the fuel and spare parts to run them. By contrast, Zimbabwe's steam engines were already paid for, there is an ample supply of coal and its factories are able to fabricate nearly everything needed to turn steam into motion - given a little ingenuity.

The hand-fired Class-15 locomotives, built by Beyer Peacock in the 1940s, are the racehorses of Zimbabwe's stable of about 95 active steam locomotives. The Class-15s were designed for speed and regularly haul the mail trains from Bulawayo to the borders with Botswana and Zambia. Like Zimbabwe's other steam locomotives, however, the Class-15s are nowadays mainly restricted to toiling in the western half of the country, hauling freight, mail and passengers along the main lines from Bulawayo north to Victoria Falls or west to Plumtree. The steam locomotives also operate on several branch lines.

To supplement the fleet, Zimbabwe is acquiring 25 non-condenser locomotives from South Africa. Currently, Zimbabwe plans to keep its fleet of steam locomotives in operation until at least the year 2000, but there are some experts who believe that Zimbabwe's age of steam should never be allowed to die - "You can't beat them for the simple reason that they're simple. They can virtually go on forever. There's lots of coal and a fantastic workshop. Why phase them out?" (The Globe and Mail)

NEW NAME SOUGHT: A contract to develop a new name for CNCP Telecommunications, design a symbol and market a new corporate identity has been awarded to a team of Chris Yaneff Ltd. and the Collier & Park Group of Companies. The need for a new company name arose last December after Canadian National Railways sold its interest in CNCP to Canadian Pacific Limited. (Globe & Mail, 23/03/89)

GO WEST, YOUNG MAN

BY RAYMOND FARAND

What would you think if your boss approached you on a Friday and asked if you had any plans for the following week? Some people might get a bit concerned and break into a cold sweat, as they considered the possibility of receiving their walking papers. Faced with that very question recently, my curiosity turned to surprise, when informed that I was needed in Vancouver the following Tuesday to meet with one of Transport Canada's Regional Superintendents. By coincidence, TC had an aircraft going to the west coast that very day to check out Instrument Landing Systems at Nanaimo and Pemberton, and I was to accompany the crew to Vancouver, with our return home planned for later that week, on Friday.

To comprehend my surprise you must realize that in approximately seventeen years with Energy Mines and Resources, this was my first offer of travel that I had received, but boy was it a dandy! The thought of visiting "California North" in the middle of February was too tempting to refuse and I quickly accepted. Thus began an adventure that would take me across the country in a De Havilland Turbo Prop Dash 8 aircraft with brief stops at Winnipeg on the way out, and Prince George, Edmonton, Lloydminster and North Bay on our return leg. This wouldn't be the quick flight you might expect in a commercial jetliner. Dash 8s do not fly that fast, with average enroute ground speed in the neighborhood of 225 statute miles an hour, after refueling and headwinds are considered. Ultimately the 5,000 plus miles that I would log during the week would chew up over twenty hours in the air. My friends, that's a long time to be away from terra firma. Fortunately there were plenty of distractions to keep me busy and the time passed too quickly.

My affirmative response to the idea of such long distance travel really had my boss puzzled to the extent that he made comment that the wife and kids must really be getting to me. In actual fact he couldn't have been further from the truth. You see, even as he spoke, visions of BC Rail, the Burlington Northern, the Southern Railway of British Columbia (commonly referred to as the "Hydro railway"), CP Rail's Port Coquitlam and CN's Thornton yards, Roberts Bank and VIA Rail's new Vancouver Maintenance Centre all passed before my eyes. My biggest problem would be time. How could I possibly squeeze all that sightseeing into just two or three nights, taking into account fatigue due to time zone changes, delays getting around town, and finally the need for me to be up early and at the office looking sharp during the day? Well as incredible as it might seem, good planning, a rented car (personally paid for!), and a little luck, I was pretty much able to do all of the above. Well, enough stage setting, let's get on with the trip.

Tuesday, February 14, 1989

I'll begin my narrative high above Algonquin Park aboard Transport 300 (our radio call identity) at 14,000 feet above sea level (ASL) after a successful departure from Ottawa International Airport at 09:00 Eastern Standard Time (EST). The heavy cloud that had obscured my view of the ground since leaving Ottawa finally began to dissipate. Using one of the many aeronautical charts I had brought along to track our progress across the country it wasn't long before I was able to identify CN's Beachburg Subdivision as it snaked its way along the north shore of the Petawawa River near Lake Traverse. Soon we passed over Brent, the St. Lawrence Region/Great Lakes Region crew change point, and continued west towards North Bay where I saw the first of many trains, the southbound ore train leaving the CN transfer yard at 09:50. Near Sturgeon Falls we met an eastbound CP freight as it approached the Lake Nipissing shore. Our course took us in the vicinity of Capreol, Chapleau, Wawa and then out over open water along the north shore of Lake Superior. By 11:50 we were over land again, crossing CP's Nipigon and CN's Kinghorn Subdivisions at Red Rock, along the edge of a very frozen Nipigon Bay. We had now been in the air just under three hours. With Thunder Bay in the distance to our left, we continued to a point near Dryden and then on towards Minaki where we overtook a CN westbound as it weaved its way around the numerous lakes that frame the Redditt Subdivision. By 12:30 (13:30 EST) we were about fifty miles east of Winnipeg (Manitoba) and starting to descend for a landing to refuel our plane. As we passed north of Ste. Anne I could see a CN grain or potash drag just east of Dufresne on the Sprague Subdivision headed most likely for Thunder Bay.

My visit to Winnipeg was short, just long enough to take on fuel, and by 13:25 (14:25 EST) we were again climbing into a clear and sun-filled prairie sky. As we gained altitude, CP's massive yard operation appeared briefly to my right, but unfortunately the airport is located at the western extent of the plant making a good view virtually impossible. From Winnipeg our course took us within camera range of the cities of Portage La Prairie and Brandon in Manitoba, and Regina, Moose Jaw and Swift Current in Saskatchewan. By the time we passed over Medicine Hat (Alberta) and then Lethbridge around 15:00 (17:00 EST), southern Alberta was hidden by a thick layer of cloud associated with a foothills snowstorm. This prevented me from getting a picture of the famous viaduct on CP's Crowsnest Subdivision. At Coleman the skies cleared and the majestic snow-capped Rockies began to unfold in waves

as we crossed each successive mountain range. Between the peaks were valleys thickly carpeted with evergreen forest. Awesome is the only word to describe the winterscape that lay below me. After passing Cranbrook (British Columbia) we flew over CP's Nelson Subdivision at Proctor, mileage 117.8, next to a sparkling blue and unfrozen Kootenay Lake. Shortly after, the Slocan Subdivision came into view as it wound its way up to the lake for which it is named. Lower Arrow Lake came next and at 15:25 (18:25 EST) we passed just south of Penticton at the end of Okanagan Lake. We were now only about half an hour from arrival at Vancouver. Slowly we started to descend from 18,000 feet. With Princeton behind us we took aim at BC's lower mainland and flew towards the Fraser River delta. Soon the mountains gave way to rich fertile farmland and we arrived at Vancouver International Airport at 18:00 (19:00 EST), ten hours after leaving Ottawa.

The first thing on my list was to pick up the car. Everything went smoothly and soon I was on my way downtown to the hotel. With just enough light remaining in the evening sky, I decided to detour over to the CN (VIA) station east of False Creek for pictures of VIA No. 4 - "The Super" - as it prepared to depart for points east with F40PH-2 6410 and F9Bs 6631 and 6603 gracing the headend. A couple of tracks over, VIA No. 3's equipment sat idling with CN SD40 5092 and VIA F9B 6604 resting against the bumper post. After a quick look inside the open door of VIA's new maintenance facility, a modest structure in comparison to the sprawling Montreal complex, I proceeded to check in at my motel.

The hour was getting late by the time I had finished supper, jumped in the car and proceeded over the Lion's Gate Bridge to North Vancouver and the BCR. The temperature hovered near freezing with the dampness making it feel somewhat colder. Thankfully the warm greeting that was extended to me by the personnel in the yard office took the chill out of the air. The necessary formalities were dispensed with quickly, allowing me to spend the next couple of hours taking night shots in the well-lit area around the diesel shop and car department. On hand that night were a pair of RS-18s, each with former RS-3 slugs in tow, an M-420B, four M-630s and three SD40-2s, one of which (No. 743) was set up as a remote control unit. Budd-built passenger equipment was very much in evidence with seven of the company's nine RDCs on hand for overnight servicing. Only RDC-1 BC-22 and RDC-3 BC-31 were missing. In addition to the above, I was able to locate business cars "Northern Summit" and "Caribou", sleeper "McPherson", and a host of BC Government-owned passenger cars. Not bad for one night's work. After expressing my thanks to the staff I returned to my hotel around midnight local time, one very tired but happy easterner.

Wednesday, February 15, 1989

The next morning dawned overcast and cold by Vancouver standards, about -5 C. It wasn't much of a concern though, because I had work

UPPER: BC Rail's North Vancouver facility hosted a variety of equipment on February 14, 1989. From left to right are RDC-1s BC-12 and BC-21; RS-18s 605 and 601; SD40-2 754; and M-630(M) 730. Photo by Raymond Farand.

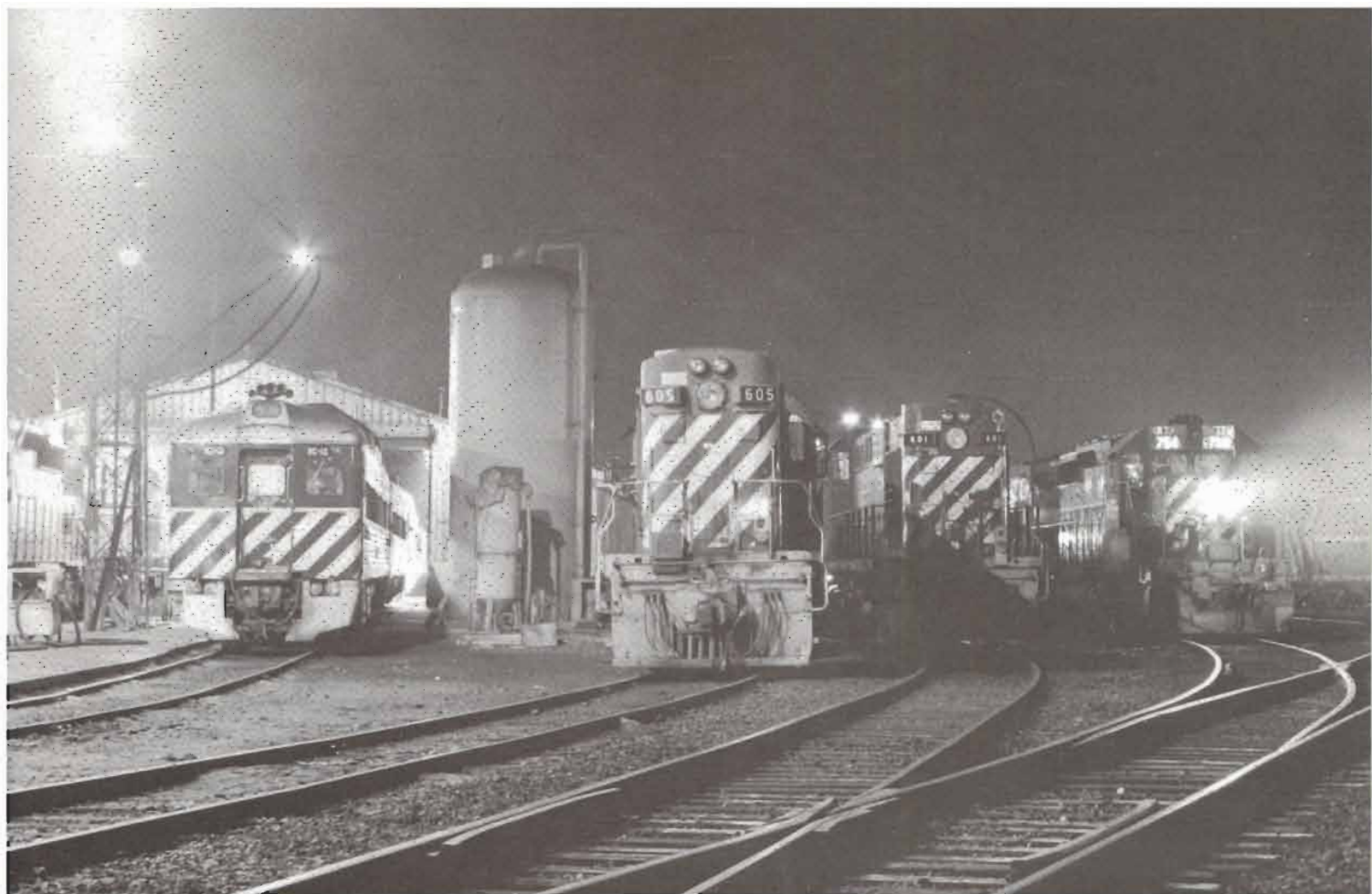
LOWER: The scenery was equally awesome 25 years ago as Canadian Pacific FP7A 1400, a 1900-series 'B' unit and an 8500-series BP9 power Train No. B, "Dominion", through the Kicking Horse River gorge on March 27, 1964. Photo by Peter Cox, collection of Bruce Chapman.

to do at TC's downtown office that would keep me occupied until early afternoon when I would get the opportunity to flight check one of our air charts in the Fraser River delta area south of the airport. This would be done in a single engine Beaver aircraft circa 1947, equipped with floats. At 13:30, I rejoined my contact from the regional office, and together we met our veteran pilot of over forty years. The take-off (my first on water) wasn't overly rough, but when we were finally airborne the pilot asked if the choppy conditions had been bothersome? I was tempted to tell him that I had received my pre-flight training riding CP's Waltham Subdivision on the north shore of the Ottawa River, but in the end I simply smiled and complimented him on his airmanship.

Prior to departure, I had indicated that if we could work a flypast of Roberts Bank into the itinerary it would be a real treat. This didn't present a problem and thus became the first item on the agenda. We flew by the giant coal loading facility at approximately 1,000 feet, providing me with an excellent view. Four unit trains were occupying the nearly three mile long causeway that juts out into the Strait of Georgia. One, a CP drag, was unloading at the tandem car dumper located on the exterior loop track. The second, a BN coal train up from Washington state, and likely carrying coal from Wyoming's Powder River Basin, was preparing to unload on the interior loop at the single car dumper. The third and fourth trains, both CP, were waiting on the approach tracks east of the terminal area.

We continued south around Point Roberts and then flew across Boundary Bay to Colebrook, where BN's 9th Subdivision crosses the BCR's Port Subdivision to Roberts Bank. This is Centralized Traffic Control (CTC) territory with signals and switches controlled by the BCR dispatcher in North Vancouver. We proceeded north to a point along the Fraser River just east of CN's Thornton Yard where we made a left turn and followed the river bank to the airport. In the process I managed to get a look at the big CN facility, along with the "Hydro" operation located near the Queensborough Bridge. This was as close as I would get to either location during my whirlwind visit.

By 15:15 I was on the ground again making a dash down East Marine Drive to New Westminster intent on getting pictures of VIA No. 2 - "Canadian" - near Lake City on BN's double track mainline. My efforts were assisted by a CN transfer drag running ahead



of the transcontinental as both trains proceeded east out of the downtown area. The freight, a solid block of covered hoppers in potash service, was destined for interchange with CP Rail at the Cape Horn Exchange yard located next to the Fraser Mills industrial area, just east of New Westminster. VIA's trains enter the Westminster Subdivision just west of the yard before proceeding over to Port Coquitlam. The continuing delay permitted me to get around No. 2 for a second photo of the train at Mayfair, not far from Coquitlam. It was here that I was given a strange look by a private security guard as he passed in his car and proceeded up a lane off the Lougheed Highway. Moments later, as I finished making some notes and prepared to drive away, I noticed a sign which read "Forensic Psychiatric Institute". Let me tell you I didn't waste any time getting out of there. I drove over to Port Coquitlam and waited for VIA No. 4 near the small passenger shelter that's located at the west end of the bypass track that loops south of CP's sprawling freight terminal. It was almost dark when the eastbound "Super" made its appearance with CN SD40 5092 leading the way.

A short time later, after getting a bite to eat, I arrived at the entrance to Port Coquitlam Yard. I drove up to the yard office and secured permission to take pictures around the main shop. As you would expect, a continuous stream of power was cycling in for servicing between assignments. Most units were SD40-2s (DRF-30s), however, a number of GP9u's (8200s) and a few GP35s were also present. Unique GP30 5001 made an appearance along with 6701, one of only six SW8s remaining on the roster. In all I saw about fifty units during my two hour visit. As I headed for the gate, after expressing my thanks to all concerned, I noticed the auxiliary, 250 ton crane 414651, ex-TH&B No. X-766, barely visible in the shadows. It was a long way from home too.

Returning to New Westminster around 21:00, I pulled up at the Burlington Northern station off Brunette Avenue. To the left of the station sat a pair of SW10s, Nos. 390 and 391. The plan initially was to go in and ask the operator for permission to photograph the power, then proceed over to the "Hydro" to finish the evening at their shop before it closed at 24:00. So much for plans. Two and a half hours later, I was still talking with a very congenial BN dispatcher. The former operator positions had been upgraded at some point prior to my visit, with the Canadian office at New Westminster run as a satellite operation of the main dispatching centre in Seattle.

That portion of the 9th Subdivision between the north switch at Blaine, Washington, and the end of track at Vancouver, is under the jurisdiction of the train dispatcher in New Westminster. This includes Absolute Block Signal (ABS) territory between Blaine, milepost (MP) 119.4, and Brownsville, MP 139.5, except for the trackage at Colebrook; the CTC territory between Brownsville and Willingdon Jct., MP 151.8; ABS territory between Willingdon Jct. and CN Jct., MP 155.3; and the remainder of the subdivision

falling within yard limits between CN Jct. and the end of track at MP 156.0 in Vancouver.

Traffic on the BN line was always heavy, especially on the mostly double-tracked portion between CN Jct. which connects to CN's waterfront yard located next to the Centennial Pier on Burrard Inlet, and Fraser River Jct. MP 141.3, where CN's mainline turns east towards Thornton Yard. Included within this area are connections to the BCR at Willingdon Jct., and CP Rail at CP Jct. Just east of the station at New Westminster. All of these gateways add up to a considerable number of movements each day. For example, on February 15, the day of my visit, the register indicated that 35 CN freights, 4 BN freights and 4 VIA trains, along with an assortment of switching moves, had operated over BN-controlled trackage on or before 23:00.

Tonnage between Vancouver and Seattle is sufficient enough to require the operation of two daily through freights in each direction, along with a local between Billingham and New Westminster. These trains can be supplemented on occasion, as was the case this day, with coal trains to Roberts Bank. It was most enjoyable to watch BN train 112 northbound from Seattle, and No. 111, the southbound equivalent, advance across the CTC panel, activating lights and audible tones as they entered each successive control block. By coincidence, the two trains passed within minutes of each other in front of the station. Pairs of SD40-2s, Nos. 8152 and 8146, and Nos. 8144 and 8145, provided the power for the northbound and southbound trains respectively. To top things off, I even had the opportunity of seeing the dispatcher hoop up the paperwork to the crew of the southbound. Now how often do you see a dispatcher doing that particular task?

The hour was late as I said goodbye to my host and pointed the car towards the hotel. The "Hydro" railway would have to wait for another day. On the way back I decided to make one more stop, at the VIA station downtown. The passenger terminal area was totally deserted as I set up my tripod on the platform next to the classic Budd stainless steel cars behind the station. Seeing that there wasn't any motive power around I decided to give the maintenance centre a try and was greeted at the door by a very authoritative security guard. His response was, in so many words, that a request for an unofficial tour of the premises was most inappropriate, and absolutely refused me entry to the building. The fact that it was after 01:00 probably had something to do with his decision. I turned around and headed for the car as my mental stability was being openly questioned behind me. You may be sure I didn't dare tell him that I had been outside the gate of the Psychiatric Institute earlier in the evening.

Thursday, February 16, 1989

I didn't get much sleep the remainder of the night because I had to be up early and at the airport by 07:45. I rejoined the crew and

we took off for Prince George to perform another airport landing system inspection. Our departure from Vancouver was made into an overcast sky at 09:30, with a hint of snow visible in the air. It wasn't until we were over Williams Lake that the sky began to clear, allowing me the opportunity to see a number of huge trestles that punctuate the BCR mainlines through the province's interior region. At Quesnel, mileage 384.8, we passed over a northbound freight with four big road units on the headend. I wondered if it was the same power observed leaving North Vancouver some 36 hours earlier? After arriving in a very cold Prince George (almost -45 C with the wind chill), I spent the next hour and a half on the plane as we did circuits around the airport. This gave me the opportunity to see both the BCR and CN yards located nearby in town. On a couple of occasions, as we approached the runway, eastbound CN freights passed directly beneath us hauling mostly forest products destined for eastern markets. By noon we were facing the Rockies and headed for Edmonton. The scenery proved to be every bit as spectacular as that experienced in the lower part of the province. Towering snow-capped peaks glittered in the afternoon sun. Our flight took us directly from Prince George to a point north of Hinton of CN's Edson Subdivision. From then on I was able to keep the mostly double-tracked mainline in view all the way to Edmonton.

The plan called for us to land at Edmonton's Municipal Airport, located north of the downtown core. As we approached the city we circled over the South Saskatchewan River near CP's South Edmonton yard. From there it was a quick descent over the numerous office towers in the business district, with touchdown at 16:35. By the time we made our way to the hotel and had supper, it was dark. Discouraged by the cold, I decided to leave any forays to CN's Calder Yard for another time.

Friday, February 17, 1989

Friday dawned clear and cold. As we arrived at the TC hangar around 08:00, an ice fog was beginning to accumulate over the city. Departure was an hour later (11:00 EST), and as we climbed away from the airport I was treated to a spectacular view of the downtown skyscrapers piercing through a shimmering haze. It was a short hop over to Lloydminster for more work and by noon (14:00 EST) we were on our way home. Our eastward course took us near Saskatoon and later over the southern tip of Lake Manitoba to a point just north of Winnipeg. From there, we basically retraced the route taken earlier in the week. The remainder of the trip was largely uneventful from a railfan perspective, except for a period of time when we passed over CP's Ignace Subdivision between Minnitaki, mileage 75.3, and Ignace. The parade began with VIA No. 1 westbound near Minnitaki (about an hour off the advertised), followed by a westbound freight passing through Dryden, then an eastbound at Dymont, mileage 34, and finally two freights, one in each direction, moving

in the yard at Ignace. All five trains were observed in the space of twenty minutes.

Darkness began to settle in as we flew over Sudbury and started to make a slow descent into North Bay for fuel. Time wasn't wasted and by 19:20 we were on our way with only forty minutes separating us from Ottawa. For the final leg of the trip I was given the opportunity of sitting up on the flight deck, to appreciate the view from the headend. As we levelled off at 13,000 feet I was treated to one of the prettiest sights I've ever had the experience of witnessing. Under a full moon, in a cloudless night sky, a snow covered Ottawa Valley began to unfold below me. In the calm night air the communities of Petawawa, Pembroke, Eganville, Renfrew and Arnprior slipped by our wing tips, glowing from the reflection of urban lights on the surrounding white landscape. Between the pockets of brightness could be seen strings of vehicle headlights as they traced their way along local highways. In the plane before me was an ink-black instrumentation panel filled with buttons and gauges, all illuminated by soft white and green indirect lighting. The entire display came alive, as soft red LEDs associated with the instrument navigation equipment flickered relentlessly in recognition of our everchanging location. On my headset could be heard the continuous chatter of air traffic controllers working out of the Ottawa Terminal Control Centre.

As we flew down the Ottawa River over Lake Deschene, the glowing lights of the city (first visible when we were over Algonquin Park) began to silently wrap around us. We were cleared to 5,000 feet and told to contact the Ottawa control tower for further instructions. Descending to 3,000 feet we passed over the centre of the city and proceeded to make a sweeping circle to the southeast over Carlsbad Springs and Leitrim. Shortly thereafter we were cleared to land. Transport 300 was home with touchdown a little after 20:00, right on VIA No. 2's time. WOW! now that's a cab ride.

LENGTHENED COMMUTER TRAINS: GO Transit is testing the operation of 12-car trains. Since the station platforms at other than Union Station are only long enough to accommodate 10 cars, the two cars at each end of the train are used for passengers for certain stations.

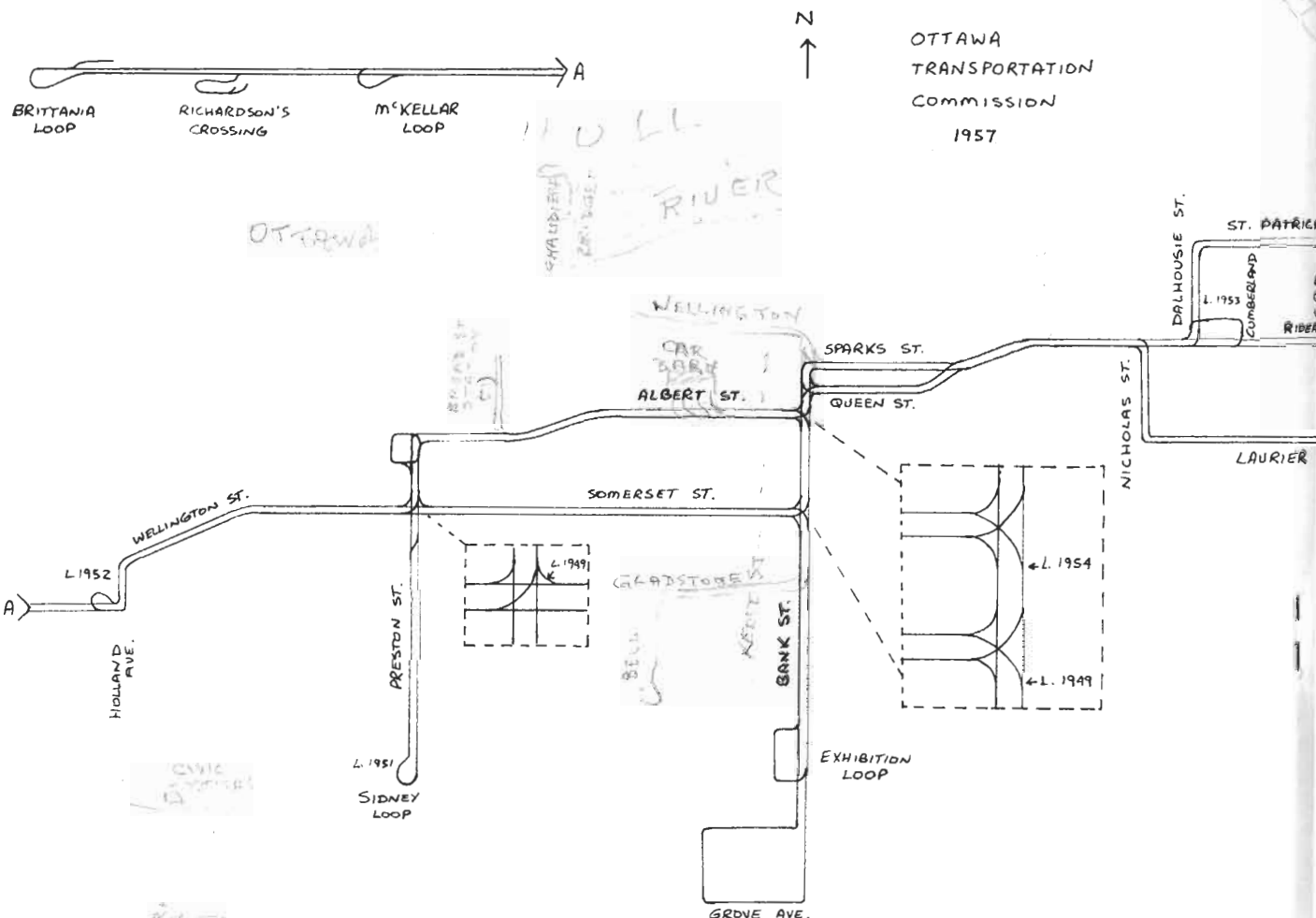
The front 10 cars on the second Hamilton-Clarkson-Toronto Union express in the morning service the Hamilton, Burlington, Appleby, Oakville West and Oakville stations. At Clarkson, only the rear 10 cars will open their doors, so those wishing to disembark at Clarkson must not be in the first two cars (GO's coaches are not designed for passenger movement between cars). The 17:19 westbound departure is similarly operated with only Oakville passengers in the rear two cars and no passengers for Oakville in the first two cars.

The trains usually operate with a GP40-2(W) unit on each end plus an Auxiliary Power Control Unit for auxiliary power supply. (Bruce Chapman)

BY MICHAEL IVESON

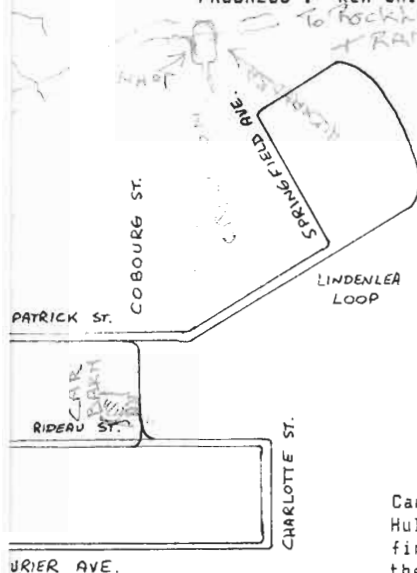
Electric streetcar service in Ottawa had been operating since June 29, 1891. Ottawa Transportation Commission General Manager George Brady, Transportation Manager Bill Purdy, and the complete Union Executive were on Car 831 for the last trip. The last run left Rideau and Charlotte Streets at 2:20 a.m., reaching Britannia at 3:00 a.m. and returned to Cobourg Barn at 3:23 a.m. Twenty-six 800-class cars were retained at the Cobourg Barn to maintain the service on the Britannia Line. Over 60 jobs were

A mammoth parade of 17 vehicles was held on Saturday, May 2, 1959. Over 25,000 people watched the parade which included: OCPR Horse Car No. 4, built in 1870 by Stephenson; Rail Grinder No. 6, built in 1897 as a passenger car by the Ottawa Car Company; Sand Car No. 423, built in 1906 by the Ottawa Car Company as a Royal Mail Car to carry mail from the CPR Broad Street Station to the Central Post Office; Line Car No. 25, built in 1923 by the Ottawa Car Manufacturing Company; two snowsweepers; and Flat Car No. 14, built in 1908. The balance of the parade was made up of 800-Class cars, including Car 859, built by the OCMC in 1927, that had been sold to the Canadian Railroad Historical Association in Montreal. The final vehicle in the parade was a recently purchased 5900-Class TDH-5105 bus, one of 107 which had been acquired to enable the conversion to an all-bus system.





Car 802 and sisters are stored on the eastbound Britannia Main at Richardsons Crossing Yard pending dismantling in May 1959. No. 802 carried the message "I HATE TO GO BUT I GIVE IN TO PROGRESS". Ken Chivers photo, collection of J.M. Iveson.



For several weeks after the parade all electric cars were moved from the Barns under their own power to Richardsons Crossing Yard at Richardson Avenue and Richmond Road on the Britannia Line. Streetcars and work equipment were stored in the Yard and along the Britannia right-of-way. The scrappers then took over the task of removing valuable material and disposing of car bodies. Line Car No. 25, which had been purchased by Branford Electric Railway of East Haven, Connecticut, had the distinction of being the last tram involved in an accident in Ottawa. As it was being moved to Richardsons Crossing it collided with two automobiles at Albert and Commissioner Streets.

Rail and overhead wire was removed from the Britannia Line during the winter of 1960. Most street trackage was removed shortly after, leaving very few reminders of Ottawa's Red Rockets.

May 1, 1989 marks the 30th anniversary of the end of revenue service of Ottawa's streetcars. Incidentally, the headlight and tail light of Car 831 repose in my recreation room, as a reminder of the night 30 years ago that I stayed up to watch the last official run of Ottawa's streetcars.

Cars 821, 818 and a sister are in a Hull, Quebec, wrecking yard waiting final scrapping in this photo from the collection of J.M. Iveson.



The parade route was from Rideau and Mosgrove Streets west to Sparks Street, south on Bank Street, west on Somerset and Wellington Streets, and south to Holland Junction Loop at Byron and Holland. All cars except No. 859 then returned to the Cobourg Barn. Car 859 continued out to the Britannia Line for the benefit of the CRHA members.

A tender notice shortly after conversion noted the following: 37 streetcars (800-Class) were sold to Baker Bros. of Ottawa at \$176.25 each; 3 sweepers at \$200.00 each; a derrick car for \$165.00 and an electric plow for \$70.00. Boulevard Demolishers of Hull acquired the flat car for \$25.00 and the Cornwall Electric Railway bought two sweepers at \$300.00 each.

P.S. Car 859 resides today at the CRHA's Canadian Railway Museum in Delson, Quebec, as do Grinder No. 6 and Sand Car No. 423. For some time, Car 854 was also resident at Delson, but was 'repatriated' to Ottawa and is stored at the National Museum of Science and Technology. Car 829 languished in a scrapyard in Gatineau, Quebec, for many years before being trucked to Toronto to form part of Applebee's Restaurant at McCaul Loop. And surprisingly, the forward 16 feet of Car 831 rests in a municipal yard in Ottawa after being recovered from the scrapyard in Gatineau in the early-1980s - it was planned that the section become part of a display at a Transitway station in Ottawa.

On the Stoppers

BY COLIN CHURCHER

I met someone the other day who knew somebody living at East Horndon in Essex, 20 miles out of London on the line from Fenchurch Street Station (London) to Southend and Shoeburyness. This surprised me as I didn't think that anyone lived there. We used to run through East Horndon when I was firing the stopping passenger trains up to London. The station was in the country and you couldn't see a house from the railway. The stoppers were an hourly interval service of trains hauled by 2-6-4 tank engines. Not all trains would stop there. We would be sweeping down from Laindon Summit and this would spoil our run through to Upminster where we would have the chance to race against the London underground electric trains on an adjacent track.

The stop at East Horndon was very much a token one. As we were running in, I would be on the platform side looking back for the guard's green flag. If there was nobody to pick up we would get the right away before we would actually stop and the engineer would kick off the vacuum brake and haul the throttle out to the roof to do the railway equivalent of a California Stop. The blast would start to tear holes in my fire and I would have to race to get the injector off and to close the firehole doors to keep the cold secondary air from getting into the firebox. The best way to make steam was to draw the air through the firebed from the dampers. When we had reached about twenty miles per hour the reverser would be wound back a few turns thus lessening the draught on my fire. I could then splash a few shovels of coal around the box. The first would be in front of the firehole to cool down that part of the fire. It was then four down the right hand side and four down the left hand side and slam the doors shut. (No air operated firehole doors here). The engines were draughted to take most of the air down the sides so we never fired with a straight shovel.

The 2-6-4 tanks would go like the wind. You had to make sixty in between stops to make time. 70 was common and 80 was possible. There were no speedometers so the engineers just went as fast as they dared. The four wheel truck under the cab gave a great ride, much better than in the train. With this sort of a pasting the engines would not steam against the injector and I would have to sacrifice the water. Upminster was only 5 miles from East Horndon and I would wait until the throttle was shut before putting on the injector. The engineers would lean one hand on the throttle and make as if to close it. There was a bit of psychology here. If I looked nonchalantly out of the window as if everything was alright and that we had plenty of water he would close the throttle a mile or so out and we would drift into Upminster. I could then put on the injector and we could sail in with plenty of water and steam. If I looked bothered he would either hold off on

the throttle until the last moment or pretend to close it and watch me put on the injector too early. In either case it would create havoc with the water and steam.

Nightwork was different! The only light in the cab was from a small oil lamp that was hung by the water glass. The only other light was through the firehole door. I liked to keep the firedoors cracked a shade to reflect a little light off the back of the bunker so that I could see important things such as if there was any steam. The trouble with this was that it also reflected off the front window glass and blinded the engineer in his search for signals.

One night we set off from Shoeburyness on a train to London. Most of the evening trains did not stop at East Horndon but the schedule had been amended to give local residents a late evening connection to the metropolis. The timetable was a little confusing and it read something like:

Between July 6 and August 31 stops at East Horndon except Tuesdays and Thursdays and on Bank Holiday weekends when it will not stop on Wednesdays but will stop on the Thursday before and the Tuesday afterwards.

We had huddled with the Guard and decided, with the help of a calendar, that it was, indeed, our duty to put in a stop at East Horndon that night.

It quickly became evident that my engineer was not going to allow the doors to be opened a crack so that the cab was black. The night was also dark with an overcast sky and no stars. For most of the trip I couldn't even see the engineer on the other side. The light from the fire was blinding every time I had to put in some coal. I might have well been shovelling with my eyes closed for all I could see. Having finished a round of coal I would have to feel my way back to my side. Firing a steam locomotive by touch is not to be recommended as there are some hot bits, especially when the fireman didn't use gloves (the only ones who did were those who had girlfriends).

With no headlight it was pitch black outside and the only thing I could see were the signal lights which were reflected in the rails. Two green lines stretching into a pitch black eternity. The sound from the stack told me that we were climbing to Laindon Summit and my fire was taking a beating. As we crested the summit I was glad that I would have the chance to get the fire in shape and reclaim the water that I had mortgaged. We were travelling bunker first so the platforms were on my mate's side. My pitch black environment with just the green lights mesmerized me. I snapped out of my reverie as the throttle was closed. We were drifting along at about 80 and there were the lights of Upminster ahead. We made a smart stop at Upminster and surprised all the

station staff who were normally waiting on the platform for us. The station stop at Upminster was longer than usual and we were evidently waiting for time. We made a smart exit with both safety valves blowing off deafeningly.

At Fenchurch Street I cut off the engine and had just climbed back into the cab when the Guard walked forward.

"I thought we had decided that we should stop at East Horndon tonight?"

The look on the engineer's face said "Omigod".

We decided not to say anything about it and luckily there were no complaints.

So this is why I was surprised to hear that people actually did live at East Horndon. I don't know how they got in and out of the place. We certainly didn't encourage them to use the train!

MICHIPICOTEN'S ABANDONED LUMBER MILLS

[The following article, written by Donald E. Pugh, appeared in the Algoma News Review on November 20th, 1974. The locomotive referred to at Dalton is listed in the **Canadian Trackside Guide**, Part 2. Who knows what other rusting remains are still out there to be uncovered by the industrial archaeologist.]

Since the completion of Algoma's railways, large sawmill towns have harvested black spruce forest and hardwoods. Remains of these camps now dot our landscape.

Perhaps the largest abandoned operation was located at Dalton and Dalton Mills near Missanabie on the C.P.R. Begun in the early twentieth century, by Austin Lumber, Dalton Mills on Shikwamkwa Lake possessed over 1,000 workers with numerous dwellings and bunkhouses capable of housing 400 men. Logs, boomed along the Windermere River and Shikwamkwa Lake, were cut into rough lumber. A seven mile railway spur from Dalton Mills to Dalton, was said to have possessed more switching spurs at Dalton Mills, than were found at Chapleau. Austin Lumber operated several small switching locomotives which regularly hauled the rough cut lumber over the winding track, and trestles to Dalton, for planing and shipment. This town on the C.P.R. also grew and flourished in the 1940s as a debarking, cutting and planing centre.

Twisted, rusted steel rails, rotted ties and burnt hulks of box and flat cars now litter the abandoned line. At Dalton Mills, only mouldering remains of log cabins situated in a large grassy field survive at the townsite. Disintegrating pointer boats, and forgotten brick boilers are still found at the mill. Only two habitable buildings remain; one rented to an American for \$1.00 per month for a summer camp.

Rails still follow Highway 651 to the old trestle crossing Ogasiwi Creek. This rotted

structure has resisted nature's ravages, and may still be crossed on foot. The townsite of Dalton presents a wild western ghost town. Bare weather beaten timbers on crumbling buildings withstand the harsh summer sun and freezing winter winds. A tiny church is still usable, but the traditional one-roomed school house is abandoned. Broken windows stare blindly, while water drips from the roof on a plaster strewn floor. Corroded saw blades, twisted blackened diesel engines, and huge piles of sawdust mark the burnt sawmill site. A switching engine, virtually in operating condition, remains forgotten in one decaying building, its tracks long since gone. The well constructed brick powerhouse resists nature's ravages. Gigantic boilers and a massive fly wheel are now finished, while the associated wooden sawmill stands open to wind and rain.

Other operations, on a small scale, also leave relics of sawmill operations near Wawa. Magpie Junction, on the A.C.R., still possesses a derelict station, outbuildings, and log cabins. All around are mountainous sawdust piles in a desolate moonscape environment. A road, following the old Magpie Railway spur line of 1911 runs from the camp northward, 10 miles across the Magpie River to old Dubreuilville. Located three miles north of Cedar Falls, fire has now totally destroyed the remains of this formerly flourishing community, established and operated by the Dubreuil brothers.

Visits to such abandoned sites reveal fascinating artifacts of one of Michipicoten's traditional industries. Visit and explore the sites. Only in this way can one really feel, understand and appreciate our economic past.

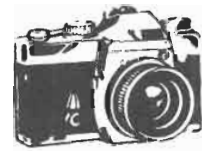
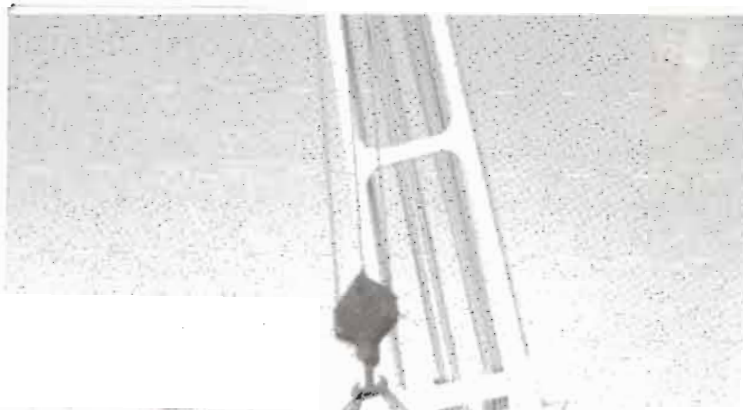
KENYA STEAM AGE ENDING - AGAIN: Steam disappeared from East Africa more than a decade ago. Since October 1988, however, Kenya Railways has been celebrating its tenth anniversary as a separate entity by operating once-a-week steam trips from Nairobi west to Naivasha, at the base of the vast Rift Valley.

Two 59-class Beyer-Garrett oil-fired steam locomotives - "Mount Shangena" and "Mount Gelai" - alternate to power a train of a dozen or so Swedish-built carriages for the five-hour journey.

Along with a smaller 30-class locomotive, both were rebuilt in 1988 by an 18-member Kenya Railways team. The "Mount Shangena" was built by Beyer, Peacock of Manchester in 1955 and is considered the most powerful metre-gauge steam locomotive ever built.

Plans were to retire the locomotives in March 1989. The "Mount Shangena" is destined to a museum in Britain, and the other two will go to a museum in Nairobi. (The Globe and Mail, 28/02/89)

AMTRAK'S NEW EQUIPMENT: The 100 new Bombardier-built coaches will be known as the Horizon Fleet. Midwest routes should see the new cars this month. (The 470, April 1989)



PRINCE EDWARD COUNTY RELIC

BY JAMES NELSON

For the past several years, I have watched the ravages of winter tear apart the last Prince Edward County Railway building remaining on its original site, the station at Consecon, 13 kilometers (or as the PECR schedules called it, 10.9 miles) south of Trenton, Ontario.

It was built for the opening of the line from Picton to Trenton in 1879, and though tiny, Consecon station was important as the first scheduled stop south of Trenton, serving the north shore of what is now the island county. Carrying Place, near the neck of land through the Murray Canal [linking the Bay of Quinte with Lake Ontario proper], was only a flag stop.

The winter of 1987-88 dealt Consecon station a near mortal blow. The little baggage shed adjoining it on the east collapsed. It now lies a tangle of boards, exposed nails, and left behind coal. It was apparently a later addition to the main 20 by 30-foot building, but sad as the sight is, its ruin reveals more about the internal structure of the original station than could hitherto be seen.

At the height of its useful life, Consecon (a name derived from Mississauga Indian for the pickerel that abounded nearby) presided over a passing siding and a spur serving a freight house and feed mill elevator. The latter two buildings, apparently built some time after 1880, are still standing, and though now closed are in somewhat better repair than the station. The design of the freight house is interesting. Its narrow windows placed near the eaves suggest a form of natural air conditioning was used for the fresh fruits and vegetables waiting there to be shipped in large quantities from the county.

The station itself now seems lamentably beyond repair. As it stands well away from the village of Consecon, in an open space, there is little prospect of restoring it to any useful purpose.

TOP LEFT: Terra Transport NF-210 No. 916 was the first of 10 units loaded onto the SS "Conti Albania" at St. John's, Newfoundland, on December 18, 1988, enroute to Chile. Photo by Tom Ronayne.

TOP RIGHT: The station at Consecon, Ontario, the last Prince Edward County Railway building remaining on its original site, seems lamentably beyond repair. Photo by James Nelson.

BOTTOM: Newly-remanufactured BMDiu's 1400, 1403, 1402 and 1401 head Train 337 at Walkley Yard in Ottawa on March 22, 1989. The units continue to operate long hood forward, as opposed to the 15 now in the 1600-series that operate short hood forward. Photo by David Stremes.

Bricks from the chimney sprinkle what remains of the roof like confetti, and the roof itself lets the sunlight and the rain pour indoors. The cedar shingles are in tatters, a few threads hanging from the nails like worn out thatch.

It originally had a board and batten exterior, solid 12-inch boards overlapped by four-inch battens. Early pictures indicate the original PECR buildings were painted in some light colour, with a darker band below the window sills. There is evidence of light green paint on the eaves, but whether this is original is hard to say. Later PECR buildings were painted darker, and there is plenty of evidence of boxcar red.

It is the interior, however, that is the more interesting evidence of 1870s carpentry craftsmanship. The building was originally two rooms, an agent's office and a waiting room. Both were sheathed in wood, boards milled with a bead along one edge - laid horizontally up to chair rail height, and vertically above. The door from the waiting room to the office had elaborately molded jambs and lintel.

The roof line extended over the front to shelter the entrance and the agent-operator's bay window. Supports now are simply dangling in space.

The pattern of the Consecon station seemed to be a standard for the PECR, probably for all of the line stations apart from the terminals at Picton and Trenton. The two-story terminal building at Picton has been moved from its original site and modified into a residence bearing little likeness to the original.

When the PECR was extended north of Trenton, beginning in 1882 as the Central Ontario Railway to serve the growing mining activity around and north of Marmora, the same pattern was apparently followed. A near copy of the Consecon station - the same, except for the window arrangement - served Frankford and has been restored and converted into a Lion's Club senior citizens centre.

The original PECR line was last used after the Second World War for shipments of pelletized iron ore from a Bethlehem Steel open pit mine near Marmora to a lake shipping loading dock near Picton. That traffic ended in 1978 when the mine ran out. A few years later a spur was built to serve Lake Ontario Cement a short distance from the ore dock, and a string of round-sided covered hoppers is still parked there among the weeds.

These movements passed by Consecon on new heavy rail laid by the CNR, and the siding at Consecon - with what appears to be 50-pound rail, possibly the original - was used to set out bad order cars.

The main line can still be traversed, though the spur to the ore dock is overgrown with brush and trees and would need major rehabilitation.

NTA Decisions



PERMISSION TO ABANDON NEW BRUNSWICK LINE: Canadian National has received permission to abandon its Caraquet Subdivision between East Bathurst (mileage 4.34) and Tracadie (mileage 72.04), including the Shippigan Spur.

The line has been in jeopardy for some time, existing for many years at the pleasure of the NTA's forerunner, the Railway Transport Committee, always on the hope that the area it serves would experience some form of economic revival.

In 1874, the line was incorporated as the Caraquet Railway to build "from a point on the Intercolonial Railway to Caraquet or Shippigan Harbour. In 1911, it was amalgamated with the Gulf Shore Railway (formed in 1885 "to build from a point on Caraquet Ry. to Tracadie"), becoming the Caraquet and Gulf Shore Railway. In 1915, the Dominion Government took steps to purchase the line for the Canadian Government Railways. This was finally accomplished in 1920, with control eventually being assumed by Canadian National. (03/03/89 and A Statutory History of the Steam and Electric Railways of Canada, 1836-1937)

CALL FOR SUBMISSIONS ON LAURENTIAN LINE: The National Transportation Agency has advised that it is soliciting interventions on behalf of retaining the operation of Canadian Pacific's Ste-Agathe Subdivision from St-Jerome (mileage 13.6) to Ste-Agathe (mileage 44.4) and from Ste-Agathe (mileage 44.4) to Mont-Laurier (mileage 138.2).

Losses over both segments of the line—once the favourite haunt of winter ski trains operating out of Montreal—have been significant. During 1987, 87 loads were billed over the St-Jerome to Ste-Agathe section, incurring an actual loss of \$190,728 while the Ste-Agathe to Mont-Laurier section recorded a dismal 14 loads for an actual loss of \$566,238. (15/03/89)

APRIL HEARINGS TO DETERMINE FATE OF DAR: Public hearings took place on April 5 in Bridgetown, Nova Scotia, to review a Canadian Pacific application for permission to abandon that portion of the Dominion Atlantic Railway between Kentville and Yarmouth.

The proposed abandonment includes two subdivisions—the Kentville Subdivision from Kentville (mileage 4.6) and Annapolis Royale (mileage 58.4) and the Yarmouth Subdivision from Annapolis Royale (mileage 0.0) and Yarmouth (mileage 86.6).

During 1987, the affected segments handled a total of 572 carloads, incurring an actual loss of \$1,611,791. Previous attempts to convert the line into a shortline operation have been stymied, mainly due to a failure to negotiate terms of purchase and sale with Canadian Pacific.

Should the abandonment be authorized, the whole south western part of Nova Scotia will be without rail service. (07/03/89)

MIXED OUTCOME INTO HEARINGS ON QUEBEC SOUTH SHORE LINES: Canadian National has been partially successful in its attempts to rationalize branchline network located to the east of Montreal along the south shore of the St. Lawrence River.

Following an extensive investigation, the NTA has given CN the necessary authority to abandon that portion of its Sorel Subdivision between Sorel (mileage 47.16) and Nicolet (mileage 77.00), including the Desormeaux Spur which is located at mileage 83.92 of the Sorel Subdivision.

CN has, however been ordered to continue operations of the Sorel Subdivision between Tracy (mileage 45.50) and Sorel (mileage 47.16) and between Nicolet (mileage 77.00) and St-Gregoire (mileage 84.20), including the Bécancour Spur which is located at mileage 83.99 of the Sorel Subdivision.

The line has its origins in the Great Eastern Railway which was incorporated to build from Dundee to Levis. Construction was completed and the line opened to rail traffic from Yamaska to Rivière St-François on January 24, 1887, and from Nicolet to St-Gregoire on July 1, 1889.

According to data supplied by the NTA, the Great Eastern Railway was acquired by the South Shore Railway Company in 1894. This latter road had been incorporated on January 8, 1894 to build a track from Levis to Valleyfield. Subsequently, the Quebec Southern Railway Company took over the operation of the South Shore Railway Company on October 17, 1901.

Some 5-years later, on July 13, 1906, the Quebec, Montreal and Southern Railway Company was incorporated to acquire the operating rights, trackage and all other property of the Quebec Southern Railway Company. The line was completed and opened to rail traffic between Rivière St-François and Rivière Nicolet on November 2, 1909.

The Quebec, Montreal and Southern was acquired by CN on July 16, 1929.

In spite of the positive turn of events for most of the Sorel Subdivision, it should be stressed that the operation is uneconomic, posting an actual loss of \$990,155 in 1987, in spite of revenues of \$2,976,949.

The NTA disallowed the bulk of CN's abandonment application, however, as the business volume along most of the Sorel Subdivision has been steadily improving over the past few years and there is nothing to suggest that the line cannot be made profitable over time. (09/03/89)

CROSS CANADA HEARINGS TO EXAMINE VIA'S PRICING POLICY: As reported in last month's issue of Branchline, the National Transportation Agency is currently occupied in a series of cross-Canada hearings to examine the pricing policies of VIA Rail Canada, Inc.

Hearings have been scheduled for Vancouver (March 30), Calgary (April 3), Winnipeg (April 5), Halifax (April 11), Montreal (April 13), Windsor (April 18), Toronto (April 25) and Hull (May 1).

The terms of reference for the inquiry

include the following: a consideration of the policy and practices of VIA in establishing their fares; a consideration of the market and the competitors involved as well as the strategies used to attract new ridership; a consideration of any studies or analysis done by or on behalf of VIA that touch upon such development, implementation, assessment and effectiveness; and the effect of VIA's fares on applicable subsidies from the government, the maintenance of fair competition, as well as the competitors' ability to maintain service on their main and subsidiary routes.

According to informed sources, the debut

of the hearings in western Canada has already engendered a certain degree of acrimony between the bus companies and VIA Rail. The bus companies have demanded that VIA Rail disclose sensitive pricing and costing data. When VIA demanded an equal disclosure of information from the bus lines, they categorically refused. The issue has yet to be settled.

Public submissions have been invited and potential interveners are directed to file their submission with Ms. Suzanne L. Clement, Secretary, National Transportation Agency of Canada, Ottawa, Ontario, K1A 0N9. (07/03/89)

A Learning Experience

BY BERT TITCOMB

I worked one summer in the early-fifties for Canadian National Railways at their head office at 360 McGill Street in Montreal. I recall arriving for work on my first day and being ushered into the office of the Office Engineer for my initial interview. He commenced by asking what previous work experience I had. When he heard that I had worked five summers for a large contractor, he said, "You know the ropes", and terminated the interview! I was then escorted up a steep flights of stairs to a large office on the south-east corner of the building. There was an excellent view towards the St. Lawrence River and the Montreal Harbour.

I was introduced to my supervisor, an individual whose real loyalties belonged to an amazing network of extra-curricular activities including dealing in used clothing, selling used cars after hours and on the weekends, assisting his co-workers in avoiding traffic tickets for being parked too long at nearby Place d'Youville, and spending long hours pouring over the latest racing forms.

The work consisted of examining freight train car reports to determine how many L.C.L. (less than carload) freight shipments had been transported over the entire CNR system during a specified time period. These reports had been filled out by the train conductor and contained each car number, where it had been picked up, its destination, and a brief description of its contents. Obviously, on a long train, these car reports represented a considerable amount of paperwork. My geography of Canada improved very quickly. I had never heard of division points like Biggar and Wainwright to name two that came to mind.

Two other events stick in my mind. One involved the job itself, the other concerns one of our favourite pastimes during the lunch hour.

On the July 4th weekend, someone in the Head Office decided he wanted to know how many vehicles would use Victoria Bridge over the long weekend. As volunteers, we were requested to work a four-hour shift to record the number of vehicles going in both

directions across the bridge. We sat beside a small shack at the north end of the bridge with a pad of paper and pencils. Four parallel vertical lines and a single horizontal line through them represented five cars. We were surprised that an organization like the CNR could not afford some kind of mechanical counter to record this vital information. I believe that the shack has since disappeared -- perhaps a victim of the freight which derailed at this point several years ago.

In the early-fifties, St. James Street, now St-Jacques, was often referred to as the "Wall Street of Montreal". All the banks had their head offices in this area of Old Montreal. Streetcars were the main form of transportation. At lunchtime, we would frequently stroll along St. James Street to view the many attractions. Montreal females in their summer frocks were the main attraction - particularly if there were a few gusts of wind on any street corner. Any unsuspecting female stepping off a streetcar on such a corner could come to a few seconds of grief if she was wearing a flared skirt or dress. BRS members may now understand the real reason why that small group within the Society still rave about streetcars!

The number of anecdotes about that summer are endless. Suffice it to say that by the time I returned to university in the fall, I could look back on my summer job with the CNR as truly a learning experience.

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TidBits

BY DUNCAN DU FRESNE

"A Railroad Tail"

It takes a lot of people to run a railroad, and some of them have some pretty peculiar notions about the railroad, its rules and procedures, and just how they perceive their own niche in it all.

A case in point concerns Canadian Pacific's freight operation between Lambton Yard (Toronto) and Orr's Lake, a few miles to the west of Galt.

This is the territory where westbound trains got pusher engines between the two aforementioned points from the famous or perhaps infamous "Cockney Pool".

In the steam era, Orr's Lake was a busy spot, so busy in fact that an operator was positioned here in a small trackside wooden office, complete with order board. Many trains met here and it was the point where the pusher engines were cut off for their return, light, to Lambton.

One of the operators who worked at Orr's Lake was also one of the peculiar people whom I described earlier and herein lies a humorous tale, or is it "tail"?

It seems that this particular "Op" was one of those "by the book" railroaders, up to a point and a bit of an ornery cuss generally. In any event, it is fair to say that this fellow wasn't liked very much by the engine crews. Here's why.

Take my word for it. After hours in the cab of any steam locomotive in the winter months, and especially one with an open cab, it's nice to get down every once in a while and get inside a heated building for a "shin heat."

Engines that stopped on the main or in the hole at Orr's Lake, right beside the operator's "shack", found the door on said shack locked, for they weren't welcome inside.

Now, in situations like this, it doesn't take long for the word to get around. This operator wasn't making the slightest attempt at winning a popularity contest.

One of the operator's other peculiarities was that he kept a large dog at the shack when he was on duty. The dog wasn't on CP's payroll, but perhaps it should have been for the intention was to have the dog perform a very useful function.

As you all know, one of the functions of an operator is to "hoop up" orders to a passing train, as required. After removing the "flimsies" from the hoop, engine and train crews throw the hoop onto the ground, to be retrieved later by the operator. Enter the dog - they'll not only chase sticks, they'll also retrieve order hoops. What a great idea! And it might have worked too- for some one other than our ornery friend.

At Orr's Lake, westbound engine crews picking up orders "on-the-fly" would not drop the hoop as soon as they'd removed the

"flimsies" in the usual manner. Nope, they'd hold onto it and carry it all the way down to the west switch of the passing track, with one large dog in hot pursuit.

Passing the west switch the fireman, in one deft motion, would drop the circular end of the hoop down over the top of the high target on the switch stand. It must have been pretty humorous, watching the dog trying to get that hoop loose!

Is there a message here? You bet there is and you don't have to be a railroader to get it.

A tip of the old Tid Bitter's cap to Jack Walter for this one. He was there!

WHO PAYS TO MOVE AMERICA'S FREIGHT?: If it goes by barge, for example, the American taxpayer is paying the lion's share of the costs. The barge operators receive 42 cents in subsidies from the American public for every revenue dollar they collect from the shippers. The subsidy is given in the form of construction, operation and maintenance performed by the Army Corps of Engineers. This service costs the American taxpayer almost \$1 billion annually.

The cost of moving freight by truck also is subsidized in large measure by the private automobile owner. According to the Government Accounting Office (GAO), one tractor-trailer loaded to 80,000 pounds does damage equal to that done by 9,600 automobiles. A recent study done by the State of Oregon showed that 80 per cent of pavement damage is attributable to trucks weighing more than 50,000 pounds. The Interstate System, according to the GAO, is wearing out 50 per cent faster than it is being fixed. About one-fifth of the System is in need of major repair.

Unlike the trucks and barges, America's freight railroads own, maintain and pay taxes on their right-of-way. That costs the railroads 34 cents for every dollar of revenue. By comparison, trucks pay only five cents and barges less than a penny out of their revenue dollars for their rights-of-way. As long as barges and trucks are subsidized - and thus do not have to reflect the full cost of doing business in their prices - they take away traffic which might well move by rail. As more public monies are poured into rights-of-way for trucks and barges, the greater the demand for those modes will be - simply because their prices are artificially low. (Association of American Railroads, courtesy of The 470, April 1989) The U.S. study also showed that the various taxes paid by trucks, while varying from state to state, amounted to less than 50 per cent of the burden they imposed on the taxpayers through road deterioration alone.

Likely the situation in Canada is not any better. Is it not time for a ton-mile levy, as is used in Europe, as compensation for the damage about to be perpetrated against public property? (Jack Langley)

1201 STEAMS AGAIN! 1989 EXCURSION SEASON ANNOUNCED

For the second consecutive year, the Bytown Railway Society, Inc. and the National Museum of Science and Technology will join forces to operate ex-CP 4-6-2 No. 1201 and her vintage train of coaching stock on branchline and mainline tours of eastern Ontario and western Quebec. Stay tuned, moreover, for a few additional surprises.

This year, 1201's 45th anniversary, an even more ambitious slate of operations is planned, with the train celebrating Ottawa's Festival of Spring, the re-opening of the National Museum of Science and Technology, the Glengarry Highland Games, and glorious fall colours of the Ottawa Valley.

SCHEDULE

NAME	DATE	TIMES
FESTIVAL EXPRESS "A 2-hour rail tour of the National Capital"	MAY 13 MAY 14 MAY 20 MAY 21	DEPARTS NMST AT 10:00, 13:00 & 16:00 - during each day
RENAISSANCE "A 2-hour rail tour of the National Capital"	JUNE 10 JUNE 11	DEPARTS NMST AT 10:00, 13:00 & 16:00 - during each day
THE HIGHLANDER "All day tour of eastern Ontario, including the Alexandria Sub. & freight only Vankleek Spur."	AUG 5	TBA
AUTUMN VALLEY EXPRESS "Experience the world famous fall foliage of the Ottawa Valley over CN's freight only Beachburg Subdivision."	OCT 1	TBA

Ticket prices are as follows:

"Festival Express" - Adults, \$15.00;
Children, 12 and under \$10.00

"Renaissance" - Adults, \$15.00;
Children, 12 and under \$10.00

"The Highlander" Ottawa/Maxville, \$40.00
Maxville/Hawkesbury, \$35.00
Ottawa/Hawkesbury, \$55.00

"Autumn Valley Express" Ottawa/Pembroke, \$55.00

Reserved tickets are available through the Society, or from any of the three Hobby House outlets in Ottawa. Please send cheque or money order. No cash through the mail please.
NOTE: all prices are in Canadian funds.

Along the Right of Way



HEADING TO NEW HOME: On March 22, newly-remanufactured GMD1u 1400 to 1403 (ex-1917, 1916, 1913, and 1061) headed up Train 337 through Ottawa enroute to their new home on the Prairie Region. No. 1404 (ex-1057) was used in the Ottawa-area in late-March and early-April. Another 19 1000-series GMD1s (A1A-A1A trucks) will be remanufactured into B-B trucked 1400-series units in 1989. (David Stremes)

HEADING FOR REBUILD: GMD1 1058 headed through Ottawa on March 8 enroute to rebuild into a 1400-series unit. Sisters 1052 and 1074 followed on March 10 and 'class unit' 1000 passed through on April 5. (David Stremes and Martin Berubé)

LAST OF ORDER DELIVERED: SD60Fs 5522 and 5523, the last two of an order for 20, powered Train 337 through Ottawa on March 25 enroute to their new home at Edmonton, Alberta. Another 40 SD60Fs (Nos. 5524-5563) will be delivered later in 1989. (Martin Berubé)

DISABLED "MU" CARS FORCE REDUCTION IN MONTREAL COMMUTER SERVICE: Mechanical problems with two sets of Multiple Unit cars have forced Canadian National to reduce service frequencies on its Montreal-Deux Montagnes commuter line. CN operates the service on behalf of the Montreal Urban Community Transportation Commission, with a veritable fleet of antique equipment, including the oldest operating mainline units in North America (Z-1-a Class Box Cab Electrics Nos. 6710-6713, built by General Electric in 1914 for the Canadian Northern Railway, closely followed by slightly younger Nos. 6714 and 6715). The MU cars are relatively young - the five remaining class EP-59a power units (6730-6731 and 6733-6735) and 11 remaining class ET-59a trailers (6739-6749) were built by Canadian Car and Foundry in 1952.

The service cancellations are listed in the accompanying chart.

CN/MUCTC COMMUTER SERVICE				
NO.	MTL.	Cote Vertu	Val Royal	Deux Mntgnes
DH 901	0645		0705	
902	0745		0720	
DH 907	0755	0808		
908	0835	0820		
951	1445			1531
952	1630			1545
915	1730		1753	
916	1825		1805	

Some \$175 million has been promised by the Quebec Government to modernize the 17-mile line. \$1.75 million of the total has been approved for 1989 for planning. (John Godfrey and Mark Walton)

CP Rail

PINCH-HITTING: Freshly-rebuilt RS-18u 1850 (ex-8738) was pressed into commuter service on the Montreal-Dorion run on April 14 in place of the usual Montreal Urban Community Transportation Commission's FP7A unit. (Earl Roberts)

VIA

HEADING FOR HEP: Baggage car 602 passed through Ottawa on March 13 in the middle of a CN freight train enroute to Montreal, possibly for conversion to Head-End Power. (David Stremes)

BECOMING MORE COMMON: F40PH-2 6428 powered the 'Canadian' from Montreal to Sudbury and return on March 18 and 19 in lieu of the usual FP9A unit. On April 4, the train was handled by F40PH-2 6417 with FPA-4 6793 in the trailing position being used as a steam generator. On April 7, No. 6417 made the trip again accompanied by a steam generator unit. (Martin Berubé)

INCREASED PASSENGER LOAD: A strike against the Acadian Bus Lines has resulted in Trains 613, 614, 616, and 619 on the Halifax-Moncton run being operated with conventional cars behind an 'A' unit in place of the normally-assigned RDCs since March 17. Initially one set was powered by FPA-4 6771 and another by FP9A 6550 (ex-CP 1400-possibly the first time a CP 'A' unit has operated into Halifax). By the end of March, FP9A 6504 had replaced the 6771 as the latter could not operate in the lead position after March 31 as it is not fitted with a Reset Safety Control.

A 6500-series FP9A has been assigned to Trains 16 and 17 ("Chaleur") between Matapedia and Gaspé. These runs have been powered by an FPA-4 unit for many years. (Bill Linley)

EMPLOYEES DEMONSTRATE CONCERN OVER POSSIBLE CUTBACKS: With the unofficial blessing of management, VIA Rail employees in Montreal staged a noisy noontime protest at Central Station on March 31 to protest attempts by Ottawa to trim the passenger rail corporation's current operating subsidy. (John Godfrey)

'SKEENA' ROUTE MODIFIED: Starting April 30 VIA's tri-weekly trains 5 and 6 - 'Skeena'-will operate between Jasper and Prince Rupert rather than between Edmonton and Prince Rupert. The equipment will be added to Trains 3 and 4 - 'Super Continental'-between Jasper and Vancouver to provide additional capacity on Nos. 3 and 4.

MISCELLANEOUS

MIX-UP OVER TRAIN NUMBERS: Contrary to what was reported on page 21 of the April issue of Branchline, the "Montrealer's" old numbers are not carried by Amtrak's "Adirondack" but by VIA Rail's Quebec City-Montreal LRC trains. The "Adirondack's" numbers on CN are 28 and 29, with the later Sunday departure carrying the number 638. It

had been No. 38 during the time that the number was not carried by any VIA Ottawa-Montreal trains. With the Friday and Sunday re-instatement of Trains 38 and 39 last year, CN was forced to renumber the American train in order to avoid a conflict. (John Godfrey)

TIMETABLE REFLECTS CORPORATE CHANGES: Amtrak's January 15 public timetable now identifies the trackage between Rouses Point and Schenectady, New York, as the property of the New York, Susquehanna & Western (NYS&W). Previously, it had been listed as Delaware and Hudson, even during the era when it was controlled by the Guilford Corporation. The Susquehanna has been operating the D&H since last June. (John Godfrey)

STEAM TRAIN PLAN ABBREVIATED: Canadian National has commenced the removal of 29 miles of track between Forfar and Harrowsmith, Ontario, and have indicated that tenders will be called "in a few weeks" for the remaining 21 miles of track from Smiths Falls to Forfar. The line was officially abandoned in 1985, however, no traffic has moved over the line since the late-1970s.

The Rideau Valley Heritage Railway Association had sought the entire 50-mile line for a tourist steam operation. (The Ottawa Citizen, 08/04/89)

RECORD TRAIN: On December 23, 1988, BC Rail marshalled all nine of their RDCs together at North Vancouver to carry over 400 passengers to points north - the first time that a nine car RDC train has operated on BC Rail. (WCRA News, April 1989)

NEWFOUNDLAND COACHES IN THE USA: Further to John Godfrey's note on Page 20 of the March issue of Branchline, two ex-Newfoundland Railway coaches reside in New Jersey. Nos. 502 and 505, built by the Reid-Newfoundland Company car shops in St. John's in 1902, were sold in June 1962 to the Carroll Park & Western Railway at Bloomsburg, Pennsylvania. In April 1968, No. 502 was sold to the Pine Creek Railroad of the New Jersey Museum of Transportation in Allaire State Park, New Jersey, which regauged it to 914 mm (36"). At a subsequent date, No. 505 also went to New Jersey. (Omer Lavallée)

ON MANEUVERS: A massive movement of military vehicles from eastern Canada to Wainwright, Alberta, got under way in mid-April over CN and CP Rail lines. Some 800 rail cars of military vehicles were to move from Valcartier, Quebec, alone. Other moves originated from Chatham (New Brunswick), Petawawa (Ontario), and Kingston (Ontario). (Earl Roberts)

TUNNEL IN SERVICE: BC Rail has started running trains through a new \$10-million tunnel at Shalath, British Columbia, on the shores of Seton Lake. The 896-metre bore was driven to bypass a treacherous section of bluff, site of many slides. (Vancouver Province, 23/03/89)

FOR SALE: LOCOMOTIVE BELL

One locomotive bell, complete with air cylinder and yoke. Contact Jerry Duffield at (819) 684-8187. Serious offers only.

Trackside Guide update**MOTIVE POWER NEWS****INCLUDING EQUIPMENT AND TRANSIT ITEMS**

Many thanks to Ken Ardinger, Bruce Chapman, Ray Corley, Chris Kyle, Tom Ronayne, Mike Tessier, and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1989 Trackside Guide, eg. (p1-62).



REMANUFACTURED: (p1-7, 1-8) The following 1400-series GMD1u units have been remanufactured from 1000-series GMD1s with their A1A-A1A trucks replaced by B-B trucks. The units will continue to operate with the long hood forward.

NEW NO.	FORMER NO.	SERIAL NO.
1403	1061	A1758
1404	1057	A1754

IN THE FAMILY: Retired Central Vermont SW1200 1511 has been sold to the Arkansas Eastman in Bateville, Oklahoma.

NEWFOUNDLAND UNITS PROMISED TO COMMUNITIES: (p1-6) Twenty-three NF-210 units remain on Terra Transport's roster (Nos. 914, 917, 919, 922-925, 927-928, 930-935, 937-943 and 946). From the present operating fleet, locomotives have been promised to a) Port-aux-Basques; b) Bay St. George operating group (which is trying to save the Stephenville Subdivision which was the former US Air Force Railway) for tourist train operations; and c) two units to Bishop's Falls. Specific units have not been chosen. **NOTE:** Unit 933 was erroneously reported as sold in the February issue. Units 909 and 918 have been retired.

CP Rail

REMANUFACTURED: (p1-41, 1-51) The following RS-18 units have been remanufactured into RS-18u road switchers:

NEW NO.	FORMER NO.	SERIAL NO.
1851	8737	81812
1852	8784	82465
1853	8763	82257
1854	8760	82254

INTO SHOPS FOR REBUILD PROGRAM: RS-18s 8769, 8777, 8782 and 8781 have entered Angus Shops in Montreal for rebuilding to RS-18u 1860 to 1863 respectively.

RENUMBERED: (p1-47) SD40-2s 5852 and 5858 have been renumbered 6076 and 6079 respectively coincident with the removal of Locotrol-I sending equipment and the installation of Locotrol-II receiving equipment.

TRANSFERRED: SD40-2s 5975, 5987 and 6009 have been transferred from Winnipeg to Alyth (Calgary); SD40-2s 5565 to 5567 have been transferred from Alyth to Winnipeg.

BACK IN SERVICE: SW1200RS 8122 after being badly burned in the Thunder Bay shop fire in March 1988; one-of-a-kind RSD-17 8921 from main generator repairs; and C-630M 4507 from storage.

TIED UP SERVICEABLE: Added to the stored lines due to reduced traffic are: C-630M 4504; M-630 4558; M-636s 4725, 4732, 4739, 4741 and 4743; RS-23s 8022 8028 and 8045.



ON LEASE: The 15 remaining FPA-4 units have not been permitted to operate in the lead position since March 31 as they are not equipped with a Reset Safety Control. While VIA awaits delivery of 29 additional F40PH-2 units (Nos. 6430 to 6458), the following units have been leased from CN:

GP9s 4455 and 4466; GP38-2(W)s 4808 and 4810; F7As 9156 and 9176; GP40-2L(W)s 9420, 9426 and 9617.

In spite of the nine leased units, several of the FPA-4s operated in the trailing position behind F40PH-2 and LRC units in early-April, essentially as steam generators.

ON THE PRESERVED SCENE

CABOOSES PRESERVED: (p3-2, 3-4) CP Rail 1949-built steel caboose 437319, held in Coquitlam Yard for some time, has been preserved by the Agassiz Museum Society at Agassiz, British Columbia;

(p3-25, 3-40) ex-Norfolk & Western wooden caboose 562605 (ex-Wabash 2605) has been sold by the Toronto & York Division of the CRHA to the Ontario Locomotive and Car Company in Brampton, Ontario (where it will join an 8-ton Plymouth switcher acquired from the Toronto & York Division in 1988).

TORONTO TRANSIT COMMISSION

ALMOST ALL STORED: As more of the TTC's order for 126 H-6 subway cars is accepted, the ranks of the 128 Gloucester-built cars remaining in service had shrunk to 16 at the end of February. Active sets were 5044-5045, 5056-5057, 5068-5069, 5074-5075, 5086-5087, 5092-5093, 5098-5099, and 5110-5115.

PCC DOINGS: Class A6 cars 4362 and 4365 have been stored, and Class A8 car 4549 (the last PCC acquired new) has been added to the Major Rebuild Program, joining sisters 4500, 4537 and 4548.

Cars 4500 and 4549 will be rebuilt into Class A15H to "as delivered appearance", complete with original interior colours and designated numbers 4604 and 4605.

Cars 4537 and 4548 will be rebuilt to Class A15, Nos. 4602 and 4603, and will be painted in '1921 red' with a 1941 emblem.

RETIRED: (p5-13) Subway Rail Grinder Set RT-14 and RT-15 (ex-PCCs 4410 and 4446) has been sold for scrap, having been replaced in 1988 by RT-34 and RT-35 (ex-Gloucester subway cars 5102 and 5103) and new non-motorized grinding trucks RT30 to RT-33.



REMEMBER WHEN?: VIA Train No. 277 is trundling by the boarded up station at Kakabeka Falls, Ontario, on February 11, 1985, with its usual consist of a boxcar for bulky and flammable goods and combination baggage-coach 7189, powered by Canadian National GP9 4316. This was a twice-weekly service leaving Neebing on Tuesdays and Fridays, and returning from Sioux Lookout as Train No. 278 on Wednesdays and Saturdays. A one way trip normally took about six hours. The final runs for Nos. 277 and 278 were made on November 29 and 30, 1985. Photo by Bryan Martyniuk.

Bytown Railway Society

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