



February 1990 \$2.75

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 operates without federal, provincial, or municipal grants and it 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 provided that the author and *Branchline* are credited.

The membership/subscription rate for any 12-month period (11 issues) is: \$27.00 for addresses within Canada; \$27.00 in U.S. funds or \$31.00 in Canadian funds for addresses in the United States; and \$40.00 for addresses outside Canada and the United States. Please direct all membership/subscription correspondence to:

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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 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).

Tuesday, FEBRUARY 6 - BRS member Bruce Curry will present a narrated slide show on the Rutland Railway. Ray Farand and David Stremes will be providing coffee and doughnuts, for a small fee.

Tuesday, FEBRUARY 20 - Our 'third Tuesday of the month informal slide night'. Bring out some of your current slides, or some oldies, and share your experiences and skills.

Every Saturday - Restoration/maintenance activities continue at the rear of the National Museum of Science and Technology. There's always plenty to keep one busy year round - e.g. washing, painting, chipping, filing, sanding, etc. Come on out.

EXECUTIVE FOR 1990: The following were elected to the following positions at the January 2 Annual General Meeting:

President -	Paul Bown
Vice-President -	Duncan du Fresne
Secretary -	Bert Titcomb
Treasurer -	Michael Iveson
Directors -	Les Goodwin, Earl Roberts and David Stremes

HERITAGE MONTH AND LOOKING AT RAILWAY PRESERVATION IN CANADA: February is unofficially "heritage month" in Canada. In this issue, we are extremely grateful to feature a thought-provoking article on railway preservation in the country written by David Monaghan, Curator Land Transportation of the National Museum of Science and Technology, and formerly the director of the Canadian Railway Museum in St. Constant, Quebec. We would ask that our readers heed Mr. Monaghan's advice and that, VIA cutbacks notwithstanding, serious consideration be given to dealing with such issues as the sorry state of much of the so-called preserved equipment in the country and that steps be taken at the grass roots level towards the proper collection and maintenance of Canada's railway heritage. It's time to act before it's too late. (Philip B. Jago)

ON THE COVER

Brand-new CP SD40-2Fs 9002, 9017, 9006 and 9014 power Train 500 on a break-in run over the Rideau River at Merrickville, Ontario, on February 5, 1989. All 25 SD40-2Fs are assigned to Calgary and are regularly assigned to unit trains to the Pacific coast. Photo by Ross Harrison.

-- DEADLINE FOR THE MARCH ISSUE IS FEBRUARY 10 --

Information Line

LEGAL CHALLENGES REPRESENT LAST-DITCHED EFFORT TO SAVE VIA RAIL: As we go to press, the latest round in the VIA Rail cutbacks saga has seen the unsuccessful 11th hour mounting of a number of legal challenges by municipalities, provincial governments and interest groups to prevent VIA Rail Canada from carrying out its plans to halve its network, effective January 15.

The only apparent success story appears to have been a B.C. Superior Court decision which effectively orders VIA to continue its "Malahat" (Nos. 198 and 199) between Victoria and Courtenay on Canadian Pacific's Esquimalt and Nanaimo line. The Vancouver Island services appears to be directly tied into the conditions by which British Columbia joined the Canadian Confederation in 1871. The decision, however, is not final and officials of the federal government have now appealed it at the Supreme Court level.

Elsewhere in the country, there appears to be little from a legal perspective to stop the all-powerful Governor-in-Council approach utilized by the federal government to circumvent due process as prescribed by the National Transportation Act. Indeed, in quashing attempts to stop VIA from going through with its cutbacks, Supreme Court Justice Paul Rouleau rejected out-of-hand all rationale for an injunction blocking the cuts, stating that the Government had every authority to carry them through.

Some advocates have vowed to keep on fighting. In the Maritimes, a faint glimmer of hope has been nurtured that VIA could be forced to retain its tri-weekly service between Moncton and Edmundston. Apparently it was felt that sufficient grounds exist to challenge the cutback on the basis that a verbal promise had been made by the federal Conservatives to re-institute this service - itself a casualty of the Liberal cuts of 1981.

Union attempts to challenge the move have also been futile, although a last-ditched challenge by the Brotherhood of Railway Carmen has been made on the grounds that insufficient notice of the changes was made.

Indeed, from a labour relations perspective, VIA management may have a tiger by the tail. As layoff notices were officially published across the country on January 10, the press was also highlighting the fact that VIA's engineers have voted overwhelmingly in favour of strike action over attempts by the crown corporation to remove the second engineer from the head end.

Overall performance at Christmas was by no means exemplary. Granted, Canada went through one of the most frigid Decembers on record but there were also a considerable number of miscues in terms of equipment maintenance and train readiness. Behind the scene accounts disclose horror stories about heater valves being deliberately shut off, not to mention poor consist preparation in terms of having things turned around and ready to go. Within the corridor, one particularly sad occurrence involved passengers for Toronto-Ottawa Train 46 who were directed onto their train in Toronto only to have it pull out headed for London and Windsor. The passengers were let off at Oakville and put back on an incoming train, arriving back at Union Station to discover that the real Train 46 had yet to leave Toronto. Indeed, the journey finally resumed - 3.5 hours late - with arrival in Ottawa an equal 3.5 hours off the advertised, hardly the way to win repeat business.

Curiously, no provinces have stepped in with offers to

subsidize the maintenance of the many affected routes although as disclosed elsewhere in this issue, commuter groups have talked to railcar manufacturers about the possibility of establishing service over affected lines in the Toronto area. According to a spokesperson from a Kitchener area pressure group, "All it takes is a word from the province that it will provide short-term funding while looking at long-term solutions." Interviewed on January 12, Ontario Premier David Peterson rejected the idea completely stating that the Ontario Government was not prepared to step in and save Ottawa from its constitutional obligations. Apparently VIA had agreed to entertain the possibility of re-instating certain affected Toronto/Kitchener/London trains provided the necessary funding could be secured. (Philip Jago, with files from various sources including *The Ottawa Citizen*, and *The Globe and Mail*)

SMARTING OVER CRITICISM, VIA RAIL TAKES OFF THE GLOVES: In the face of mounting and incessant criticism over the Government's decision to halve the VIA Rail network, the passenger rail corporation has vowed to mount an intense offensive.

The object of the campaign, conceived by VIA director of public relations, Marc-Andre Charlebois, will be to confound its adversaries by seizing every opportunity to denounce all critics of the cuts including provincial and municipal politicians. Details of the campaign were revealed in a leaked seven page memo which was published in the December 12, 1989 issue of the *Toronto Star*.

In addition to slamming political opponents of the cuts, the memo spoke about the need to "neutralize" the so-called traditional supporters such as Transport 2000, the national transportation consumer lobby group. It also highlighted the need to have VIA's employees quit commenting upon the cuts. (*La Presse* and *Canadian Press*, 13/12/89)

TIME "TO HIT THE ROADBED RUNNING", LAWLESS: Reflecting a more positive outlook on the future than his publicity people (see above), VIA Rail's interim President Ron Lawless has vowed to put the best face possible on VIA Rail's massive restructuring.

Effective January 15, the passenger rail corporation will find itself in a desperate battle to convince Canadians that it's still in the game and that it's there to stay.

In a year-end interview with *Canadian Press*, Lawless disclosed that the corporation is working on a comprehensive marketing plan with the ultimate objective on January 15 to "hit the roadbed running."

Human resources will be a vital element in the new VIA and he disclosed that efforts will be made to win back employee loyalty once the dust from the January 15 cutbacks has had time to settle.

For the travelling public, new fares have been developed. They include many airline-style discounts in order to attract more off-peak ridership. (*The Ottawa Citizen*, 27/12/89)

GROUP ASKS BOMBARDIER TO TAKE OVER QUASI-COMMUTER RUNS: The Toronto-Peterborough-Havelock Line Passenger Association has asked Bombardier to run the quasi-commuter lines in southern Ontario that will lose passenger train service after the curtailment of VIA Rail on

January 15, 1990.

According to the Association, privatization is the only way to preserve the routes. In its proposal, the Association has asked Bombardier to set up a new company called Canadian Commuter Rail which would be targeted towards people who commute to work in Toronto on a daily basis.

Paul Pagnuelo, Association President, said that Bombardier's involvement in passenger rail car manufacture makes it a natural choice to operate the service.

Bombardier has indicated that it will meet with the group early in the new year. (Montreal Gazette, 13/12/89)

GOING AGAINST THE MAINSTREAM, CAPITAL-AREA RESIDENTS TURN THUMBS DOWN ON COMMUTER RAIL: While the rest of Canada desperately fights to retain its passenger rail service or lobbies heavily for commuter rail, residents of the west end Ottawa community of Kanata have been surprisingly vocal in their opposition to a proposal to rescue Canadian Pacific's Carleton Place Subdivision from its pending abandonment and convert it into a commuter rail line.

Responding to a study initiated by citizens from Kanata, as well as Stittsville and Carleton Place, which are further to the west, which examined the feasibility of establishing such an operation, the group has pulled together enough opposition to scare away several local politicians who had initially been in favour of the idea.

As opposed to seeing the Carleton Place line active, these people turned out en masse at a recent meeting of the Kanata City Council in order to persuade the corporate burghers to endorse the idea of turning the abandoned rail line into a bicycle path.

As for the proponents, they have found little support for their idea with the exception of the communities of Stittsville and Carleton Place where municipal politicians, there, have been solidly in favour of preserving the line.

Indicative of the futility of the idea is the belief of the Province of Ontario that the population isn't large enough to support the ridership base required to establish something akin to a GO Train operation.

According to BRS member Bruce Ballantyne, one of the advocates of commuter rail operation, the opposition of the locals and of politicians at the Regional Government level stems from a decision made by the Region during the 1970s that buses were the best choice for future commuter operations. Since then, more than \$400 million has been invested in the establishment of a bus rapid transit network with the prospect of an addition \$500 million if the Region pursues plans to drive bus tunnels through Ottawa's downtown cores. According to Ballantyne, "so much money has been spent on the bus system that politicians assume that the endorsement of an alternative commuter service would be an admission of error."

It's ironic, said Ballantyne, that "other cities in Canada have endorsed commuter rail. Vancouver is negotiating with CP Rail, Montreal is looking to extend its existing system which operates on both CN and CP lines, and the citizens of Toronto area are crying for more GO Transit which has recently been expanded once again. Why does the National Capital Region think that it's so different from the other cities that it doesn't need commuter rail?" (Thanks to Bruce Ballantyne)

CP OFFICIALS PROUD OF PERFORMANCE ACCOMPLISHMENTS DURING 1989: Top executives at CP Rail are proud of the company's performance during 1989 and are confident that the company will enter the 1990s "in better-

than-ever shape to fight for business and succeed."

In a year end address, Barry Scott, president, noted that the company's Heavy Haul Systems and Intermodal Freight Systems had performed extremely well during the past year, in spite of a national economic slowdown and unprecedented competition from the trucking industry.

According to Scott, the company's Heavy Haul System, which handles traffic in western Canada, is "one of the finest bulk systems in North America for performance, for consistency, for getting a low cost base."

Equally, CP's central Canadian business unit - Intermodal Freight Systems - has been making strides in a domain which is fiercely competitive. According to Vice-President Robert S. Ritchie, the IFS Business Unit has had to struggle daily for its business. "There's no traditional market niche for IFS. It's very competitive ... and you have to earn it every day."

From all indications, the company appears to be doing just that. Great strides have been made in achieving on-time performance through the OTAT (on-time-all-the-time) campaign and CP has been working in close concert with its shippers and clients in order to help them maintain just-in-time inventory supply, a service concept that was at one time quite foreign to the railway industry.

Looking to the future, the executives stressed the need to rationalize plant and to concentrate on the development of a "core railway" which would be a type of spine for a greatly slimmed down but more efficient rail network better able to meet the fierce competition posed by the trucking industry.

Another area for examination was the Canadian Atlantic Railway, CP's newly created business unit in Atlantic Canada. According to Ritchie, "We don't regard it as an experiment ... we're dedicated to making it a success." He did, however, state that competition in the Maritimes was extremely fierce what with Canadian National and the trucking industry. He noted, moreover, that CAR had managed to balance its intermodal loadings in order to avoid costly empty backhauls and that efforts were being made by the company to divest itself of its picturesque but largely uneconomic branches in Nova Scotia and New Brunswick. (CP Rail, Businesswatch Report, 21/12/89)

CP RAIL NOT HAPPY WITH NTA OVER SLOWNESS OF RAIL LINE RATIONALIZATION PROCESS: CP Rail is not happy with the speed in which the National Transportation Agency is currently handling requests for the abandonment of money-losing rail lines.

Although the National Transportation Act allows the railways to abandon up to 4% of their system network on an annual basis, the NTA is bogged down in procedure. In 1989, for instance, CP was only able to trim approximately 3.2% of its system, consisting of 380 kilometers in the area served by its Intermodal Freight Systems unit and 333 kilometers in the territory belonging to its Heavy Haul Systems.

For 1990, CP hopes to rid itself of another 340 kilometers while another 1,770 kilometers are on the endangered list. Surprisingly, however, not all rail lines face closure. According to a CP spokesperson, approximately 692 kilometers may be possible candidates for a short line operation. (Canadian Pacific, 04/01/90)

MORATORIUM ON DISMANTLING OF LAURENTIAN LINE: Canadian Pacific has agreed to stay the dismantling of its Ste-Agathe Subdivision (Quebec), pending the possibility that the Province of Quebec may purchase the scenic line which runs north west from Montreal into the Laurentian Mountains. The

line was abandoned effective the end of 1989.

According to a spokesperson for the Quebec Ministry of Transport, CP will refrain from any activity until the end of February.

The company has pegged a sale price of \$50,000 a kilometre for the 120 kilometre route. Apparently a group of local businessmen want to establish a short line common carrier operation offering both freight and passenger service. (*La Presse*, 21/12/89)

LIGHT RAIL TRANSIT ADVOCATED FOR MONTREAL:

Roger Lemoine, a spokesman for the Montreal Urban Community Transit Corporation (STCUM), quoted in the Montreal daily *La Presse* on 1 December 1989, says that the establishment of a light rail transit system could be the ideal solution for several sectors in the region, notably in the east end of Montreal as far as Repentigny, on a north-south alignment or even in the City of Laval. Such a system, provided with intermodal stations which would serve as a link with buses, the Metro or Metro buses, could be equipped with large public parking lots, designed to increase the number of people using public transit. (Thanks to Omer Lavallee)

ENDOWMENT FUND FOR "PRAIRIE DOG CENTRAL" RECEIVES MAJOR DONATION FROM WINNIPEG HYDRO:

The Vintage Locomotive Society of Winnipeg, operators of the famous "Prairie Dog Central" steam excursion train, has received a major donation towards the financing of major repairs for its 4-4-0 locomotive (Dubs, 1882) and vintage coaching stock.

Winnipeg Hydro, owners of the former C.P.R. engine, which leases it to the Society for the nominal sum of \$1.00 per annum, has donated \$25,000 to a special endowment fund established to finance the retubing of the boiler as well as other heavy running repairs.

The donation is the first of what the Society hopes will be many from the corporate sector in order to ensure that the popular summer-only operation has a long and viable future.

During 1990, the Vintage Locomotive Society will operate two return trips on Sundays during the months of June through September, inclusive, between suburban St. James and Grosse Isle, approximately 50-kilometers away. (Winnipeg *Free Press*)

NEW SHORT LINE IN PRAIRIES: Alberta has lost the distinction of being the only province in western Canada to boast a short-line railway. Joining the grain-based Central Western Railway is the newly formed Southern Rail Co-operative of Saskatchewan.

December 14, 1989 saw the first day of operation of the new line which has two segments. One is a former CP Rail line running 30 kilometers from Rockglen to Killdeer while the other belonged to CN and covers a 40 kilometre distance from Avonlea to Parry. Both lines were abandoned in early-1989.

The Southern Rail Co-operative, which is owned by a consortium of 150 farmers, worked out agreements with the railways, governments, the Canadian Wheat Board and others. The provincial government provided technical assistance and a \$650,000 loan guarantee.

Grain cars will initially be hauled by a trackmobile, however, the co-op hopes to have a "road-railer", developed together with the provincial transportation department, in use by May 1990. The road-railer is a unit similar to a semi-truck that can haul rail cars along the rail line and move at highway speeds on the roads. (*The Western Producer*, 21/12/89, thanks to Addie Schwalm)

CN RECEIVES PART OF CP RAIL HOPPER CAR ALLOCATION: Canadian National's dedicated grain car fleet is now richer by 173 hopper cars. Owned by the Government of Canada through the Grain Transportation Agency, the 100 tonne cars were previously assigned to CP Rail.

The transfer took place under an operating agreement which governs the use of 13,120 cars owned by the federal government and 1,000 owned by the government of Saskatchewan. (Another 5,000 cars owned by the Canadian Wheat Board or the Alberta Government are not subject to the same agreement).

The allocation of the cars is based on CN's and CP's share of total grain movement over the previous five years. Recent drought and short crops have affected CP's grain volumes more than CN, since CP's lines are concentrated in the southern Prairies where crops have been hardest hit. CP's share has slipped from 50.1% to 48.9%

CN now has 7,215 of the cars, and CP has 6,905. (*The Western Producer*, 14/12/89)

HOPPER CARS TO GET FACELIFT: The Alberta Public Works Minister has announced that a \$4.7 million contract has been awarded to an Edmonton firm to repaint 994 of Alberta's nine-year-old Heritage Fund hopper cars. A large stylized Alberta logo will be added to both sides of the cars. (Dale Whitmee)

LIST OF POSSIBLE SHORT LINES IN ONTARIO

CONTINUES TO GROW: The list of possible short line ventures in southern and southwestern Ontario continues to grow. Since the passage of the new National Transportation Act, *Branchline* has kept readers up to date with hopes, dreams, and even plans of many would-be promoters, to maintain rail service over lines which the main Class 1 carriers want to discontinue.

Joining the ranks of such companies as the Port Stanley Terminal Rail, Ontario Midwestern Railway and the Grand Valley Railway Company, is the Brantford and Southern Railway Company which proposes to operate a common carrier steam tourist railway over a portion of CP Rail's Waterford Subdivision.

Near Toronto, the Victoria County Railway wants to take over CN's Uxbridge Subdivision in order to maintain service north of Stouffville and through to Lindsay and Peterborough.

With the exception of the Port Stanley Terminal Rail, none of these ventures has yet to turn a wheel nor generate a revenue mile. Within the next two years, however, things could change dramatically, opening up a wide range of possibilities. (*Hamilton Spectator*, thanks to Clive Spate)

RAIL MUSEUM USED AS BACKGROUND FOR FILMING OF MOVIE ON HISTORY OF QUEBEC FINANCIER:

Railway sequences for the Radio Quebec television movie *Alphonse Desjardins*, recounting the life of the Quebecer who started the Caisse Populaire (Quebec credit union) movement, were shot at the Canadian Railway Museum during November 21 and 24, 1989. Besides shooting on the platform of the Museum's "Hays Station", sequences were also developed in and around ex-Montreal & Southern Counties interurban No. 611, ex-CP 4-4-0 No. 144, ex-CP Baggage 3987, and ex-CP Coach 1554. Former CN 70-Tonner No. 30 was temporarily 'hopped' for the occasion by the placement of an electric generator on its roof to power the movie equipment in a special train which it hauled throughout the property. (Thanks to John Godfrey)

NEW TRANSPORT LEGISLATION WILL SEE EXTRA LENGTH TRAILERS IN ONTARIO: As if the railways didn't have enough problems on their hands, the Ontario Government has seen fit to hit them with yet another reason to wonder why it makes sense to maintain a presence in central Canada.

The Ontario Ministry of Transportation introduced special changes to current legislation governing trailer length on December 13, 1989.

The timetable for the introduction of the legislation was accelerated after orders for current length trailers were essentially frozen by the industry in anticipation of longer trailers being ready in the near future. This cessation of orders had virtually shut down the trailer manufacturing industry creating much confusion.

How the railways will deal with this additional threat to their current advantage in terms of what they can carry versus a conventional trailer has yet to be disclosed.

Suffice it to say, however, that extra-length trailers can bode nothing but ill for the rails. (*Globe and Mail*, 13/12/89)

THUMBS DOWN ON LIQUIFIED NATURAL GAS AS LOCOMOTIVE FUEL: News that the Burlington Northern Railroad is looking at liquified natural gas as a fuel for its locomotives has failed to excite Canada's railways.

According to Don Holm, Director, Purchases, Control, Energy and Petroleum, the use of natural gas locomotives was recently examined in a joint railway/Canadian government study. A member of the study team, Holm stated that the locomotives "were technically feasible but not economically viable, without even considering the safety aspect of operating ... and the relaxation of current safety regulations that would be required. Even if the political hurdles could be overcome, the use of LNG would essentially make every train a dangerous commodities train, with the attendant safety and speed restrictions. (Canadian Pacific, 04/01/89)

NEW FREIGHT BYPASS FOR TORONTO: Toronto Mayor Art Eggleton has called for the elimination of freight train movements in Metro-Toronto. Eggleton's call was made in the wake of the January 3rd derailment of 23 cars on a CP Rail freight train in Mississauga. Ironically, the incident took place several miles from the site of the infamous Mississauga derailment which took place on November 10, 1979. (See *Branchline*, December 1989 for details on a special tenth anniversary exhibit).

Eggleton has vowed to contact both the Ontario and Federal ministers of transport. Benoit Bouchard, federal minister, has stated that he's willing to talk about building a new bypass considerably to the north of Toronto. (*Toronto Star*, 04/01/90)

MAYORSINKSGATINEAU TOURIST TRAIN OPERATION: True to his word, (*Branchline*, December 1989) Jean-Pierre Brunette, newly elected mayor of the Gatineau Valley municipality of La Peche (Wakefield) has vowed to end his community's involvement in attempts to turn the remaining portion of the former CP Rail Maniwaki Subdivision into a steam tourist train operation.

At a council meeting in early December, Brunette spoke against the train project saying "I have categorically said no to the train. We should spend the money on roads. I don't believe in the train."

His stance was supported by Councillor Robert Bussiere

who stated that "The Wakefield tourist train project is finished. We don't want the train. It will never be viable nor have economic impacts such as job creation."

Tourist train operation to Wakefield ended on September 1, 1985. (*Le Droit*, 05/12/89)

BOMBARDIER SUBSIDIARIES ARE BIG PLAYERS IN CHANNEL TUNNEL PROJECT: Montreal-based Bombardier has announced that it is part of a team which has won a \$1.2 billion contract to build high-speed passenger trains for the European channel tunnel project. The announcement came just before Christmas and is Bombardier's second channel tunnel contract.

Bombardier's subsidiaries, BN of Belgium and ANF-Industrie of France, are part of the Transmanche Super Train Group formed by Belgian, French and British rail equipment manufacturers which won the contract.

The work will involve the supply of 30 train sets, consisting of two locomotives and 18 coaches and which will utilize TGV technology.

BN of Belgium will build 60 coaches and 120 body structures while ANF-Industrie will fit the first-class coaches and assemble undercarriages.

The present contract, awarded last July, was for the lion's share of providing shuttle railway cars to transport cars and buses in the tunnel.

For Bombardier, winning the contract is part of a strong drive which it has mounted to position itself for the Europe of 1992 when all trade barriers are supposed to be lifted. As icing on the cake, Bombardier also announced that it had grabbed a \$22-million contract to build a set of nine model subway cars for New York City. If these prototypes are successful, the company has the opportunity to build an additional 1,500 cars for New York before the end of the century. (*The Ottawa Citizen*, 20/12/89)

STATION DECLARED HISTORIC SITE: Environment Canada has designated the Canadian National station at L'Islet, Quebec, as architecturally significant. L'Islet is on CN's Montmagny Subdivision.

Built in 1858-59, the building was selected for its distinctive Grand Trunk design. According to information provided by Canadian National, it "is faithful to the stock plans of architects Thomas S. Scott and Pierre Gauvreau, which were used for other stations along the same line. With its steeply pitched roof, top-hinged windows, and very generous eaves to provide cover for travellers, it closely resembles the traditional design of houses in Quebec." (*Intercom*, November 1989, courtesy of Public Affairs, St. Lawrence Region, Canadian National)

TICKET AGENTS REMOVED FROM COMMUTER STATIONS: Canadian National has removed its ticket agents from station at Deux-Montagnes, Roxboro and Mont-Royal, Quebec. The changes were implemented on December 3, 1989. The three stations are located on CN's Mont-Royal Tunnel commuter line which links Montreal Central Station with Deux-Montagnes. Currently, CN operates the line on behalf of the Montreal Urban Community Transit Corporation.

CN will continue to sell tickets at Central Station and Val-Royal station. Tickets are also available from a number of neighbourhood stores which are authorized agents of the MUCTC. (*Intercom*, November 1989, courtesy of Public Affairs, St. Lawrence Region, Canadian National)

1989 A RECORD YEAR FOR AMTRAK: Amtrak, the U.S. Government-owned passenger rail corporation ended the 1980s on an extremely positive note. In a report related on January 8, it reported that it had earned record revenues during 1989 and, most importantly, had managed to reduce its reliance on federal subsidies to the lowest level ever.

The success has been attributed to a combination of higher fares and more long-distance travellers. Overall, the company was able to cover 72% of its operating costs, up from the previous year's record of 69%.

Feeling quite bullish about the results, W. Graham Claytor Jr., system president, said that he hoped that the corporation would end its dependence on public subsidies by the year 2000 - an impressive challenge given that no passenger rail system in the world operates without some form of public subsidy.

Unfortunately Amtrak has also become a victim of its own success. Ridership is slightly down as many people have experienced crush situations brought on by a lack of sufficient equipment. The overcrowding has acted as somewhat of a disincentive. (*The Ottawa Citizen*, 09/01/90)

BUSH AWARDS MAJOR FUNDING FOR INDUSTRIAL ARCHEOLOGY, RAIL PORTION REPRESENTS CLOSE TO 50%: During October 1989, U.S. President George Bush committed more than \$28 million towards industrial archaeology in the United States.

Significantly, rail-related activity counted for almost 50% of the funding, with the lion's share (\$12 million) going to Steamtown in Scranton, Pennsylvania. Monies were also committed to the planning phase of the Altoona Rail Memorial Museum (\$150,000) and the Allegheny Highlands Rails to Trails project (\$185,000). (Society for the Study of Industrial Archaeology, *Newsletter*, Volume 18, No. 3, thanks to John Corby)

SEASHORE RECEIVES MAJOR ELECTRIC RAILWAY RESEARCH MATERIAL: The New England Electric Railway Historical Society, owners and operators of the Seashore Trolley Museum in Kennebunkport, Maine, has received a major donation from the publishing company, McGraw-Hill. Included in the donation are full runs, dating from 1884, of *Street Railway Journal*, and its successors, *Electric Railway Review*, *Electric Railway Journal*, and *Transit Journal*.

The *Street Railway Journal* was McGraw-Hill's first publication and the foundation of its trade periodicals empire. In effect the donation, rumoured to be worth (U.S.) \$100,000, consists of McGraw-Hill's official archival copy.

Also donated were whole and partial runs of eight other electrical railway, transit and electric railway investment periodicals from 1883 to 1942. (Society for the Study of Industrial Archaeology, *Newsletter*, Volume 18, No. 3, thanks to John Corby)

CN OFFERS LAND TO PETERBOROUGH: CN Rail has offered to sell virtually all abandoned CN lines north of Sherbrooke Street within the Peterborough (Ontario) city limits to the city, except for a portion that runs through Trent University. Tracks south of Sherbrooke Street were taken over by CP Rail.

Included are a line running up Bethune Street to Brock Street and north-west to Jackson Park; the Lakefield Spur that runs through East City and north to Trent; and a short spur feeding the Whitaker Mills area. The agreement states that CN

will tear up all the track.

The diamond where CN crossed CP is to be removed and replaced with a switch to allow CP access to the former CN lines south of the diamond.

The former CN lines now operated by CP were originally built as follows:

- 1) The spur to the south-west of the city by the Port Hope, Lindsay & Beaverton from Millbrook;
- 2) The spur to the south-east of the city by the Grand Junction Railway from Belleville.

These lines met just south of the diamond location and do not extend beyond the city limits. (*Peterborough Examiner*, 06/12/89, and Tim Pomeroy)

NEW LIFE FOR RUNDOWN PETERBOROUGH STATION: The Greater Peterborough Chamber of Commerce will take over renovation of the vacant CP Rail station in Peterborough, Ontario. The Chamber will buy the George Street property for the same \$175,000 it cost the City of Peterborough, plus \$1 for the building.

The city backed out of the project after learning that full historical renovation of the station would cost \$1 million. The Chamber will restore the station "as close to the original as is economically feasible." (Tim Pomeroy)

EMD/SIEMENS TO INTRODUCE AC TRACTION FOR FREIGHT UNITS: Electro-Motive Division of General Motors and Siemens AG of West Germany will build four production SD60MAC locomotives using AC traction motors. The units will be the first all-new freight locomotives built and operated in North America featuring AC technology for heavy-haul applications.

The most significant change from conventional technology is in the transmission system which replaces DC traction motors with three-phase induction-type traction motors supplied by solid state voltage source inverters. The two inverters convert the DC output from the traction alternator to the three-phase voltage and frequency required by the traction motors. (*Modern Railways*, 10/89)

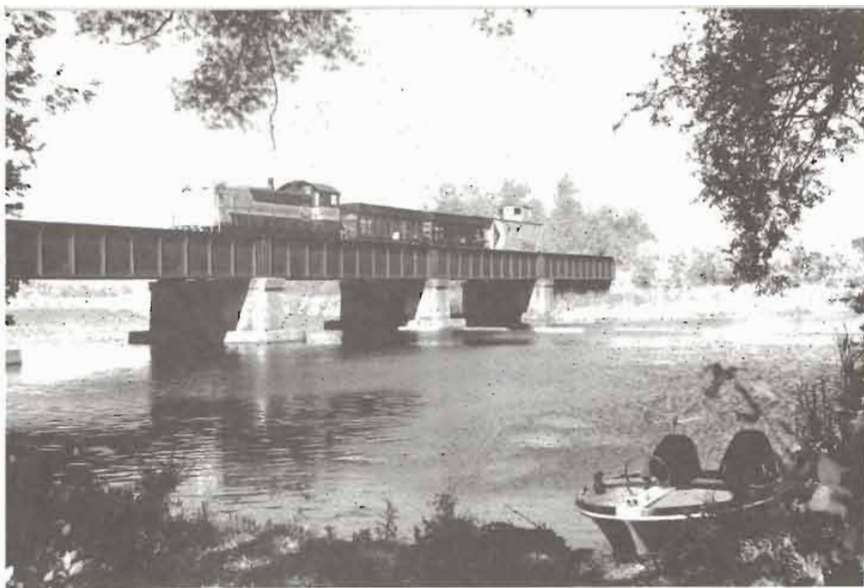
NEW DIRECTOR FOR RAIL MUSEUM: The Canadian Railway Museum, located in St. Constant, Quebec, has a new person in charge.

Effective December 4, 1989, responsibility for managing and seeing to the operation of the largest collection of preserved railway equipment and artifacts in Canada was conferred upon Ms Janet Homewood.

Ms Homewood is the former director of the Brockville (Ontario) Museum. She has undergraduate and graduate degrees in history, with her graduate degree specializing in British, American and Canadian history. She is currently working on a Certificate in Museum Studies.

Ms Homewood has deep interest in Canadian railways and their role in nation building. During her stint at Brockville, she oversaw the successful restoration and interpretation of the south end of the historic Brockville Tunnel, the first railway tunnel in Canada. In addition, she played a key role in establishing a visitor's centre in former CP Rail van 437464 which is located adjacent to the tunnel's south portal. (Philip Jago)

Canadian Tire money is eagerly sought to help defray the Society's restoration expenses.



Smiths Falls Railway Museum Corporation

by RICHARD VIBERG

Former CP S-3 6591 poses on the bridge over the Rideau River at Smiths Falls, Ontario, in September 1989. Photo by Stephen Hunter.

The Railway Museum has just completed its most successful season of operations since opening during 1986. New attendance, revenue, and work completed records were set. Several major projects were completed including the return to service of ex-CP S-3 diesel locomotive 6591, donated to the Museum by Canadian Pacific several years ago. Several months of hard work to carry out repairs to fuel injection pumps, renew head gaskets, source and install many missing brake parts were all rewarded in June when the locomotive roared to life on the first attempt. A further two week shut down enabled us to repair many leaks and carry out other minor repairs.

During July the staff and volunteers built several hundred feet of temporary track in order to start moving the locomotive from behind the station onto the mainline. At William Street two 33-foot sections of panel track were constructed to cross the road, which was completed in 4 1/2 hours one evening while staff and volunteers worked on track and rerouted traffic around the worksite. Once on the other side additional trackage had to be built up to the mainline switch behind Rideau Lumber. This was a large undertaking and many volunteers worked on this project. We had to move ten tons of rail, using a horse "Ramsey", across William street in order to construct the permanent stub siding. The diesel, with a box car in tow, made it to the mainline switch, and then backed down on the mainline, where it now rests in front of the station.

During August minor track repairs and reballasting was completed in front of the station, and signal masts were installed for the William street crossing. In late August, refurbishing of the first of the ex-CN commuter coaches began. The exterior was stripped to the bare metal of its many coats of paint, and re-primed. Interior steam pipes were removed and refabricated into four new flag poles which are now permanently installed in front of the station. Interior walls and insulation were removed and the metal interior cleaned and primed. New panelling was installed along with seats for the planned open house.

The highlight of the year was our 1st Annual Dedication Day and Open House held on Sunday, September 17th. In the afternoon over 400 persons attended, with members from the Bytown Railway Society and several C.R.H.A. divisions amongst the crowd. The Lamplighters, a local well-known youth band, put on a very interesting show, after which the flags were officially raised. Ex-CP 6591 and a coach pulled up to the station to be dedicated. A group of CP pensioners cut the ribbon and then boarded the special train for a short trip up to the Rideau Canal. The train then backed down to Cornelia

Street and returned to the station. Six more trips were made to accommodate the public standing on the station platform. A lot of people were certainly surprised at how the operations were carried out and this is a testament to the fine work carried out by both the staff and volunteers in providing safe and efficient train operations.

As winter settles in, work on the restoration of the former Canadian Northern station continues in earnest. The Agent's Bay has been completed along with the Baggage Room. The Main Waiting Room will be undergoing a complete overhaul with a new floor and ceiling to be installed during January and February. New washrooms are to be constructed and the second floor will be refurbished for office and storage rooms. All of the restoration work is to be completed in time for a re-dedication ceremony to be held in September 1990.

Our sister organization, The Rideau Valley Heritage Railway Association, has been very busy setting up the Rideau Valley Railway, which will operate the train service from the station in 1991. Several miles of track have been acquired and the highway crossings are to be rebuilt during the coming summer. Once completed, the planned steam train excursions will operate from Smiths Falls to Lombardy, a ten-mile, one hour trip. During 1992 a steam powered evening dining train is planned to operate to Otter Lake and return. While a lot of hard work remains to be completed, both organizations are looking forward to the future with great anticipation.

During 1982, a group of concerned citizens formed the Smiths Falls Railway Museum Association with only one goal in mind - "Save our Station". Their efforts were rewarded in 1985 when CN turned over the old boarded-up station to the Association. As we approach the 1990s, who would have dreamed that by 1992 the station would be completely restored to its former glory or that steam trains will be departing daily during the summer? Can you imagine an evening excursion featuring a five course gourmet candlelight dinner with on-board live musician entertainment, to remind all of us of the romance of the rails?

Our rich railway heritage is alive and well in Eastern Ontario. This heritage is being preserved by the dedication of members from both the Museum and Heritage Association who are dedicated to the original dream of saving a station, and operating a railway as it was, years ago. This dedication and fellowship amongst all of us is just the beginning of things to come.

Motive Power in Canada

A Decade in Review

by EARL ROBERTS

An economic downturn in the early-1980s brought about major changes in Canadian motive power, particularly the retirement of many first generation diesels. Towards the mid-'80s, significant upturns in traffic were experienced, with bulk traffic on the major Canadian railways reaching record levels. The high traffic volumes put a strain on the motive power fleets of CN and CP Rail, with widespread leasing of units, especially U.S.-owned units, a common occurrence on CP Rail through the '80s, and to a lesser degree on CN.

The resource railways (Quebec North Shore & Labrador; Cartier Railway) experienced downturns during the decade, with the result that several of their units were leased out, stored or scrapped.

The decade was also significant for the introduction of third-generation motive power, innovations in body styles, and the introduction of safety-related devices.

DIMINISHED ROSTERS

The total number of units on the rosters of the 17 major Canadian railways at the end of the decade totalled approximately 3,650, some 13 per cent lower than at the end of the 1970s. (Excluded from these figures are CN's electric units and all Rail Diesel Cars.) Some of the reduction can be attributed to the replacement of 1500 to 1800 hp road units with those in the 3000 to 3800 hp range, the replacement of many low horsepower switchers on the major railways with remanufactured GP9 road switchers that have been assigned to switcher and transfer service, and downturns in traffic. In turn, many switchers have moved from CN and CP to industrial operations across the country and into the United States, often to replace small aged units, or to augment a fleet.



The 1980s saw the CN rail network shrink significantly with the abandonment of many branch lines, especially the total withdrawal of railway service in Newfoundland in 1988 and on Prince Edward Island in 1989.

In 1986, the 106-mile Stettler Subdivision in Alberta was transferred to private enterprise for operation as the short line Central Western Railway. Rail operations on Vancouver Island were pruned back to just a few miles of industrial trackage in Victoria. As well, portions of some branch lines on the prairies were swapped with CP Rail to permit the abandonment of portions of redundant trackage.

On the plus side, the 900-mile Northern Alberta Railways operation was absorbed into CN in 1981.

ROSTER ACTIVITY

Early in the decade 30 Bombardier units - 10 HR412(W)s (2580-2589, since renumbered 3580-3589), and 20 HR616 units (2100-2119) were acquired.

General Motors delivered 40 SD40-2(W) units (5324-5363) in 1980 to supplement the 83 delivered in the late-'70s. Also in

1980, GMD produced 10 YBU-4 yard slugs (451-462). In 1985, 40 GMD SD50Fs (5400-5439) were delivered along with four 'third generation' SD60F units (9900-9903). Another 20 of the 3600 hp SD50Fs (5440-5459) were acquired in 1987, followed by 60 of the 3800 hp SD60F units (5504-5563) in 1989.

In January 1981, all 21 Northern Alberta Railways units (10 GP9s, 7 GMD1s and 4 SD38-2s) were added to the roster.

The 20 HR616 units introduced the 'Draper Taper' full width carbody, so-named after Bill Draper, then CN's chief of motive power. In turn, the SD50Fs and SD60Fs were delivered with the 'Draper Taper' body, hence the suffix 'F' in the model designation. All of these units feature the comfort cab which has evolved into the 'North American' cab - several have been applied to units built for U.S. railroads.

The 1980s saw the total retirement of all MLW switchers equipped with the 539-series engine block (S-4s, S-7s and S-12s), all GMD SW8 switchers and F7A and F7B 'covered wagons', all GE 70 tonners, all six modified 'Tempo' RS-18 units, the two GMD GP35s and all MLW C-424s. With the abandonment of branchlines in Newfoundland during the decade, and the total withdrawal of service in 1988, all nine NF-110 road units and all six G8 branchline units were retired. Close to 140 units were retired or sold in 1989 alone.

The ranks of several models were considerably thinned during the decade: of note were the retirements of many MLW RS-18 road switchers, RSC-14 (A1A-A1A trucked RS-18s) and S-13 switchers, and several GMD SW9, SW900 and SW1200 switchers, and SW1200RS and GP9 road switchers. Nineteen GMD NF-210 narrow gauge (Newfoundland) units were sold to Chile (11 units) and Nicaragua (8 units) - only a dozen or so NF-210 units remain on the roster for use in dismantling the Newfoundland trackage.

REMANUFACTURING AND MODIFICATION PROGRAMS

Throughout the 1980s, CN was active on the remanufacturing front. Some 160 aging GP9 road switchers were remanufactured, with 66 remaining as road switchers (4000s and 4100s), 63 modified for yard and transfer work (7000s and 7200s), and 31 cut down into yard slugs (200s). Eight SW1200RS units were upgraded (to 7100s) with the addition of the long hoods, main generators, cooling fans and traction motor blowers from retired GP9 units, another 18 sister SW1200RS units were remanufactured as upgraded switchers (7300s), and 12 MLW S-13 units were similarly remanufactured (8700s) before the program was terminated.

With many prairie branch lines upgraded or abandoned during the 1980s, the need for lightweight units on A1A-A1A trucks has been considerably reduced. Between 1983 and 1988, 36 GMD1 units (1000s) exchanged their A1A-A1A trucks for Flexicoil B-B trucks from retired GP9 units (renumbered 1100s). In 1988, 15 GMD1s were remanufactured for continued use as A1A-A1A equipped 'branchline' road switchers (1600s). The year 1989 saw 21 of the A1A-A1A GMD1s and three of the B-B GMD1s remanufactured into B-B road switchers (1400s). The last 10 unrebuilt A1A-A1A GMD1s (1000s) will acquire B-B trucks in 1990.

Late in 1986, a program commenced to lighten the remaining 75 M-420(W) and 10 HR412(W) units for secondary line service. Renumbered in the 3500-series, these units pushed most of the now 30 + year-old RS-18 units into storage or retirement. Only a dozen RS-18s were in service at decade-end, running as trailing units as they lack the reset safety controls in the cab that were made mandatory as of January 1, 1989 to permit operation in the lead position.

CP Rail

ROSTER ACTIVITY

When one thinks of CP Rail's motive power fleet, one would undoubtedly think of the model that is synonymous with CP in the 1980s - the SD40-2. Between 1980 and 1985, CP added 120 SD40-2 units (5950-6069) to its fleet, bringing the number of SD40-2 units on the roster to 485.

Between 1983 and 1986, 115 GP38-2 road switchers (3021-3135) were acquired, principally as replacements for GP9 units on the prairies that had been remanufactured into switchers. Also, 15 Quebec North Shore & Labrador SD40s were purchased in 1985 (5400-5414) after they had been on lease for more than a year. In 1987, the 17 units of the Toronto Hamilton & Buffalo Railway were absorbed into the roster.

In 1987, CP shunned the 3800 hp SD60 with its 710-series engine block, and ordered 25 3000 hp SD40-2F cowl-bodied 'Draper-tapered' units (9000s) for 1988 delivery, a body style not before seen on CP Rail.

The decade saw the total demise of all ALCO and MLW switchers with the 539-series engine block (S-2s, S-3s, S-4s, S-10s and S-11s), and with their demise, the last units remaining in the maroon and grey paint scheme. All ALCO and MLW road switchers with the 244-series engine block (RS-2s, RS-3s and RS-10s) were retired, as were the four MLW booster (slug) units, the last two BLW DS4-4-1000 switchers, and all FP7A, F7B and F9B 'covered wagons' (except two F7Bs which were modified for hump service). Late in the decade, a handful of GMD SW8 and SW900 switchers and eight former TH&B switchers were sold off to various industries or scrapped.

REMANUFACTURING AND MODIFICATION PROGRAMS

In 1979, CP announced a ten-year program which included the systematic upgrading of their remaining GP7, GP9, SW1200RS and RS-18 road switchers. During the 1980s, 18 GP7s and 151 GP9s (including 6 former TH&B GP7s and 3 ex-TH&B GP9s) were remanufactured into yard engines (1500-1652, and 1682-1697). All but eight of the remaining GP9s were rebuilt into 8200-series road switchers, with the last eight scheduled for completion in early-1990. All 69 RS-18 units on the roster at the beginning of the decade were remanufactured between 1980 and 1989 into road switchers 1800-1868.

The remanufacturing program for the SW1200RS units was suspended in 1986 after 33 units (24 switchers and 9 road switchers) had been completed, with the remaining 38 receiving overhauls instead.

As well, the two GP30s (the only Canadian-built GP30s), all GP35s and all C-424s were modified from road freight to road switcher status by the addition of a pilot on the 'B' end and necessary lighting additions. In 1989, one SD40 unit (5510) was upgraded electrically to SD40-2 specifications, and sisters 5505 and 5553 are awaiting similar upgrading. All six SW9 switchers were upgraded (1200-1205), and two SW8 (6700 and 6708) and

two SW900 (6712 and 6720) switchers were similarly upgraded before the program was suspended.

In the latter half of the decade, many SD40-2s were equipped with the Positive Traction Control feature - four PTC-equipped SD40-2s can handle the same tonnage as five non-PTC SD40-2s. The 44 MLW M-636 units (4700s) were derated from 3600 hp to 3300 hp, and then to 3000 hp to reduce maintenance costs.

One-of-a-kind M-640 4744 was equipped with four AC traction motors in 1984 to provide 1000 hp per powered axle for test purposes, becoming an A1A-A1A unit rather than a C-C unit as built. M-636 4711 was re-engined in 1988 with a 3000 hp 8-cylinder Caterpillar 3608 engine and has undergone successful testing. The other one-of-a-kind unit on the roster, namely RSD-17 8921, was transferred to Montreal in 1987 after being the "Empress of Agincourt" when based in Toronto for many years. When it appeared that 8921 could become the last unit on CP to retain a high short hood, she emerged from Angus Shops with a chopped nose, leaving the 'honour' to GP9 8665.

All Robot-I equipment, used to control mid-train 'slave' units, was retired late in the 1980s. Today, 55 SD40-2 units are equipped with more advanced Robot-II sending equipment, and 55 SD40-2 'slave' units carry Robot-II receiving equipment. Stored at decade-end were the 15 remaining Robot Control Cars which carry Robot-I equipment.

Starting in 1987, CP units and freight equipment emerged from the paint shop without the 'Multimark' that had been introduced in 1968. Coincident with this change, the 8-inch black and white end stripes were changed to red and white.



Fledgling VIA Rail entered the 1980s with 145 hand-me-down units and 82 Rail Diesel Cars (the largest fleet of RDCs anywhere) built between 1949 and 1959, and two Turbotrain sets built in 1968. Four more RDCs were acquired from CP Rail in 1982. An order for 21 LRC units and 50 coaches was pending for 1981 and 1982 delivery.

After suffering a federal government-imposed cutback in service in November 1981, several former CP FP7A, FP9A and F9B units and the two E8A units were retired, along with the two Turbotrains. VIA's sole road switcher, RS-10 8558, was retired in 1981. Several of the retired FP7A and FP9A units were purchased by CP Rail for parts, with their engine blocks eventually installed in former TH&B GP7 and GP9 road switchers during their rebuilding.

Commencing in 1980, 8 former CP Rail 'A' and 'B' units were rebuilt, followed by the remanufacturing of 15 former CN FP9As between 1983 and 1985. Ten additional LRC units and 50 more coaches were acquired in 1983 and 1984, with No. 6930 representing the last unit built by Bombardier for the North American market. A program to replace the GM engines in the Rail Diesel Cars with Cummins engines was carried out on 64 of the RDCs. Five RDCs that operated on CP lines retained their GM engines, and 17 other RDCs were retired during the '80s.

Between 1986 and 1989, VIA acquired 59 F40PH-2 units. These HEP-equipped units have been utilized on LRC trains as well as for hauling steam-heated trains in conjunction with a steam generator unit or a F9B unit. In the future, their HEP capability will be utilized for the powering of upwards of 190 stainless steel long haul cars that are being converted for head-end power.

Early in the decade, two LRC units and ten coaches were constructed for lease by the federal government to Amtrak, with an option to buy. This equipment returned to Canada in 1984 when the purchase option was not exercised. Eventually title to the equipment was transferred to VIA, and 9 of the 10 coaches were refurbished for dedicated Toronto-Chicago service. The two LRCs units were used as a source of parts.

The arrival of the F40PH-2 units, and/or the government edict that all lead units be equipped with a Reset Safety Device after January 1, 1989, resulted in the retirement of all FPA-2, FPB-2, FPA-4 and FPB-4 units and several FP9A and F9B units. Most of the retired FPA-4 and FPB-4 units remain stored - four FPA-4s were acquired in 1987 by the Napa Valley Wine Train in California, and today operate as Nos. 70-73.

Late in 1987, VIA acquired its first switchers in the form of four 20-year-old former Inland Steel EMD SW1000 switchers for switching duties at its Toronto and Montreal Maintenance Centres.

The latest round of cutbacks imposed by the federal government saw VIA's operations cut in half on January 15, 1990. As we go to press, some 50 units and 66 RDCs have been earmarked for retirement (however, two of the 66 RDCs, [RDC-1s 6133 and 6134] have been given a reprieve as a result of a court ruling that service between Victoria and Courtenay, B.C. must continue). The retirements will see the demise of the 'B' unit, the virtual demise of the RDC, and the retirement of 11 LRCs (two were built in 1984!) and 10 FP9As.

BCRAIL

BC Rail started the decade as an all ALCO/MLW-powered railway. The first General Motors power to be added to the roster occurred in 1980 with the acquisition of 12 SD40-2 units, followed by five sisters in 1985. In 1987, 15 second-hand SD40-2s were acquired, 8 from Shamrock Coal and 7 from Kennecott Copper. Three former Reading RDC-1s were added in 1983, bringing the RDC fleet up to nine. All nine RDCs were overhauled during the late-1980s.

In 1983, electric operation came to BC Rail with the opening of the coal-hauling 82-mile Tumbler Subdivision. Seven electric locomotives were produced by GMD in 1983 and 1984 to operate over the 50 KV-powered branchline.

During the decade, all RS-3 and RS-10s units were retired, however, 10 of the RS-3s were rebuilt to slugs to operate with certain RS-18 units and the two C-420 units in yard service. Two of the three S-13 units were sold in late-1989 to the Greater Winnipeg Water District. M-630 711 was retired after being lost in Seton Lake in 1980 - the battered remains were recovered by 'volunteer' salvagers in 1988 and lay today on the shore of Seton Lake.

RS-18 609 was experimentally equipped with a Caterpillar engine in 1989 and will be trialed in 1990.

ELSEWHERE IN CANADA

GO Transit, the Ontario Government commuter agency in Toronto, entered the 1980s with 25 units, and exited the decade with 40 units in service. An addition 12 F59PH units are pending early-1990 delivery, and another 14 F59PHs will be delivered late in the year. The rapidly-expanding GO system sold its original eight units (GP40TCs 500-507) to Amtrak in 1988, and has advertized its six F40PHs (510-515) for sale. By

late-1990, GO Transit will be able to standardize on the F59PH model which first entered service in 1988.

In Montreal, the Montreal Urban Community Transportation Corporation (MUCTC) assumed responsibility for commuter service over CP Rail lines between Montreal and Rigaud, Quebec, in 1982. At that time, the MUCTC acquired seven CP Rail FP7A units and 50 coaches - all since repainted into the MUCTC's blue and white scheme. The operation and maintenance of the equipment is handled by CP Rail.

Also in 1982, the MUCTC assumed financial responsibility for commuter operations through CN's Mount Royal Tunnel in Montreal to Deux Montagnes, Quebec. Unlike the CP line, CN retained title to the equipment and operates the service for the MUCTC. The electrically-operated line hosts the oldest locomotives in mainline service in North America - 14 electric units range in age from 40 to 76 years, hauling coaches ranging from 48 to 71 years old. Rounding out the fleet are 16 38-year-old multiple-unit cars.

Algoma Central added six GP38-2 units to its roster in 1981 and over the decade disposed of 12 GP7s and 2 GP9s.

The Devco Railway added nine GP38-2s between 1981 and 1983. On the other side of the ledger, seven RS-1, three RS-23 and two RS-27 units were sold or scrapped between 1980 and 1984.

The only additions to the Ontario Northland fleet in the 1980s were six GP38-2 units acquired between 1982 and 1984. Seven former Milwaukee 'B' units were acquired in the mid-1980s for eventual conversion to electric generator units. In 1980, four FP7A units were modified and semi-permanently coupled to three-car TEE train sets as replacements for the four Dutch-built Werkspoor units acquired with the TEE trains in 1976. During the decade, the last three RS-3 road switchers and two RS-10 units were retired, as were two FP7As.

The Essex Terminal Railway became an all-General Motors powered railway in 1988 with the sale of ALCO S-1 101, MLW S-3 103 and ALCO C-420 106. In 1986, ETR acquired Algoma Central GP9 172 (the last GP9 built), and late in 1989 acquired Cartier Railway low-nosed GP9 No. 59, one of the first low-nosed units built in Canada - in 1960.

The Roberval & Saguenay Railway continues to be an all ALCO/MLW railway. Their 14-unit fleet was supplemented in 1989 by two former CN RS-18 units.

The resource railways experienced significant business downturns in the 1980s. The Quebec North Shore and Labrador sold off 15 of their SD40 units to CP Rail in 1985, and 5 more SD40s remain stored at CP Rail's St. Luc yard in Montreal after being leased to CP in 1987 and 1988. Eight GP9 units were sold in 1982 and 1986, and most of the nine remaining GP9 units are stored. (Five GP9s sold in 1982 were acquired for a planned commuter service out of Vancouver on CP Rail lines - to this day the units remain stored in ONR's North Bay yard.) On the Cartier Railway, seven GP9 units were sold in 1988 and 1989, making the railway an all ALCO/MLW operation. Cartier's six RSD-15 units were cut up locally.

Elsewhere in Canada in the decade, the British Columbia Hydro was purchased by U.S.-based Itel Rail Corp. and renamed Southern Railway of British Columbia. Early in the '80s, its last three GE 70 tonners were sold, and SW900 931 was sold to MacMillan Bloedel in 1988. Steeple-cab electric 961, stored after the cessation of electric operation in 1970, was sold in 1980 to Edmonton Transit for use in the expansion of Edmonton's light rail system ... the Toronto Hamilton & Buffalo Railway was absorbed into CP Rail in 1987, with its 17 units integrated into CP's roster Canadian-owned motive power on



ABOVE: CP RS-3s 8451 and 8454 hustle a freight through Bolton, Ontario, circa 1956. The last RS-3 was removed from CP's roster in 1983. Photo collection of F.D. Shaw, thanks to Ross Harrison.

RIGHT: CP RS-18u 1810, rebuilt from RS-18 8731 in 1981, was handling local switching as she approached Walkley Road in Ottawa on August 12, 1987. Photo by Ross Harrison.



Three examples of CP Rail robot control cars are shown at Alyth Yard in Calgary, Alberta. No. 1016 was formerly CLC H16-44 8719, No. 1009 was previously CLC CPB16-4 4471, and No. 1019 was built new in 1974. All remaining Robot cars are presently stored. Photo by F.D. Shaw, collection of Ross Harrison



ABOVE LEFT: CN SW1200RSu 7300, formerly 1382, poses at Don Yard in Toronto on March 21, 1988. Photo by Ron Lipsett.



ABOVE RIGHT: CN HR616 2113, M-636 2329 and C-630M 2042 lead Train 305 through Pickering, Ontario, on March 4, 1988. Note the 'Draper Taper' behind the cab of 2113 which affords a view to the rear. Photo by Ron Lipsett.

RIGHT: VIA LRC 6919 pilots FPA-4 6765 through Glen Robertson, Ontario, in March 1989. Banned from the lead position by the lack of a reset safety control, 6765 is tagging along as a steam generator. Photo by Ross Harrison.



BELOW LEFT: CP GP9s 8621 and 8834 glide across the Rideau River at Ottawa on June 4, 1988, days before their rebuild to 8215 and 8244. Photo by Ross Harrison.

BELOW RIGHT: GP9u 8206 (formerly 8697) illustrates the rebuilt appearance at Walkley Yard in Ottawa on June 22, 1988. Photos by Ross Harrison.



the Chessie operation in southern Ontario (one SW1, three SW9s and 12 GP7s) was sold and replaced with U.S.-owned power Conrail's Canada Southern Railway between Windsor and Niagara Falls was purchased by CN and CP Rail - its fleet of GP7s and GP9s was sold or scrapped the three Canadian-built Burlington Northern switchers assigned to New Westminster, B.C., were sold off and replaced by U.S.-built units the rosters of the Wabush Lake Railway / Arnaud Railway in northern Quebec remained unchanged in the 1980s and last, but not least, the White Pass & Yukon ceased operations in 1982 after the closing of a mine that generated 3/4 of its freight revenue. Coincident with the closure was the completion of four 36-inch gauge Bombardier DL535E(W) units which to this day are stored near Montreal. The railway reopened in 1988 strictly for tourist operations which are handled by nine of its shovel-nosed GE units and assisted by 2-8-2 No. 73.

THE CHANGING MANUFACTURING SCENE

The 1980s saw major changes in Canadian locomotive manufacturing facilities.

At the beginning of the decade, Diesel Division - General Motors in London, Ontario, was the dominant Canadian builder, with Bombardier of Montreal a distant second. By the mid-1980s, Bombardier had exited the Canadian locomotive building scene.

Because of a declining market in Canada and the United States, Electro-Motive Division of General Motors in McCook, Illinois, switched most of its locomotive production to Diesel Division in London in 1988. The giant McCook facility could produce as many as 5.5 units a day, however, the enormous capacity at McCook was no longer needed. The London plant's capacity was increased from one to two units a day. GM officials have indicated the rationalization was to move into a downsized mode in keeping with the outlook for the size of the market which is about two locomotives per production day, or 470 a year.

In 1988, General Electric Canada purchased most of the Bombardier facilities in Montreal for the construction and rebuilding of locomotives. To date, several GE 'hulks' have been brought to the plant for conversion to B23-7S and C30-7S "Super Sevens".

CN's Point St. Charles shops in Montreal was active during the decade in carrying out contract rebuild and repair work. The most recent rebuild program involved the conversion of nine GP40 units into non-turbocharged 'GP38-2S' units for Helm Leasing.

ON THE INDUSTRIAL SCENE

Very few new industrial locomotives were purchased new in the 1980s. Exceptions were four MP15AC units for Ports Canada in Montreal, a solo MP15DC for Quebec Iron & Titanium, and a solo 0-6-0 Hunslet unit for National Gypsum in Dartmouth, Nova Scotia. Bombardier constructed one HR412(W) testbed unit in 1981 which rarely left the Bombardier plant.

Locomotive activity on the industrial scene in the 1980s was quite extensive, with many second hand switchers from both Canadian and United States railways finding their way onto industrial rosters, many displacing older and/or smaller units. While the majority of the units are of the 800 to 1000 hp variety, some larger units in the form of RS-11s, GP7s, SW1200s and

SW1500s were acquired. There were several examples of 800-1000 hp GMD units replacing ALCO/MLW units of similar horsepower.

As well as several units moving from the major roads to industrial roads, some 20 units were donated or purchased during the 1980s for display purposes. Included are examples of the following models: FP7A, F7B, GP7, S-2, S-3, SW8, NW2, H24-66, 70 Ton, G8, NF-110, and NF-210.

OUTLOOK FOR 1990

CN is to take delivery of 30 General Electric 4000 hp Dash 8-40C units from GE's Erie, Pennsylvania, plant in the spring of 1990, the first GE units acquired since 1950. As well, another 44 GP9 units will be remanufactured into yard 'mother'-slug sets, 10 SW1200RS units will be upgraded, three GP38-2 units will be modified to hump 'mothers', and seven former S-3 slugs will be modified to operate with the 7200-series GP9 'mothers'. With the arrival of the GE units, some 20 C-630/M-636 units will likely be withdrawn from service, and the remaining RS-18 units should be withdrawn by mid-1990. Many of the remaining S-13, SW9 and SW1200 switchers will be retired in the near future.

On CP Rail, the last eight unrebuilt GP9 units are presently at Angus Shops in Montreal for remanufacture into road switchers 8234-8241. These units represent the last units on CP's roster with a high short hood. More SD40-2 units will be equipped with the Positive Traction Control feature in the 1990s. No significant roster changes are anticipated for the early-1990s, however, emphasis will likely be placed on upgrading the existing fleet, eg. SD40s electrically upgraded to SD40-2s.

The VIA roster will shrink by some 50 units in 1990, along with 16 steam generator units, 64 RDCs, and some 165 passenger cars.

BC Rail is to take delivery of 22 GE Dash 8-40C units in the spring of 1990 that will result in the retirement of its 29 MLW 3000 hp units. These 29 units include the last four C-630 units produced by MLW, as well as the only examples of an M-630 equipped with the safety or comfort cab. Depending on the success of Caterpillar-equipped RS-18 609, it is possible that the other 26 RS-18s, the two C-420s, and maybe the 9 remaining C-425s will be re-engined. With the arrival of the GE units, BC Rail will boast diesel units powered by four builders (GM, GE, ALCO/MLW, and Caterpillar), electric units, and rail diesel cars. The road also hosts the BC Government's steam locomotives (4-6-4 2860 and 2-8-0 3716) - where else can one find steam, electric and diesel on the same railway?

GO Transit will likely sell its fleet of 11 GP40-2(W) units, 7 ex-Rock Island GP40-M-2s and 6 F40PH units, as they standardize on the 3000 hp F59PH model.

The MUCTC is poised to receive four rebuilt former CN GP9 units and seven electric generator units built from former VIA/CN steam generator units. Forty of their steam heated coaches are undergoing rebuild to electric heat, and will be compatible with 24 Bombardier cars acquired in 1989.

The demise of the overnight Toronto-Kapuskasing passenger service on January 15, which was jointly operated by VIA and Ontario Northland, will likely result in the retirement of the remaining ONR FP7A units. Also the modified FP7A units assigned to the TEE trains will likely be retired, with the TEE trains eventually replaced by converted GO Transit coaches that are undergoing conversion in ONR's North Bay shops. As well, it is possible that some of its 8 SD40-2 units will be declared surplus with the March 1990 closure of two on-line mines.

The motive power requirements for the resource railways is not expected to change significantly in the near future.

And business is booming on the White Pass & Yukon during the tourist season - there have been hints that more rolling stock will be acquired to carry the shiploads of tourists that descend on the docks at Skagway, Alaska, in the summer.

IN SUMMARY

During the latter part of the 1980s, the number of GMD/EMD diesel units on the rosters of Canada's 17 railways which meet the generally accepted Class I and II classification has remained close to 2,900, however, with the withdrawal of Bombardier from the locomotive building scene, the number of ALCO/MLW/BBD family of units has steadily diminished. In the last four years, the number of the latter has dropped by some 200 units to a little over 700. The 52 GE units to be delivered early in 1990 will, for the most part, displace MLW units.

Other than the 52 GE units coming to CN and BC Rail, and the 14 F59PH units for GO Transit, no other orders for new units have been announced as we go to press.

The introduction of the Free Trade Agreement between Canada and the United States will increase the amount of north-south railway freight traffic. Of interest is CP's successful bid for the bankrupt Delaware & Hudson Railway (announced January 11) and its desire to purchase the remaining shares in SOO Line.

Branch line abandonments and main line 'rationalizations' will continue. It is likely that 'running rights agreements' between CN and CP will become commonplace as each road looks at opportunities to decrease the amount of underutilized trackage.

What about the future of intercity passenger traffic? Private operators have announced tentative plans for luxury and excursion type services. When might high speed links be introduced between major city pairs?

We'll keep you up-to-date on developments through the pages of **Branchline**. And watch for the 1990 edition of the **Canadian Trackside Guide** which will reflect the motive power and equipment situation as of January 1990 - it will be available in early-March.

CP RAIL BUYS BANKRUPT D&H: Canadian Pacific Limited's CP Rail unit has agreed to purchase the assets of the bankrupt Delaware & Hudson Railway Company for U.S. \$35 million and other considerations. CP Rail was chosen the winning bidder to take the D&H out of bankruptcy.

The D&H will give CP Rail a direct link into the heart of the U.S. northeastern market for such products as pulp and paper, plus overseas connections through the Port of Montreal. A CP spokesperson indicated that CP Rail was buying the D&H for its potential, not for what it is now.

The Delaware & Hudson Railway network comprises 960 kilometers of owned track and about 1,440 kilometers of trackage rights over other railroads. Final closing of the deal is not expected before mid-1990. (**Financial Post**, 11/01/90)

REDUCED VIA RAIL FLEET

The active motive power and passenger car fleet will be pruned by some 300 units after the January 15 service cutbacks. Proposed for retirement are:

Diesel Units (52 units) -

- * 10 FP9As (6501, 6504, 6505, 6507, 6512, 6513, 6516, 6518, 6541 and 6557) built between 1954 and 1958;
- * All 29 F9Bs (6602-6607, 6610, 6611, 6613-6618, 6620, 6622, 6623, 6625-6628, 6630-6632, 6634, 6635, 6637, 6652 and 6653) built between 1954 and 1958;
- * 11 LRCs (6900, 6901, 6904, 6908, 6910, 6911, 6913, 6915, 6918, 6925 and 6929) built between 1980 and 1984; and 2 former Amtrak LRCs cannibalized for parts (Nos. 6941 and 6942, ex-Amtrak 38 and 39).

[The active diesel fleet will include 107 units: SW1000s 201-204; FP9Au's 6300-6314; F40PH-2s 6400-6458; FP9As 6502, 6506, 6511, 6514, 6525, 6531 and 6540; FP7Au's 6550, 6553 and 6569; LRCs 6902, 6903, 6905, 6907, 6909, 6912, 6914, 6916, 6917, 6919-6924, 6926-6928 and 6930.]

Rail Diesel Cars (64 units) -

- * 43 of the 45 RDC-1s (6100-6102, 6104-6116, 6118-6132, 6135-6143, 6145, 6147 and 6148) built between 1949 and 1958 (Nos. 6133 and 6134 will remain assigned to the Victoria-Courtenay service);
- * 21 of the 23 RDC-2s (6200, 6202-6204, 6206-6208, 6211-6214, 6216-6225) built between 1955 and 1958 (Nos. 6205 and 6215 will be assigned to the White River-Sudbury service along with RDC-4 6250).

Steam Generator Units -

- * 16 SGUs (15413, 15439, 15440, 15443, 15444, 15456, 15471, 15480, 15482, 15485, 15488-15493) built between 1956 and 1960.

Passenger Cars (164 cars, all but 4 being former

CN 'blue' cars) -

- * All 4 Tempo Cars (352, 354, 370 and 372);
- * 4 Cafe-Lounges (750, 751, 753 and 754);
- * All 3 Sleeper-Buffer-Lounges (1090-1092);
- * 27 'E' Sleepers (1110, 1111, 1116, 1119, 1121-1124, 1126, 1130, 1131, 1134, 1138, 1141-1143, 1145-1151, 1153, 1154, 1160 and 1161);
- * All 18 'Green' Sleepers (1162-1168, 1170, 1172-1181);
- * 4 Diners (1358, 1360, 1363 and 1367);
- * All 6 'Bay' Sleepers (2022-2027);
- * All 5 'River' Sleepers (2136, 2139, 2141, 2143 and 2149);
- * All 7 Cafe-Bar Lounges (2502, 2503, 2505, 2510, 2512-2514);
- * 5 Coach-Cafe Lounges (3024, 3034, 3035, 3037 and 3039);
- * 8 Snack-Bar Coaches (3206, 3209, 3210, 3221, 3223, 3226, 3236 and 3243);
- * 24 'EM' Coaches (4886-4888, 5439, 5443, 5452, 5455, 5467, 5476, 5483, 5485, 5489, 5490, 5497, 5500, 5501, 5503, 5533, 5536, 5541, 5571, 5580, 5610 and 5647);
- * 28 Dayneters (5700, 5702-5705, 5707, 5708, 5711, 5712, 5714, 5724-5726, 5728-5730, 5735, 5737-5745, 5748 and 5751);
- * All 4 Baggage-Coaches (9300-9303);
- * 5 Baggage-Dormitories (9478, 9480, 9482, 9487 and 9488);
- * 11 Baggage Cars (9614, 9619, 9620, 9642, 9648, 9653, 9656, 9663, 9664, 9667 and 9670);
- * Battery Charger Car 15205.

The assignment sheets for January 15 reflect 657 units (107 diesel units, 50 steam generator units, 2 electric generator units, 5 RDCs, and 493 passenger cars). Not accounted for in the assignment sheets and the proposed retirements are Diner 1341, Combination Baggage-Coach 7189, and EGU 15302.

Reflections on the Canadian Railway Preservation Movement

by DAVID W. MONAGHAN

The railway preservation movement in Canada is comparatively young, dating with few exceptions from the 1950s. Prior to that period, neither railway companies nor governments demonstrated any enduring interest in preserving representative elements of railway technology despite their continued use of "the railway" as a metaphor for national unity. The "Albion" and "Samson", two of our oldest railway artifacts, were preserved more by accident, while the lesser known "Bride's Coach" [a companion piece of rolling stock], was acquired like a piece of unclaimed luggage by the B&O Railroad following the Columbian Exhibition of 1892¹. Consequently, it now sits as a prime exhibit at the B&O Railroad Museum in Baltimore, Maryland.

In contrast, the oldest surviving railway coach in Canada, the Carillon & Grenville Railroad combination car, is still ignobly referred to as "the chicken coop". It served just that purpose until identified and preserved in extant condition during the 1970s by the National Museum of Science and Technology. Similar cases continue to be recorded to this day.

Other noteworthy examples of early preservation attempts are "The Countess of Dufferin" and CP No. 374 in Winnipeg and Vancouver, respectively, which foretold future trends in so far as they were publicly sponsored projects as opposed to company initiatives.

The net effect of this lack of historical consciousness is that Canadians can consult few examples of 19th century railway technology. Steam locomotives, such as Canadian Pacific 4-4-0 No. 144, while often described as being built in the 1880s, actually represent the technology of the early 20th century thanks to the many modifications which they underwent during their long careers.

An exception is our public transit systems, specifically those of Montreal and Toronto, which demonstrated admirable foresight in preserving early examples of street railway technology.

Of the two major carriers, Canadian National was the first to assemble a collection of historic railway vehicles in the form of its Museum Train in 1952-53. Assembled primarily for promotional purposes, the entire collection was eventually donated to the National Museum of Science and Technology in 1967 and still forms the core of our railway exhibit.² This was a major initiative on the part of the railway, requiring substantial resources simply to assemble and restore the vehicles. Unfortunately, by contemporary standards, historical authenticity

took a back seat to promotional needs and logistics, as demonstrated by the fact that the majority of the passenger cars were restored to represent vehicles which pre-date their actual dates of construction while mechanical details are often anachronistic.

Where collections of railway artifacts did grow was in the hands of private collectors in the form of archival materials and smaller artifacts. Significantly, whereas the railways demonstrated a certain lack of interest in the preservation of representative railway vehicles, they did retain substantial archival holdings which, today, provide us with a unique insight into our past.

Fortunately, private archival collections, assembled either by individuals, educational institutions or societies, date from the late nineteenth century and are an often forgotten heritage resource of immeasurable value.

Early Preservation, a "Rescue Mission"

The absence of collections of historical railway equipment was remedied as a result of the dramatic changes which occurred in the railway and public transit industries in Canada during the latter half of the 1950s. In the course of a decade much of the technology which had characterized railway operations over the previous century was eliminated, thereby providing an ideal environment for the creation of railway transportation museums.³

Existing railway historical societies, such as the OERHA [Ontario Electric Railway Historical Association] and the CRHA [Canadian Railroad Historical Association] became actively involved in the acquisition of transportation artifacts, specifically vehicles.

This was a major leap for a society such as the CRHA, which had previously limited its activities to special events, excursions, newsletters and the like. In fact, one might say that decision to collect major railway artifacts marked the advent of the railway preservation movement into the public domain in Canada.

The obvious lack of interest of other agencies, public or private, to preserve and make accessible to the public these most evocative witnesses to our railway heritage is difficult to fathom in hindsight. The preservation activities of the 1950s and early 1960s were, in a very literal sense, a rescue mission.

Preservation simply meant keeping historic railway

¹ John H. White Jr., The American Railroad Passenger Car, Baltimore: Johns Hopkins Press, 1987; p. 92

² "CNR to Display Mobile Museum," Railway Age 134 (April 20, 1953): 98.

³ Canadian National's steam locomotive roster officially dropped from a total of 2,472 locomotives in 1950 to -0- in 1960. Canadian Pacific's fleet dropped from 1,686 in 1950 to -0- in 1966. In 1959 alone, C.P. disposed of 232 locomotives. See: A. Clegg, Canadian National Steam Power (Montreal: Trains & Trolleys, 1969), 124 and Omer Lavallée Canadian Pacific Steam Locomotives (Toronto: Railfare Enterprises, 1985), 13

equipment out of the scrappers' hands. These initial efforts were organized with very little time and even fewer resources. However, what has been overlooked in recent years is that these rolling stock and motive power collections were assembled with considerable thought based upon the collective expertise of the respective societies' members.

If these early preservation activities and their successors can be accused of any single fault, it was that their enthusiasm blinded them to the realities of life. Convinced of the worthiness of "the cause" and fuelled by a belief that resources would eventually become available, collections were amassed and stored under far from ideal conditions.

Railway museums have failed to employ resources to their best effect

A museum's primary asset is its collection until such time as the demands of the collections outstrip its resources, both human and physical. At that point, and as the collections deteriorate at an increasing speed, those assets become major liabilities. What almost all railway museums in Canada have failed to do is to collect to their resources, or at least employ them to best effect.

This is by no means a uniquely Canadian phenomenon, as Jack White pointed out in a 1973 article entitled *The Railway Museum: Past, Present and Future*:

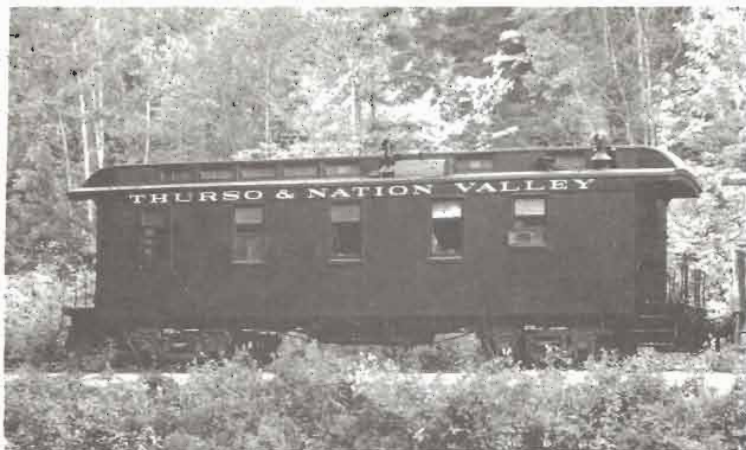
We find in these organizations, and many others, great plans for comprehensive collecting and preservation. But, sadly, the necessary funding has never been realized. No money. In two short words we have the story of the railway museum in America.

It would be pleasant to say that the many organizations which grew up in the late 1960s and after had learned an important lesson from these earlier projects. But, as you all know, they did not. Even a comparatively well funded institution like the National Museum of Science and Technology, incomparably wealthier than any railway preservation project in this nation, has permitted parts of its railway collection to degenerate beyond acceptable limits.

Although not confirmed statistically, it is a fair estimate that the vast majority of "preserved" railway vehicles in this country are currently stored in inferior conditions. Yet, we are still collecting - though thankfully at a reduced rate.

Besides being contrary to the very principals underlying their preservation, deteriorating artifacts, whether they be locomotives, freight cars, stations or streetcars, are not conducive to good public relations. They raise doubts regarding an organization's ability to achieve its goals. If anything, they only contribute to the image of the railway preservation movement as an assemblage of amateurs more interested in collecting locomotives than actively preserving an important aspect of our collective past.

It is often noted that "perception is reality." No end of explanations or mission statements can undo the effect which rotting artifacts have upon the public's perception of the movement's intentions.



Bytown Railway Society's former TNVR official car after major restoration. Thankfully the car is housed indoors, otherwise it would deteriorate at an alarming rate.

No united voice for railway preservation in Canada

It has already been suggested that the management of a railway collection requires substantial resources and a wide variety of skills. It is tragic that internecine strife has often paralysed many of our railway historical societies in the past, and soured institutional relationships within the movement as a whole. The fact that these conflicts were frequently aired in public did little to promote the image of a serious and dedicated group of individuals approaching their field of endeavour in a rational manner. Regardless of the merits underlying these opposing positions, the end effort was a terrible waste of energy which ultimately proved nothing and was quite counter-productive.

For example the Canadian Council on Railway Heritage, a railway lobby group which was encouraged and initially financed by the Federal Government, may well have been an ideal medium for pressing for increased public support for many railway collections and similar heritage activities. Had its member societies been more willing to work constructively in 1979, one might suggest that today's movement, which bemoans the inequalities in funding, would be in a better position to address these promising issues. As it is there is no united voice for railway preservationists in Canada, because the Canadian Council on Railway Heritage failed due to lack of co-ordination, a failure to pool resources and because of distrust.

So what of the future? Clearly, I believe that the future of the railway preservation movement in Canada will be challenging. Doubts surrounding the direction of major preservation projects such as Toronto's John Street Roundhouse, the relocation and upgrading of the Canadian Railway Museum in Montreal, and the British Columbia Provincial Transportation Collection do not bode well for even smaller projects.

Centres of excellence to demonstrate the heritage potential of our collections

The inability of these projects to reach fruition may rob the movement of badly needed focal points. These focal points, or

⁴ John H. White Jr. "The Railway Museum: Past, Present, & Future," *Technology & Culture* 14 (October, 1973):

centres of excellence, could provide the means of demonstrating the enormous heritage potential locked in our existing collections. For the fact remains that Canada does not have a railway museum to speak of. Until such centres are built, we will continue to look beyond our borders for expertise and to demonstrate to potential sponsors, both public and private, what a true railway museum is.

Resources will continue to be a matter of concern for railway preservation projects. The average age of the membership of many historical societies is increasing as fewer younger members join. This is as much a natural reflection of the railway's less pervasive role in modern Canadian society as a demographic fact. Indeed, this trend will only increase as more lines are abandoned, especially in eastern Canada, and rail passenger service is effectively restricted to the "Corridor". This should be a matter of some concern considering the fact that almost all railway preservation groups remain primarily volunteer organizations.

While the above comments may strike the reader as particularly negative, they are realistic. Moreover, they are expressed with considerable respect for the dedication and energy which has characterized our railway preservationists in the past. It is due to these latter characteristics that I believe the railway preservation movement in Canada is more than equal to these challenges.

Collective action through partnerships

The primary approach to our present and future concerns should be through more concerted and collective action between societies and institutions. Every attempt should be made to resuscitate the Canadian Council for Railway Heritage to provide a forum for expressing the concerns and obtain the required resources for its members. Unlike the aborted attempt of 1979, the National Museum of Science and Technology should play a leading role in its organization and activities.

Societies, particularly those with collections, should review their policies and produce clear terms of reference with which they may review existing and future holdings. In doing so, they must gauge their aspirations to their resources with a view towards excelling in their particular field of endeavour. In effect, they must undertake to shed the aura of hobbyists. It is possible that this process will result in the disposal of certain artifacts, but not necessarily in their destruction. In short, railway historical societies must take a realistic approach to their activities and missions.

Finally, partnerships - such as the one between the Bytown Railway Society Inc. and the National Museum of Science and Technology - must be forged with the public and private sectors to increase the resources available to preservation or heritage projects. This is not just a question of seeking spare parts or other gifts-in-kind from Canadian Pacific or Canadian National. Its purpose would be to demonstrate that railway historical societies play a vital role in the preservation and interpretation of our railway past. By expanding horizons, by seeking partnerships with other societies, industry and the general public, especially the young, the preservation movement may obtain the resources upon which its survival depends.

By increasing public awareness of their activities and demonstrating the value and richness of our railway heritage, railway societies will be in a position to face the challenges of the future while ensuring the preservation of that heritage for future generations of Canadians. For this, you have every reason to be enthusiastic.

CANADA'S NEWEST RAILWAY COMPANY

by JOHN CLARK

The "Trans-Canadian Railroad Company Limited" (TCR) is scheduled to commence operations of the "Royal Canadian" on July 1, 1990. Blyth and Company, of Toronto, which has founded this new company, reports it is now having bi-level cars, and its own locomotives, refitted in Denver, Colorado.

Specific information on the equipment is being sought from the Toronto office of Mr. Blyth, and in the March issue of *Branchline*, I hope to have this available (it is understood that the passenger cars will be heavily modified former Southern Pacific gallery commuter cars).

Current plans call for two round trips monthly over CP Rail lines between Toronto and Vancouver with Calgary, Banff and Lake Louise being intermediate destination points. At Toronto, the train will connect with the Concord for air travel to London, England. Additionally, there will be eight round trips monthly between Vancouver and Banff. Each train will consist of eight bi-level cars. The five bedroom cars will have a total of 94 bedrooms. There will be three classes of accommodation. The Super Deluxe and Deluxe rooms will all be on the upper levels and feature private domes. The luxury rooms will be on the lower level. All rooms will have private showers, two lower beds, TV and video, and telephones.

The dining car will have an upper level dining room, as will the lounge car, which will also feature an outside observation platform.

The schedule calls for a 69 hour run between Vancouver and Toronto, and 71 hours westbound. Between Banff and Vancouver the running time will be approximately 21 hours. All trains will leave Banff westbound and Vancouver eastbound at 9:30 AM local time.

The Vancouver-Toronto one way fares are to be all inclusive and are between an off season (November through April 15) low of \$1,995 for the Luxury bedroom, to a peak season high of \$3,495 for the Super Deluxe bedroom. Westbound travel is \$200 per person higher than the corresponding eastbound service.

Between Banff and Vancouver prices vary between \$795 and \$1,295. All fares are quoted per person based on double occupancy.

The "Royal Canadian" is a trademark of the new railroad company, and the Board of Directors includes Senator Ian Sinclair and Dr. Robert Bandeen, formerly of CP and CN respectively, as well as Sir Peter Parker, former Chairman of Britrail.

During the coming months I hope to provide additional information as it becomes available. TCR has extended an invitation to view the equipment when it is complete, and in fact for those able to get to the plant where it is being refitted, a visit there is possible.

TEN YEARS AGO: The City of Brockville purchased the Brockville tunnel and 3.9 acres of waterfront property from Marethon Realty, the real estate arm of CP for \$1.00.

TidBits

by DUNCAN DU FRESNE

"IT'S ABOUT TIME"

Before the days of Centralized Traffic Control and Manual Block System et al., consider the following steam era scenario: Freight extra 1201 west leaves terminal 'A' for terminal 'B' on a single track main line. The extra has no cars to lift or set out, just a straight forward run. They have the railway to themselves - almost. There is one consideration for the crew of the extra. There is no way they are going to reach terminal 'B' before the scheduled departure of an eastbound regular passenger (first class) train from this point enroute to terminal 'A'. The two trains are going to have to pass each other, or 'meet', somewhere between 'A' and 'B', a pretty much routine operation. Do you know how it's done? Does the DS (dispatcher) set it up? (As a matter of fact he doesn't)

To understand how it's done requires a knowledge of the rules (the Uniform Code of Operating Rules - UCOR). The passenger train, because it's a 'first class' train as designated in the timetable and rule book, is running on a schedule, and is king (or queen?) of the road. It is 'superior' to 'inferior' trains either by class or direction. The crew on the passenger train doesn't necessarily know that there is an opposite direction extra freight out there - nor do they care. The crew on the extra, however, is very much aware of the passenger train (they know because they're railroaders) but they know the rules and have also consulted their timetables to reaffirm the time the passenger train is due out of terminal 'B' and the time it is scheduled to pass various stations and passing tracks enroute to terminal 'A'. It is the responsibility of the crew of the extra to safely 'meet' the passenger train in accordance with the provision specified in UCOR rule 87 (August 26, 1951 edition). The key to 'arranging' the meet is "TIME". The passenger train cannot leave terminal 'B' before its scheduled time, nor may it pass enroute stations or passing tracks ahead of its scheduled times. The actions of the crew on the extra are predicated on this fact. The crew of the extra must clear the time of the passenger by not less than five minutes. This means they must arrive at their chosen meeting point in sufficient time to get their train 'into the hole' and get the switch behind them lined back for the 'main' by not less than five minutes before the 'time' of the passenger.

When planning the 'meet', the crew of the extra has to know how far they can go in the face of the passenger train. In other words, they have to know, to the minute, just how long it will take (time again) to get into 'the hole' at any given point, in any given season, with any given train, with any given engine, from any location. And they better be sure they've read their orders to ensure the location they've picked isn't full of boarding cars. If there is an upgrade to the chosen meeting point they have to be sure they will be able to restart their tonnage after stopping for the switch to the passing track. Maybe a lively brakeman can get the switch 'over', and avoid stopping, while the hogger keeps the train rolling slowly ahead. A stall here, especially if time is tight, results in a major fiasco. If the extra gets on the passenger train's time, there will be hell to pay and everyone might just as well call their local chairman as they're going to be in the 'Super's' office 'ASAP'. The company takes a dim view of such goings on, and so they should!

All of the foregoing brings me (finally) to the point - "TIME", railway clocks and employee watches. Perhaps my little scenario, which is very real by the way, has convinced you of the need for accurate time. Accurate time is displayed on Standard Clocks in the company's stations, yard offices, dispatchers' offices, roundhouses, etc., all of those locations where 'designated' operating employees will compare their watches with the company's Standard Clock. If the Standard Clock is fast or slow (maximum + or - 30 seconds) this will be so indicated on a special card on the clock. The employee's watch must also be accurate to within + or - 30 seconds of the 'right' time. It should now be evident why all clocks and operating employee watches must be accurate if our little scenario is to be executed safely.

And speaking of watches, did you know that operating employees must buy their own 'railway grade watches' out of their own pockets before they start work? Did you know the watch they buy must be from the railway's 'list of approved watches'? In my time (immediately after World War II) one of the five approved watches, pocket type of course, cost just over \$100 - a lot of money at the time. Either the Zenith Extra R.R. 56, Waltham Vanguard, Elgin BWR (the one I used), Hamilton No. 950B or 992B, or the Ball (Hamilton) No. 992B or No. 435C were approved. The railway grade wrist watch had not as yet made its presence known. Currently there are six approved wrist watch manufacturers producing 18 different approved watch models. Surprisingly, the aforementioned pocket watches are still approved by CP Rail (1986), with some qualifications.

Did you know the employee had to take the watch to the company designated 'official watch inspector' at least every 30 days to have the watch inspected and set? Did you know that the employee was forbidden to adjust the watch, should it vary by more than + or - 30 seconds within the 30 day inspection period? Did you know the employee was required, at his own expense, to have the watch cleaned every 15 months? Did you know that the employee was required to carry his 'watch card' on his person at all times while on duty? Did you know that an official of the company's Time Service Department could have the employee pulled out of service if his watch card was not up-to-date?

Quite a fuss was (and still is) made over clocks, watches and timekeeping. Today, with the modern Railroad Grade wrist watch, the inspection, setting, and cleaning period are somewhat extended over what it was with the spring wound pocket watch. Accuracy and reliability are also improved. I used to have difficulty keeping my 16 size Elgin "B.W. Raymond" 21-jewel pocket watch (with its Montgomery dial) within the + or - 30 seconds variation over a 30 day period. Today my Bulova R.R. 960-111Q (6 jewels) battery operated railroad wrist watch keeps much better time. Variation is perhaps one second per month or less, and cleaning is almost forgotten.

Automatic Block Signals (ABS), Centralized Traffic Control (CTC), Computerized Manual Block System (CMBS) and train radio systems, along with many other technological and operational advances have greatly changed the railroad operating scene. But time keeping is no less important now than it ever was. Nowadays, operating employees have more 'tools' to work with, in addition to accurate time keeping devices, to provide for safe, orderly and efficient railway operation. But for all of this, don't you miss, just a little bit, a Conductor in a spotless brass-buttoned uniform standing beside the vestibule steps of a 'varnished' car, large, gold-filled pocket watch in hand on the end of a sturdy gold chain, hollering "BOARD", - "ALL ABOARD"? I know I do.

NTA Decisions



END OF THE LINE FOR PORTION OF BEEBE SUBDIVISION AS WELL AS ALL OF STANSTEAD BRANCH: In two separate decisions, the National Transportation Agency (NTA) has authorized Canadian Pacific to abandon a portion of its Beebe Subdivision as well as all of its Stanstead Branch.

The affected portion of the Beebe Subdivision runs from Lennoxville (mileage 2.9) to Beebe Junction (mileage 32.9), while the Stanstead Branch starts at Beebe Junction, (mileage 0.0) and runs through to Rock Island (mileage 2.4).

One car was handled over the Beebe Subdivision in 1986, since then it has seen no traffic. Nothing has been over the Stanstead Line since prior to 1985. (30/11/89)

NEW YEAR SEES PARTIAL ABANDONMENT OF ST-RAYMOND SUBDIVISION: The NTA finally ended several months of chasing down and waiting for economic projections from would-be shippers to be affected by the closure of Canadian National's St-Raymond Subdivision (Quebec) between Jackson's (mileage 36.50) and Riviere-a-Pierre (mileage 55.57) by authorizing official abandonment of the segment on January 2, 1990.

Originally, notice of CN's desire to abandon the money losing line had been made back in April. Although, many so-called "affected" shippers offered to provide economic justification for retention, none came through in the final analysis.

Since 1986, no traffic has been handled over the affected portion. (01/12/89)

SLIGHT REPRIEVE FOR CARLETON PLACE SUBDIVISION: The NTA has amended the date for the abandonment of Canadian Pacific's Carleton Place Subdivision (Ontario) from December 29, 1989 to January 15, 1990.

The new date reflects the pending demise of VIA Rail's "Canadian" which is being discontinued effective that day as part of a wholesale restructuring of Canada's passenger rail network. Ironically, the date also means that no provision has been made for handling the final, eastbound connecting movements of the "Canadian", ie. the connection with the version which would have left Vancouver on January 14.

For some time now, the "Canadian" has been the only train to utilize the Carleton Place Line - the one time main line of the Canada Central Railway built to link Ottawa with the upper Ottawa Valley.

This month's "Information Line" carried details about a group from the area which wants the line preserved as part of a commuter rail operation. (29/11/89)

COMPANY SEEKS AUTHORITY TO ABANDON SMITHS FALLS SUBDIVISION: Canadian National has applied to abandon that portion of its Smiths Falls Subdivision (Ontario) between Richmond (mileage 13.00) and Smiths Falls (mileage 34.05). Freight traffic over the segment has been minimal since 1986, the last time it posted a profit. During 1988, only three carloads were handled for an overall loss of \$61,334.

This is not the first time that CN has attempted to discontinue service to Smiths Falls. On March 2, 1984, authority was received to abandon that portion of the line between Smiths Falls and Strathcona, Ontario, (mileage 99.30). Then again, on October 10, 1986, authority was received to abandon that

portion between Smiths Falls East, and Smiths Falls station, currently the home of the Smiths Falls Railway Museum which is operated by the Rideau Valley Division of the Canadian Railroad Historical Association.

In addition to the occasional freight movement, the affected segment is an integral portion of VIA Rail Canada's Ottawa-Toronto service, making it highly unlikely that CN will receive the necessary permission to divest itself of the service. On the other hand, VIA could find itself in a situation where it is required either to purchase the line or to seek an alternate route to Toronto if the NTA accedes to CN's wishes. Given the current state of railway policy in Canada, who knows what may transpire? (30/11/89)

AT LAST I'VE SEEN THE LIGHT

We shall not run, nor even walk fast -

We've seen all the engines they've cut in the past -

The day has arrived, it's almost too late -

Tomorrow you may forget the guy that once was your mate -

We'll slow down at once, we won't run for a switch -

Or the Company will find, you too they can ditch -

We'll shove every car, and test all the brakes -

And slow down much more when we see pretty snow flakes -

We'll value our limbs, avoid all gambles -

We won't foul any switches, and if that lamp disappears -

We'll put on the brakes, and stall all the gears -

If the targets are out, we'll walk down and check -

Because days out of service are a pain in the neck -

We'll tie up the job when our mate has to go for a "...." -

We won't take the engine if the bell doesn't ring -

We'll call the maintainer to fix everything -

If I've no job tomorrow, and tomorrow is soon -

There'll be only one man to blame, it's me, that's whom.

(Author anonymous, submitted by R.L. Kennedy)

Along the Right of Way



THE PERILS OF WINTER: Early in December, a snowplow extra left the tracks and hit the bridge spanning the Petitcodiac River at River Glade, New Brunswick. The impact dislodged one end of the bridge. During the repair period, VIA's 'Atlantic' operated between Montreal and Saint John (rather than Halifax), while VIA's 'Ocean' was extended from Moncton to Halifax. (George Parks)

MAJOR DERAILMENT: On December 12, 33 cars of a 91-car freight train derailed in the community of St-Leonard-d'Aston, 30 kilometers south of Trois-Rivieres, Quebec. Residents of the community were evacuated when environment officials feared poisonous chlorine gas was leaking from one of four chlorine cars. The residents were allowed to return home after it was determined that no leak had occurred.

For four days of the clean-up, VIA Rail's "Ocean" (Train Nos. 14 and 15) was rerouted over CP's Trois-Rivieres Subdivision, as were some CN high-priority freights. (John Godfrey)

LAST MOVEMENT ON P.E.I.: The last train to leave Prince Edward Island occurred on December 28 when RSC-14 1787 and a sister hauled the remaining cars, including the snowplow, onto car ferry "Abegweit". The final departure ended 114 years of rail service in Canada's smallest province. (Bill Linley)

CP Rail

JUST PASSING THROUGH: A small centrecab diesel numbered USAF 1690 was noted at St. Luc Yard in Montreal on December 1. Turns out it was merely passing through Canada enroute from Maine to California. (Bruce Chapman)

RAZED: Late in December, the roundhouse, air brake building and bunk house at Glen Yard in Westmount (Montreal) were razed.

LAST FREIGHT: The last freight train to operate west of Middleton, Nova Scotia, on Dominion Atlantic's about-to-be-abandoned Kentville and Yarmouth Subdivisions occurred on December 20. VIA Rail RDC service was operated until January 14. (Bill Linley)

MAJOR DERAILMENT: On January 2, 23 cars of 86-car freight train No. 515 derailed in Mississauga, Ontario, near the Streetsville GO Transit station. A broken wheel was identified as the cause. The double-track mainline was blocked for almost 48 hours with GO Transit busing commuters around the accident site on January 3 and 4.

The derailment was an eerie recurrence of a derailment in 1979 on the same line that forced 240,000 people from their homes because of chlorine fumes. In the current derailment, four empty tank cars carried residual amounts of the toxic chemical sulphur dioxide, however, no leak occurred. (Canadian Press, 03/01/90 and 04/01/90)



SUBSTITUTIONS: On December 15, 16 and 18, the usual F40PH-2 unit and steam generator on Trains 1 and 2 (Canadian)

between Montreal and Sudbury were replaced by two FP9A units. Nos. 6512 and 6504 departed Montreal on the 15th and 18th, while sisters 6514 and 6531 departed Montreal on the 16th. (Ross Harrison)

On several occasions during December, a 6500-series FP9A was substituted for the usual 6600-series F9B on the "Canadian" between Toronto and Vancouver. Noted were 6518, 6525, 6540 and 6541. (John Cowan)

The record cold weather conditions in December played havoc with VIA operations. On several days, the 'Canadian' and 'Super Continental' experienced significant delays due to frozen steam lines, broken rails, and failed units. The press was quick to point out that the 'Super Continental' arrived in Vancouver 29 hours late on December 23. (Earl Roberts)

MISCELLANEOUS

INSPECTION TRAIN MAKES THIRD VISIT: On November 18, a three-car Susquehanna inspection train briefly visited Montreal for its third Montreal visit in November. The train consisted of almost-new GE B40-8 4040, coach 510, sleeper/diner 508 and dome 509. (Mike Tessier)

RELOCATED STATION TO BECOME MUSEUM: On December 14, the 138-year-old King (Ontario) railway station was moved back to King Township from neighbouring Vaughan. The weathered station was rescued in 1967 by the Metropolitan Toronto and Region Conservation Authority hours before it was scheduled to be demolished, and offered to anyone willing to restore it. It sat rotting in Vaughan for 22 years as historians searched for ways to save.

The station was built by the Northern Railway of Canada in 1851 on land donated by hotel owner Issac Dennis, as a stop on the Toronto to Lake Simcoe line. It has been placed on a new foundation at the King Township Museum Grounds on King Road, just east of Jane Street. (Toronto Star, 15/12/89, thanks to Tim Pomeroy)

DINETTE CAR ADDED TO "MONTREALER": Responding to customer complaints about poor quality meal service, Amtrak has recently added an Amdinette to the basic consist of its "Montrealer".

Following its return to service during the summer of 1989, the Montreal/Washington through train had been offering meal service in one end of its lounge car - an awkward situation.

The core equipment assignment for the train between Montreal and New York includes one Baggage Car, two 10-6 Sleepers, one Amdinette, one 3100-series lounge and three Amfleet II Coaches. (John Godfrey)

D&H REPLACEMENT: On December 27, Susquehanna B40-8 4026 was noted in Montreal in place of regular D&H GP38 383. (Bruce Chapman)

DEMONSTRATORS MOVE THROUGH CANADA: General Electric B23-7S "Super Seven" units 2000 and 2002 were handled by CP Rail the first week of January from interchange with Burlington Northern to the General Electric Canada plant in Montreal. (Bruce Chapman)

HOME OF A STAR: Former CN business car No. 97 has graced the entrance of the Connaught Raceway in Aylmer, Quebec, for many years. Commencing in 1985 the now 95-year-old car became the part-time home of former National Hockey League star defenceman Doug Harvey while he was employed at the raceway. The Montreal Canadien's star died in Montreal on December 26, 1989. (Pierre Ozorak)

Trackside Guide update

MOTIVE POWER NEWS

INCLUDING EQUIPMENT ITEMS

Many thanks to Bruce Chapman, Ray Corley, Ryan Cruickshank, Duncan du Fresne, John Godfrey, Ross Harrison, George Horner, Brad Jolliffe, Mike Green, Pierre Alain Patenaude, George Roth and Tempo Jr.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the **1989 Canadian Trackside Guide**, eg. (p1-78).



53 UNITS RETIRED:

- (p1-5) SW1200RSm's 425 and 426;
- (p1-8) SW1200RS's 1209, 1212, 1216, 1240, 1263, 1280, 1290, 1293, 1351 and 1380;
- (p1-10) RSC-14 1774;
- (p1-16) GP9s 4230, 4255, 4258, 4291, 4316, 4360, 4426, 4460, 4497, 4498, 4569 and 4577. (All 12 are destined to be remanufactured into GP9 'mothers' or yard slugs);
- (p1-25) SW9s 7701 and 7704;
- (p1-28) F7Aum's 9100-9106 and 9108 (last of model);
- (p1-29) F7Au's 9151, 9156, 9158-9161, 9163-9168, 9171, 9173, 9176 and 9177 (last of model);
- (p1-29) F7Bu's 9190 and 9198 (last of model).

42 UNITS STORED SERVICEABLE:

- * RS-18s 3100, 3102-3103, 3107, 3111, 3119-3120, 3624, 3628-3629, 3631-3632, 3636, 3639-3640, 3642-3644, 3651, 3655, 3659, 3661, 3665, 3668, 3671, 3673, 3677-3678, 3682, 3704, 3739, 3744 and 3832;
- * S13s 8506, 8510-8512, and 8518-8522.

12 UNITS STORED UNSERVICEABLE:

- * SW1200RS 1246;
- * RS-18s 3622 and 3648;
- * GP9s 4217, 4484, 4495, 4599, 4601, 4602 and 4604;
- * SW1200s 7724 and 7732.

52 UNITS REASSIGNED:

- * Sarnia to Toronto - SW1200 7725;
- * Sarnia to Montreal - GP9 slugs 233 and 235; and GP9u 7247;
- * Saskatoon to Winnipeg - GMD1s 1056, 1071, 1072, 1078, 1080, 1081 and 1082;
- * Saskatoon to Edmonton - GMD1m's 1106, 1115, 1118, 1120, 1127, 1130, 1133, 1134, 1140, 1141, 1148, 1159, 1160, 1166 and 1169;
- * Saskatoon to Winnipeg - GMD1m's 1150, 1153 and 1177;
- * The Pas to Edmonton - GMD1m's 1144 and 1147;
- * Winnipeg to Toronto - SW1200RS's 1210, 1211, 1267 and 1287;
- * Edmonton to Winnipeg - GMD1m 1179;
- * Edmonton to Montreal - SW1200RS's 1217, 1218, 1219, 1286, 1291, 1504, 1505, 1506, 1507 and 1508;
- * Edmonton to Toronto - SW1200RS's 1254, 1256, 1261, 1264, 1268 and 1289.

MORE YARD SETS: The 1990 remanufacture program will produce 22 additional sets of GP9 'Mother' units (Nos. 7249-7270) and GP9 slugs (Nos. 242-263), up from the previously-announced total of 18 sets.

Plans are to renumber HBU-4 hump slugs 260-282 to 500-

522. At present there are hump slugs 523 and 524, and YBU-4 yard slugs 208 and 209 are scheduled to become hump slugs 525 and 526 in 1990.

SOLD, MAINLY THROUGH CANAC:

- (p2-6) SW8 7158 (GMD Serial A188, built in 1951 as CN 8508) has been sold to Abitibi-Price Inc., Pine Falls, Manitoba;
- (p1-25) SW9 7704 (GMD Serial A338, built 2/52 as CN 7004) has been sold to Construction & Mining Inc., Fairview Heights, Illinois);
- (p1-26, 2-14) SW1200 7721 (GMD serial A876, built 9/56 as CN 7021) has been sold to Stelco in Welland, Ontario, as a replacement for Stelco's GE 50 Ton No. 3 (serial 32705, built 10/56) which was damaged while in transit from Stelco's Contrecoeur (Quebec) facility to their Welland facility);
- (p1-26) SW900 7901 (GMD Serial A562, built 12/53 as CN 8536) has been acquired by International Mill Services Inc., Whiting, Indiana;
- (p1-26, 2-16) SW900 7936 (GMD Serial A1188, built 11/57 as CN 7236) has been sold to Sidbec-Feruni, Contrecoeur, Quebec.
- (p1-26, 2-10) SW900 7945 (GMD Serial A1376, built 1/58 as CN 7245), sold to Dupont in Maitland, Ontario, has been renumbered 01, however, 7945 appears on the headlight.

IN THE FAMILY: Eleven Central Vermont or Grand Trunk Western GP9 units were remanufactured by GTW in 1989:

- 4600 (ex-4443); 4601 (ex-4913); 4602 (ex-4547);
- 4603 (ex-4431); 4604 (ex-4449); 4605 (ex-4551);
- 4606 (ex-4914); 4607 (ex-4550); 4608 (ex-4556);
- 4609 (ex-4925); 4610 (ex-4904).

All but 4605 are assigned to the Grand Trunk Western; 4605 is assigned to the Central Vermont.

CP Rail

INTO ANGUS FOR REBUILD PROGRAM: GP9s 8665, 8669, 8674 and 8681 have entered Angus Shops in Montreal for conversion to 8200-series GP9u road switchers. These units were the last high-nosed units on the roster.

SOLD: (p1-48, 2-4) SW8 6703 (GMD Serial A113, built 11/50) has been sold to Canadian Fertilizer Limited at Medicine Hat, Alberta, replacing leased CP SW8 6708.

(p1-48, 2-5) SW900 6714 (GMD Serial A674, built 3/55) has been sold to Interprovincial Pipe and Steel (Ipsco) in Regina, Saskatchewan.

TIED-UP SERVICEABLE: A downturn in traffic has resulted in the following units being tied up:

SW1200RSu's 1243, 1245 and 1271; GP9u's 1529, 1540, 1601 and 1643; C-630Ms 4501, 4503 and 4507; M-630s 4511, 4512, 4550, 4551 and 4572; M-636s 4721, 4726-4728, 4740 and 4743; SW8s 6700, 6702 and 6706; SW900s 6710 and 6720; RS-23s 8024, 8028, 8032-8033, 8039, 8043 and 8045; SW1200RS's 8110 and 8128.

TRANSFERRED: The Positive Traction Control (PTC) feature will be applied to 40 SD40-2 units in 1990. In preparation, the following Winnipeg-maintained units (27) were re-assigned to Alyth (Calgary) on January 10: 5919-5925, 5929-5931, 5940, 5954, 5957, 5959, 5961-5963, 5968, 5969, 5973, 5974, 5977, 5978, 5981, 5984, 6011 and 6022. In exchange, Alyth-maintained SD40-2s 5630-5633 and 5635-5657 were transferred to Winnipeg.

Also scheduled for PTC are Alyth-based 5702, 5703, 5705-5708, 5714, 5715, 5761, 5766, 5769, 5800 and 6069.

TO BECOME SD40-2 UNITS: SD40s 5505 and 5553 are stored unserviceable pending remanufacture to SD40-2 electrical specifications, similar to recently-rebuilt sister 5510.

LEASED: RS-23 8044 has been leased to the Shawinigan Falls Terminal Railway for 1990, replacing CN SW9 7705 that was leased for 1989. CN and CP alternate each year in providing a unit.



BACK FROM WRECK REPAIRS: F40PH-2s 6442 and 6452 returned to service in December after repairs from wreck damage sustained in the summer of 1989. Neither unit sports a 'VIA' on the nose.

MISCELLANEOUS

NEW NUMBER: Essex Terminal's recently-acquired ex-Cartier GP9 No. 59 will be renumbered 108. It is expected to be in service in March 1990.

MORE 'HULKS' DELIVERED: Five more former Milwaukee engineless GE 'U-Boats' have been delivered to GE Canada's former Bombardier plant in Montreal: U30Cs 5656 and 5658, and U36Cs 5800, 5802 and 5803. The units came from GE's plant in Erie, Pennsylvania.

Six B23-7S "Super Sevens" numbered 2300 to 2305 have left the Montreal plant for the Monongahela Railway. As well, C30-7S units 14020 to 14022 have been rebuilt for Mexico, with another 26 scheduled for 1990.

INDUSTRIALS AND SHORTLINES

DONATED AND LEASED: (p2-2, 2-3) United Grain Growers at Vancouver, B.C., has donated their former CP MLW S-3 switcher 6503 (serial 77638, built 5/51) to the West Coast Railway Association. In turn, the unit will be leased to Vancouver Wharves in North Vancouver.

NEW HOME: (p2-9, 2-13) Victoria Soya Mills on Lakeshore Blvd. in Toronto has acquired former Roblin Steel GE 45-ton No. 18032-R-2 (serial 18032, built 9/43 as Tonowanda Iron No. 2) via S.G. Paikin & Company (dealer in Hamilton).

FOR PARTS: (p2-10) Ivaco Rolling Mills in Pennsylvania has forwarded an ALCO S-2 to their operation in L'Orignal, Ontario, for parts. The unit carries the designation IREX 1007.

ON LEASE: (p2-16) A.A. Merrilees (Dealer) has leased former CN SW8 7180 (GMD Serial A292, built 1951 as CN 8530) to Canadian International Paper at La Tuque, Quebec. No. 7180 recently returned from a lease to the St. Lawrence Railroad in Norwood, New York.

ON THE PRESERVED SCENE

MUSEUM SWITCHES: (p3-5, 3-34) Former CP Work Service Car 411238 departed the National Museum of Science and Technology in Ottawa on December 12 enroute to the Cranbrook Railway Museum in Cranbrook, B.C. The car was built as CP 14-bedroom sleeper "Grand Pre" in 1930, and was part of the 1939 Royal Train.

(p3-5, 3-24) Former Prairie Dog Central (ex-CN) baggage-

express No. 108 has also been acquired by the Cranbrook Railway Museum. Built in 1923 as Arms-Yager Railway Car Company 3309, the car became CN 11566 before becoming work service car 74751.

A MYSTERY: (p3-26) The former CN caboose coupled to CN 4-8-2 6077 at Prescott Park in Capreol, Ontario, is numbered 78405. However, a slide of 6077 from the late-1970s clearly shows the number on the caboose as 77526.

Has there been a caboose switch in the last ten years, or might someone have applied a favourite number during a repaint? Perhaps the caboose is indeed the former 77526! Can any of our readers confirm?

"TUSCAN CLUB" ADDITION: (p3-40) On December 11, former CP Work Service Car 411675 joined former CP Business Car No. 2 on a short piece of track next to the former Leaside station in Toronto. The two cars form the "Tuscan Club" and will be available for rent for business meetings, etc.

The latest addition was built by CC&F in 1925 as Buffet-Parlour 6662, and was converted to coach 1385 in 1943. It went in work train service in 1963.

The car's arrival answers our query in last month's issue re the identity of the heavyweight car being refitted in the disused Grand River Railway shops in Preston, Ontario.

The car was moved from Preston to Galt behind SW1200RS's 8161 and 8162. SD40s 5527 and 5534 took over and moved 411675 and a van to the Leaside site at track speed. It was lifted onto its final resting place by a 450-ton capacity crane - one of the largest cranes in Canada.

MUSEUM ADDITION: (p3-46) The Canadian Railway Museum at Delson/St-Constant, Quebec, has acquired former CP Track Inspection Car M-260, a 1947 Cadillac on steel wheels.

ANOTHER TRACK INSPECTION CAR PRESERVED: (p3-28) The Ontario Rail Foundation holds title to former Toronto Hamilton & Buffalo Track Inspection Car No. 1, a 1951 Chrysler Windsor Deluxe track inspection car. The car is stored in a member's garage in Hamilton.

PASSENGER CARS

REASSIGNED: (p3-11, 4-22) British Columbia Government's Lounge Car "Discovery", previously assigned to the Royal Hudson train, has been assigned to BC Rail and repainted into BC Rail's blue paint scheme.

'HEP-ed' CARS COMPLETED: The first 9 of 40 former CP 800-series commuter cars to be converted to Head-End Power by Septa Rail in Ville St. Pierre, Quebec, were returned to the STCUM on December 18. The 36-year-old cars (Nos. 810, 811, 814-816, 820-821, 832 and 836) have been painted to match the 24 recently-delivered Bombardier-built coaches: silver roof, light blue stripe near the windows, and a navy blue stripe below on the lower side.

The 40 converted coaches and the 24 new coaches will operate in push-pull service mainly between Montreal and Dorion, Quebec. Eight of the 24 Bombardier-built coaches are equipped with a control cab.

ELONGATED 'MOUNTAIN'-TYPE LOCOMOTIVE:

Your editor goofed not once but twice in last month's issue in describing former CN 4-8-2 5060 as a 4-8-4! Rest assured the Province of Alberta's locomotive has not been stretched to a 'Northern'.



CN 'Tempo' RS-18 3150 slips through Bayview Junction (near Hamilton, Ontario) on September 16, 1978, enroute to Windsor. In 1968, six 3850-series RS-18 units were equipped with an auxiliary engine to supply power to 25 new 'Tempo' passenger cars (note the extended long hood) and geared for 92 mph operation. Nos. 3150 to 3155 were retired in 1983. Photo by F.D. Shaw, collection of Ross Harrison.

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CANADIAN TRACKSIDE GUIDE, 1990

The **Canadian Trackside Guide, 1990** will be available from the Bytown Railway Society in early-March.

Still in its convenient 5.5" x 8.5" format, this year's edition of the **Guide** is more than 50-pages larger than the 1989 edition and contains a full and accurate listing of the motive power and passenger rolling stock owned by Canada's Class I and Class II railways as of approximately January 15, 1990. Ironically, January 15 is the beginning of the new VIA Rail Canada - one which has shrunk by over one-half. This will be the last occasion for the publishing of such a comprehensive inventory of VIA Rail equipment - next year, the ranks will be considerably thinned.

Also included is the most comprehensive record of industrial locomotives in Canada. One section of the **Guide** is specifically devoted to a listing of preserved railway equipment. The **Guide** also includes a detailed breakdown of urban rail transit equipment - including both rapid transit and commuter rail operations on existing Class I roads in addition to an extensive inventory of cabooses (vans) still in active service in Canada. At the close of 1989, CP Rail began the limited operation of cabooseless trains, followed in January 1990 by Canadian National, making cabin cars forever an endangered species in Canada.

Not to be overlooked are sections on rail mounted cranes as well as on snow fighting equipment (plows, flangers, and spreaders). For instance, the oldest pieces of snow fighting equipment in active service on a Canadian railway are four snow plows belonging to CP Rail and built in 1910 at the company's Angus Shops in Montreal, Quebec.

The **Guide** also includes a section on work equipment belonging to rail service companies such as Sperry and Speno, not to mention a comprehensive listing of Canadian passenger rolling stock which is now in work train service. For passenger car enthusiasts and those interested in acquiring historic rolling stock for museum purposes, this section is a "must have".

OTHER FEATURES

In addition to a complete listing of active and preserved rail motive power and rolling stock in Canada, the **Guide** includes comprehensive explanations and descriptions of how the major railways in Canada classify their motive power. Unlock the mysteries. Quit counting louvers and grills, and

radiator shutters. Listing locomotives by their number series in an easily readable format, the **Guide** makes you an instant expert in equipment identification.

The **Guide** lists the main radio frequencies of Canada's principle railways. There are summary lists of motive power by railway; listings of extinct models and their final disposition (many have been sold to industrial railways and shortlines, a few to rail museums), it's all in the **Guide**; For steam buffs, a one-page handy reference of CN and CP preserved steam locomotives. Find out where your favourite diesels are based by consulting the listing of the maintenance bases for the various classes of the locomotives owned by the major railways. For your convenience, system maps - reproduced from operating timetables - are also included. This will be the first year in which rail service will not be shown in Newfoundland and Prince Edward Island.

Convenient appendices in the **Guide**, include a handy reference of the various builders (116 at last count) and railway companies, support organizations and historical societies (at 206, a "who's who" of rail since the beginning of the industry in North America over 150 years ago).

"A MUST FOR THE SERIOUS ENTHUSIAST"

Now in its 9th year of publication, the **Canadian Trackside Guide** has been critically acclaimed by acknowledged authorities within the ranks of North American rail enthusiasts and from within the Canadian railway industry.

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HOW TO ORDER

Retailing for \$14.95 ppd (U.S. residents, please remit in U.S. funds to cover additional postage), the **Guide** is available direct from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. Please allow four weeks for delivery.

BRANCHLINE, "CANADA'S RAIL NEWSMAGAZINE"

Introducing **Branchline**, "Canada's Rail Newsmagazine". **Branchline** is published 11 times a year (July/August combined). Averaging 24-pages in length, **Branchline** offers the serious rail enthusiast up-to-date reporting of the latest happenings in Canada as well as interesting accounts of Canada's railway past.

Written for rail enthusiasts, **Branchline** has also been critically acclaimed by the railway industry as the prime source of information on what's happening on the railway scene in Canada.

REGULAR FEATURES

Regular features in **Branchline** include the "Information Line", a comprehensive reporting of railway news and happenings. Information on decisions affecting the rail industry by the government regulatory body is found in "NTA Decisions", enabling the serious enthusiast to keep abreast of changes in Canada's railway network. Good old fashioned train spotting, reports on interesting consists and motive power lashups, and straight railway gossip, can be found in "Along the Right of Way".

Readers of the **Canadian Trackage Guide** will especially appreciate the "Motive Power Scene", which provides monthly updates on the status of active and preserved Canadian railway motive power and passenger rolling stock. As an added benefit, all additions, retirements, rebuilds, sales, etc., are referenced to the applicable page of the current **Trackage Guide**. In effect, subscribing to **Branchline** is like subscribing to **Trackage Guide** on a monthly basis!

FEATURE ARTICLES

Aside from the regular fare, each issue of **Branchline** contains feature articles, written by rail enthusiasts for rail enthusiasts. Subject matter and themes vary from month to month. On one occasion, it might be an anecdote from the

golden age of Canadian railways. Another time might find a comprehensive accounting of contemporary activities.

ATTENTION NON-SUBSCRIBERS

Your notice of the 1990 **Canadian Trackage Guide**, includes this complimentary copy of the February issue of **Branchline**. Look it over. Why not subscribe? For only \$27.00 delivered to your door or \$2.75 per issue at selected hobby shops, **Branchline** is your ticket to comprehensive and enjoyable reading about railways in Canada!

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THE BYTOWN RAILWAY SOCIETY INC.

As an added bonus, a subscription to **Branchline** provides you with a membership in the Bytown Railway Society Inc.

Established in 1969 as a non profit, volunteer, organization incorporated under Federal Government statute to promote an interest in railways and railway history, with particular interest in the National Capital Region, the Bytown Railway Society Inc. is completely self-funded and sponsors a wide variety of activities for the rail enthusiast.

MEETINGS

The Society holds twice-monthly meetings in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Boulevard, Ottawa, Ontario. The meetings are held on the first and third Tuesday of each month, excepting July and August. Meetings on the first Tuesday of the month feature presentations by acknowledged rail experts on a wide variety of topics, both current and historical. Meetings on the third Tuesday of the month are held on an informal basis and are an opportunity for members to get together and show slides or movies of trains in action.

PUBLICATIONS

The Society encourages and supports the production of publications related to the contemporary and historic Canadian railway scene. Aside from its two flagships, **Branchline** and **Canadian Trackage Guide**, the Society has also supported the publication of a history of the St. Lawrence and Ottawa Railroad, and **Snowplow Extra**, a series of anecdotes related to snowplow operation in eastern Ontario and western Quebec, and a compendium of railway artifacts, abandoned lines, and buildings in eastern Ontario and western Quebec. In the works is a history of rail transit in Ottawa, and a history of the Thurso and Nation Valley Railway, the last logging railway in eastern Canada.

EQUIPMENT / RESTORATION

Actively involved in the restoration of railway equipment, the Society owns and operates a number of pieces of historic rolling stock. The Society also provides technical assistance to the National Museum of Science and Technology in the restoration, care, and maintenance of its rolling stock collection.

OPERATIONS

For several years, the Society has been involved in the operation of its steam-powered, 50 ton, ex-Central Vermont auxiliary crane in addition to operating the National Museum of Science and Technology's ex-CP Pacific Type (4-6-2) steam locomotive, No. 1201 on behalf of the Museum.

EXCURSIONS

The Society sponsors rail, bus, and motor car excursions over existing and abandoned rail lines in eastern Ontario and western Quebec.

During 1990, the Society will operate steam train excursions utilizing No. 1201 and her train of historic rolling stock, to various locations in eastern Ontario.

For information and/or tickets, write to Steam Trips, Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1 or telephone (613) 991-3044.

WELCOME ABOARD

A subscription to **Branchline**; steam train operations; equipment and rolling stock maintenance and preservation; access to information about railways and railroading in Canada. The Bytown Railway Society. Welcome Aboard!

SALES DESK

The following is a partial listing of the items available from the "SALES DESK".

ITEM NO.	ITEM DESCRIPTION	PRICE
B.R.S. PUBLICATIONS -		
TG82	"TRACKSIDE GUIDE - 1982"	\$ 5.00
TG84	"CANADIAN TRACKSIDE GUIDE - 1984"	\$ 8.50
TG87	"CANADIAN TRACKSIDE GUIDE - 1987"	\$10.00
TG88	"CANADIAN TRACKSIDE GUIDE - 1988"	\$10.00
TG90	"CANADIAN TRACKSIDE GUIDE - 1990"	\$14.95
ORH	"A GUIDE TO OTTAWA'S RAILWAY HERITAGE" - A 32 page booklet listing various railway artifacts within roughly 100 miles of Ottawa - including four historic aerial photographs.	\$ 5.00
BL-1	BRANCHLINE - "CANADA'S RAIL NEWSMAGAZINE" - published monthly (July and August combined). For the latest information about the Canadian rail scene. Historical articles, NTA Decisions, Motive Power and equipment update, and current happenings. Subscription rate for any 12-month period (11 issues) is \$27.00 .	
VARIOUS B.R.S. ITEMS -		
BR-5	CASSETTE TAPE - SOUNDS OF CPR 4-6-2 No. 1201 AND CN 4-8-2 No. 6060	\$6.00
BR-7	SKETCH OF CPR 4-6-2 No. 1201 (12" X 24")	\$4.62
BR-9	'1201' HASTY NOTES (PACKAGE OF 10) Featuring the same sketch as in BR-7	\$3.50
BR-10	'1201' COFFEE MUG - featuring the same sketch as in BR-7	\$5.55
BR-11	'1201' BASEBALL STYLE CAPS (black and gold)	\$6.50
CANADIAN RAILWAY VIDEOS (RAIL INNOVATIONS) - "VHS" or "BETA"		
RI-3	MANITOBA STEAM IN THE 50s - 29 minutes of 16mm colour of CN and CP steam in Winnipeg, Brandon, Minnedosa and others. Narrated by Newton Rossitor.	\$35.00
RI-4	THE CANADIAN - from CP's archives, classic 1955 film of the "Canadian". Tour the train, then ride west from Montreal to Vancouver in brand new Budd stainless steel cars behind 'F' units. 25 mins. colour, sound.	\$35.00
RI-5	CP LAGGAN SUB - ride CP 'F' units through the Rockies from Calgary to Field. Includes 1940 triple-headers on the "Big Hill", plus SD40-2s and 'F' units. 27 minutes, sound and colour (except 1940s section). Narrated.	\$35.00
RI-6	THE LAST DAYS OF THE NEWFOUNDLAND RAILWAY - ride the last regular freight from Bishop's Falls to St. John's. The next day, ride the last mixed train from Bishop's Falls to Corner Brook. You'll ride the coach, baggage car, head end and tail end. Join in on what was more like an Irish wake than a last run. Colour, sound, narration, 35 minutes.	\$36.00
RI-7	CP RAIL'S ROGERS - THE LAST PUSHERS - join the crews of CP's Mountain Sub. in the Selkirk Mountains as they push 15,000 ton coal trains over a 2.2% grade in spectacular scenery. Ride mid-train pushers, stay at Stoney Creek and Rogers for lots of trackside action, then ride the cab of a lead unit. Colour, sound narration, 55 minutes.	\$45.00
RI-8	AT THE THROTTLE (6060) - mainline steam railroading from the head end, filmed by the operating crew of ex-CN 4-8-2 No. 6060 between Boston Bar and Vancouver, along the Fraser River Canyon in May 1986. Superb helicopter and trackside footage complement the onboard sequences. Colour, sound, narration, 40 minutes.	\$36.00
RI-9	STEAM MEMORIES OF ONTARIO - re-live the final years of regular steam on the mainlines and branchlines. The 16mm colour footage is a combination new as well as the best of the former "Canadian" and "Ontario Steam" videos. Narration by five railroaders. Colour, 57 minutes.	\$45.00

- RI-10 STEAM DOUBLE-HEADS THE B.C. COAST - re-live ex-CN 4-8-2 No. 6060 being tested in freight service, then double-headed with ex-CP 2-8-0 No. 3716 between North Vancouver and Squamish. The next day, No. 6060 is joined by ex-CP Royal Hudson No. 2860 over the same route. Colour, sound, narration, 28 minutes. \$36.00
- RI-11 DD-GM F59PH - THE BIRTH OF A LOCOMOTIVE - see complete production cycle at London, Ontario, home of General Motors' main locomotive production facility and birthplace of the F59PHs. Visit the design centre, see the building of components, frame, and actual assembly of the locomotive. Witness painting, testing, roll-out, and ride with the crew on the first revenue run of an F59PH. Colour, sound narration, 38 minutes. \$36.00
- RI-12 RAILS, WIRES & PANTOGRAPHS - unique look at electric railroading as seen through the 16mm lens of Doug Short. Includes MILW 'Little Joes', CN electrics in Montreal, GG-1s on Amtrak and New Jersey Transit, plus South Shore Line freight and interurban action. Colour, sound, narration, 28 mins. \$35.00

RIDEAU GRAPHICS PRODUCTS

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