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Branchline

CANADA'S RAIL NEWSMAGAZINE

Sultan Sawmill Locomotives
A New Meaning to C.P.R.
The Railfan's Return

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CANADA'S RAIL NEWSMAGAZINE

Branchline is published by the Bytown Railway Society Inc., an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The Society operates without federal, provincial, or municipal grants. 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.

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Please direct all membership/subscription correspondence to: Membership Chairman, Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9412 = expiry with the December 1994 issue). Notice of expiry will be inserted in the second-to-last and last issues.

Articles, news items, letters, and photographs are welcomed and should be forwarded to one of the following:

Managing Editor and Motive Power Editor
Earl W. Roberts
33 Eastpark Drive
Gloucester, Ontario K1B 3Z6
Internet: ah157@Freenet.carleton.ca

News Editor
Philip B. Jago
1133 Elmlea Drive
Gloucester, Ontario K1J 6W1

Features Editor
David P. Stremes
214 Belford Crescent
Ottawa, Ontario K1Z 7B1
Internet: ad460@Freenet.carleton.ca

Earl Roberts and David Stremes can be contacted on Fidonet at 1:163/277, or through Railfan Canada echo. Contact the moderator, Chris Hall, at 1:163/277 for more information.

We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible 5¼" or 3½" disk. Please include a printed copy.

The editors thank all who have contributed articles, items, and photos for this issue. As well, they acknowledge the invaluable assistance of Marthe and Jack Scott who handle distribution.

For general information about Society activities, or should you wish to convey information, please call (613) 745-1201 (message machine).

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TRAIN

Tourist Railway Association Inc.

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MEETINGS

A regular meeting is held on the first Tuesday of the month, September to June, in the Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30. Coffee and donuts will be available for a small fee. On Tuesday, October 5 - Mike Shufelt will give us an illustrated presentation on Newfoundland Railways.

An informal slide night is held on the third Tuesday of the month, September to June, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. Tuesday, October 19 - Bring out your slides, be they current ones or oldies. Share your experiences, memories and skills.

Canadian Trains Calendar 1994: featuring the excellent photographic work of Nils Huxtable and others. The colour shots feature steam, diesel and electric action. Available from the Society's "Sales desk Service" at \$9.95 plus \$3.00 shipping, plus \$0.91 GST when shipped to a Canadian address. Ontario residents add \$0.80 PST.

Canadian Tracksides Guide 1993: This year's 520-page edition has SOLD OUT. The 1994 edition will be available in mid-March 1994.

Cover Photos Sought: The Publications Committee is looking for suitable front and back cover photographs for the 1994 edition of the Canadian Tracksides Guide. Our preference for the front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal shot that would, with cropping, lend to a vertical format. Deadline is our "Informal Slide Night" on December 21, 1993. If you have suitable entries and cannot attend the meeting, kindly forward your entries to our mailing address. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.

Timetables: The Society has a large number of timetables, both operating and public, for sale. Over 500 are available - here is your chance to expand or start your timetable collection. The timetables are from the mid-1960s to the present and cover mainly Canadian lines, but there are a few American timetables as well. While we have multiple copies of some, many are one-of-a-kind items, so those who order quickly will receive the best selection. Send a \$5.00 cheque or money order to BRS, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1, for a sample and a large listing.

Wanted: Mike Nystoruk wishes to purchase a copy of the book "The Kingston and Pembroke Railway". If you can help please contact Mike at 717 - 50th Street, Edson, Alberta, T7E 1N7.

Wanted: E.D. Motis, 19420 Marine View Drive S.W., Seattle, WA, USA 98166 wishes to hear from readers who would be interested in trading original Kodachrome railway slides. Please contact Mr. Motis at the above address.

On the Cover: CP Rail RS-18u 1840 and C-424 4216 power three cars and a caboose at Meadowvale, heading north to Orangeville, Ontario, at 12:15 on September 25, 1992. Photo by R.J. Armstrong.

Press date for this issue is September 14
Deadline for the November issue is October 12

Information Line



CN RAIL SLAMS MANITOBA EMERGENCY MEASURES ORGANIZATION OVER OAKVILLE DERAILMENT: Canadian National has released a report condemning the Manitoba Emergency Measures Organization for its handling of a major derailment in December 1992 in Oakville, near Portage La Prairie. A total of 29 cars of a CN Rail freight jumped the tracks on December 19, spilling a number of hazardous chemicals and precipitating the total evacuation of the community. Residents were absent a total of 24 days before they were allowed to return to their homes to face the challenges of frozen and burst water pipes, damaged perishables and general deterioration arising from their quick departure. CN's report has criticized the Manitoba EMO as being overly cautious as well as being poorly informed about how to handle the chemicals. Also, CN was quite upset that it was virtually excluded from the EMO planning process for handling the situation. The company cited this as a further reason why the evacuation period was prolonged.

The EMO has vigorously denied the charges. (Winnipeg Free Press, 05/08/93 and 06/08/93, thanks to Jim Lewis)

NEW CONTAINERS: CN North America has announced that it will purchase 100 new insulated containers, bringing the company fleet total to more than 1,000. The \$4.5 million order will be completed by November. (Journal de Montréal, 06/08/93)

SECOND QUARTER LOSS REPORTED: Canadian National has reported a second quarter loss of \$12.9 million. According to chairman Paul Tellier, things won't get any better during the second half of the year. According to Tellier, CN must continue to pursue workforce cuts, new service strategies and increased revenue before "CN can return to profitability." The company has targeted 1994 as its turn-around year.

Meanwhile, Canadian Pacific reported that its profits had slipped by \$9 million to \$12 million for the same period as compared to last year. CP stated, however, that its rail and shipping volumes were up, especially with respect to containers. (Journal of Commerce, 06/08/93 and Financial Post, 07/08/93)

RAIL TRAFFIC CONTROLLERS FEAR CN RAIL TO RELOCATE JOBS FROM WINNIPEG TO EDMONTON: Rail traffic controllers in Winnipeg suspect that CN Rail is planning to transfer their responsibilities to Edmonton by 1996. CN denies the suggestion but the company has already consolidated some of its dispatching operations, including closing its Saskatoon office this fall, in favour of Edmonton. According to the Winnipeg controllers, the Saskatoon move is only the first of what could also see the closure of dispatching offices in Kamloops, Prince George and, finally, Winnipeg in favour of a consolidated operation out of Edmonton. In all, 65 jobs in Winnipeg are potentially affected. (Winnipeg Free Press, 20/08/93, thanks to Jim Lewis)

RUNNING TRADES UPSET OVER GOVERNMENT CHANGE TO HOURS OF WORK: Operating employees at Canadian National are worried about a federal government plan to limit their hours of work. Through its Railway Safety Directorate, the government has indicated that hours of work are to be limited to 12 hours in a 24 hour period. Presently, regulations allow railway staff to work ten hours, then take eight hours off. If employees work less than eight hours, moreover, they only require three hours off before being eligible to return to service. The government wants to change the rules because it is concerned about safety and crew alertness arising from being on duty for extended periods of time. The crews are upset, however, citing the financial benefits of extended hours. As one railway employee put it, "It's no different than a person working a double shift."

The controversy began after a routine audit by Transport Canada revealed that crew members of a VIA passenger train crew between Churchill and Thompson had been on duty for 20 hours straight. As a result, the Railway Safety Directorate issued an order to CN and VIA that the total on-duty time for any single tour of duty for all operating employees cannot exceed 12 hours in any 24 hour period, and that total on-duty time can not exceed 18 hours in any 24 hour period. The order indicated "that there exists an immediate threat to safe railway operations because operating employees are working excessive hours and therefore, they cannot safely carry out their responsibilities." What is not clear, however, is if this order is in reaction to an isolated incident. Moreover, why is this order only directed to CN and VIA, and not to CP? This new order also follows by only three weeks a total reissue of the Mandatory Rest rules under the Railway Safety Act. (Winnipeg Free Press, 25/08/93, thanks to Jim Lewis, and other background material)

NORTHERN LINE ENDANGERED: CN Rail is seriously examining the abandonment of its Graham Subdivision between Sioux Lookout (Superior Junction) and Thunder Bay. Although nothing official has been filed, area M.P. Iain Angus has revealed that the Graham Sub. is only one of a series of lines in northern Ontario whose future is being considered by CN. The town of Sioux Lookout has vowed to fight any attempts to remove the line. (Thunder Bay Chronicle Journal, 21/08/93)

SOD TURNING FOR SARNIA TUNNEL TAKES PLACE ON SEPTEMBER 16: The official sod-turning for the new Sarnia rail tunnel is scheduled for September 16, a little more than 100 years to the day after the original tunnel was officially opened. That event took place on September 19, 1891. It was in 1991 that CN first decided to build a modern tunnel and the intervening years have been spent planning construction and securing no less than 141 individual approvals from various agencies on both sides of the border.

The focus of the ceremony will be the launch of "Excalibore", a three-storey-tall tunnel boring machine. The name was selected from over 500 entries for the "Name the TBM Contest". According to Duncan MacLennan, Vice-President of the St. Clair Tunnel Construction Company, the name is a catchy play on words that immediately suggests history, legend, strength, and mystical powers put to good use. The project combines a degree of those elements. (London Free Press, 28/08/93 and Canadian Press, 03/09/93)

AMF NOW SEPARATE COMPANY: AMF, or Atelier de Montréal Facility, formerly CN's Pointe St. Charles Shops, is now incorporated as an independent, fully-owned subsidiary of CN North America, and known as AMF Technotransport Inc. As a separate CN subsidiary, AMF will have its own management and board of directors, and will no longer be a Crown corporation. AMF currently has 1,800 employees, and annual revenue of some \$150 million. AMF rebuilds locomotives, passenger cars, subway cars and buses, and has recently established a division to manufacture freight cars. This new division has been awarded a \$18.3 million contract by the US Army to design and build 187 flatcars, with options for another 187 cars. There will be two car types, 68 and 89 feet long, to be used by the US Army Aviation and Troop Command to transport military equipment as well as freight containers. (AMF Press Release, and Montreal Gazette, 02/09/93 thanks to W.J. Radford)

CN AND CSX SIGN INTERMODAL AGREEMENT: CN North America and CSX Intermodal have announced a new interline service that streamlines the flow of highway trailers moving by rail between Canada and the US southeast and midwest. All terminals on CSX's eastern network, the Florida East Coast Railway and 12 points on CN's network are linked with the new service. Service to Eastern Canada is handled through Detroit, while trailers destined for Western Canada are handled through Chicago and the haulage agreement CN has with BN between Chicago and Duluth, Minnesota. (CN Keeping Track, July-August 1993)

CN ADDS PERISHABLE FOOD PRODUCTS TO INTERMODAL TRAFFIC: CN has inaugurated a new intermodal service that allows

perishable food products to be shipped in both directions across Canada. A \$50 million shipment of New Brunswick snow crab has already been sent to Japan, due to CN's investment in advanced diesel generators that can supply reliable power to new shipping line refrigerated containers. They can keep contents chilled to -26°C during the week-long run to the Pacific coast, which is faster than shipping them through the Panama Canal, and less expensive than shipping by truck or air. This new equipment will also allow Western Canada perishable food producers to develop opportunities in European markets through the Port of Halifax. (CN Keeping Track, July-August 1993)

INDIAN BLOCKADE: A Fraser River salmon dispute escalated into a native Indian blockade of CN's mainline through the Fraser Canyon between August 29 and September 3. Cheam Indians blocked the line with pickup trucks near Chilliwack on August 29 after a weekend of confrontations with fisheries enforcement officers. An Indian spokesman said CN was targeted because it is a Crown corporation. He accused the department of fisheries and oceans of dictating fishing terms that were unacceptable to Indians. He indicated that the blockade, which involved up to 10 bands, would end only if the deputy fisheries minister came to the reserve for talks. At issue is the number of salmon allocated to the Sto:Lo Indians under an agreement with the government.

An injunction was issued on August 30, however, the Indian spokesman maintained the blockade was on band-owned land and that CN had no right to enforce the injunction. CN obtained an enforcement order in B.C. Supreme Court on September 1. Natives threatened to rip up a section of the track near Chilliwack. At one point, five masked men sat in bulldozers and front-end loaders awaiting word from native leaders to begin the destruction. They relented on September 2 after being promised a meeting with the deputy fisheries minister. The blockade was removed on September 3.

The shutdown forced the rerouting of some of CN's freight traffic, VIA Rail's "Canadian" and the Great Canadian Railtour's "Rocky Mountaineer" over CP lines, however, much of CN's freight traffic was significantly delayed. The blockade cost CN \$3 million a day in lost revenue. A CN spokesman stressed that the blockade, coming just after the lengthy BC Rail strike, strengthens the international perception that Vancouver is an unreliable port even if the economic damage turns out to be slight. (Canadian Press and Vancouver Sun, 30/08/93 to 04/09/93, thanks to Dale Whitmee)



I.C.C. LAUNCHES HEARINGS INTO ABANDONMENT OF CANADIAN ATLANTIC RAILWAY: The Interstate Commerce Commission convened a pre-hearing conference on August 17 in Bangor, Maine, to review Canadian Pacific's application to abandon that portion of the Canadian Atlantic Railway which runs through the State of Maine. Following the initial assessment, the I.C.C. announced that public hearings would be convened in Bangor on October 12. It is expected up to five days will be required to review CP's application. The National Transportation Agency has already okayed CP's application to abandon the Canadian portions of the line which run through Quebec and New Brunswick. (Journal of Commerce, 02/08/93 and Bangor Daily News, 20/08/93)

X2000 EXPERIENCE A BAD ONE FOR WINDSOR: Residents of Windsor, Ontario, will remember the visit of ABB's X2000 train for some time to come but it won't be a happy memory. Because of confusion over a press release, large crowds turned up at CP's Windsor Yard, expecting to find the train open for display. Instead, they were turned away, with any chance of seeing the new train confined only to area politicians and similar V.I.P.s. Predictably, the public vented its displeasure in the pages of the Windsor Star which was even forced to issue an apology for having mis-interpreted the press release by writing an advance article which left the impression that the public was invited to visit the X2000 during its stop in Windsor. (Windsor Star, 29/07/93 and 09/08/93)

WINDSOR CAR FLOAT OPERATION SET TO CLOSE IN 1994: If renovations proceed smoothly on CP Rail's international rail tunnel linking Windsor with Detroit, the company will close its car float service. The operation has existed to transport excess-clearance rail cars which are too large for the present size of the tunnel. (Windsor Star, 14/08/93)

HAMILTON RESIDENTS UPSET ABOUT PLANS TO EXPAND APPROACH TRACKAGE TO HUNTER STREET STATION: As CP Rail System begins to upgrade the former Toronto, Hamilton and Buffalo Railway in anticipation of expanded GO Transit service to Hamilton, local residents adjacent to the line are getting upset.

CP wants to widen its right-of-way through an existing cutting from Queen Street to Dundurn Street in order to build two additional tracks. The new right-of-way would be 28 feet wide, requiring the construction of new retaining walls and other associated work.

Residents are upset, partly because of the impact the work will have upon area trees and shrubbery. The widened cutting also worries residents. They are concerned about shifting land and cracking foundations. (Hamilton/Burlington Spectator, 24/08/93, thanks to Clive Spate)

CP TO ADD 900 COVERED HOPPERS TO ITS FLEET: CP is expected to award contracts in September to add 900 new covered hoppers to its grain fleet. They will have a capacity of 286,000 lbs., and will be unique in two ways: First, they will have self-steering trucks, and CP believes that this will be the largest production order for a single fleet of covered hoppers with this type of truck. Second, the cars will be lined, so they can be used in other service such as potash. (Progressive Railroading, August 1993)

TRANSFREIGHT '93 HIGHLIGHTS NEW EQUIPMENT: The spotlight was on new equipment during Transfreight '93 held in Toronto during the first week of September. Two new pieces of rail equipment which drew the attention of many were a poltruded fiberglass refrigerated container and the Enviro Wash unit, a trailer equipped with a water treatment system and an inflatable vinyl tub designed to collect waste water from trailers and containers as they are being washed.

The fiberglass reefer is billed as being fuel-efficient and is made from composite fiberglass pultrusion as used in the airline industry. The container is lighter and holds the temperature better than metal containers, thus conserving the fuel used to drive its heating/cooling system.

The equipment was exhibited by CP Rail System who is now evaluating five of the reefers to determine if they can withstand the effects of climate and typical rail car handling. The company already owns five Enviro Wash units. They are based in Montreal, Winnipeg, Calgary, Edmonton and Vancouver. (CP Rail System Employee Communications, 02/09/93)



POLICY ON VIA RAIL LOGO COULD HAVE IMPACT ON RAIL ENTHUSIAST ORGANIZATIONS: VIA Rail has developed a new policy for the use of its corporate logo for any purpose outside of normal company business. The policy requires any individual or group to have the prior written authorization of the general manager, Public Affairs, to use the logo for any purpose. The policy includes items for sale to VIA employees, pensioners or the general public. VIA has instituted the policy to stop unauthorized use of the logo. Employees or groups receiving written authorization may be subject to a written contract specifying details such as royalties to be paid to VIA, conditions of use and sale, quality, insurance and liability. (VIA Rail Canada, Latest News, Western Edition, 22/07/93, thanks to Ken McKenzie)

REVITALIZED EASTERN SERVICE SEES BOOST IN PATRONAGE: Since the introduction of its "easterly class" service to Atlantic Canada, VIA Rail has posted a strong gain in ridership on both the "Ocean" and the "Atlantic". During June and July, the "Ocean" carried a total of 21,000 passengers on its tri-weekly cycle while the "Atlantic" was slightly lower at 20,000 riders. (VIA Rail Canada, Latest News, 12/08/93, thanks to Ken McKenzie)

WHITHER THE LOGIC? VIA RAIL ANNOUNCES NEW STATION FOR SAINT JOHN, NEW BRUNSWICK: VIA Rail Canada has announced that it will build a new station in Saint John, New Brunswick. The station will replace the existing facility which is no longer able to cope with passenger demand. The announcement was made on September 8 and comes, ironically, at a time when the National Transportation Agency has just okayed a Canadian Pacific application for authority to abandon the Canadian portions of its line between Saint John and Sherbrooke, Quebec in early 1995. This route is used by VIA Rail's "Atlantic" to provide passenger service between Saint John and Montreal on a tri-weekly basis. Abandonment of the line would mean that VIA would have to establish a service between Saint John and Moncton, the next closest centre with direct rail access to Montreal. This route uses Canadian National trackage and follows the former Inter Colonial Railway through north east New Brunswick and the lower St. Lawrence Valley. Whether VIA would set up a shuttle rail service or provide a connecting bus service is subject to speculation. Certainly, the loss of direct rail service would dampen passenger volumes and probably suggest that a new station is not required. Whether VIA has bothered to look at options or not, the company appears headed for a station it probably does not need. According to a spokesperson, "Whatever happens, we've always maintained we're committed to Saint John." (*The Ottawa Citizen*, 09/09/93)

BCRAIL

PROVINCE ORDERS END TO RAIL STRIKE: On August 22, British Columbia Labour Minister Moe Sihota ordered the unions representing BC Rail employees back to work and imposed a 90-day cooling off period after one of the seven unions refused to vote on a tentative settlement proposed by a government-appointed mediator. BC Rail voted to accept the deal. The strike began on July 19 and caused considerable disruption to many of British Columbia's resource industries. Although trucks were able to handle some shipments, BC Rail has a large resource-industry customer-base which is used to shipping bulk commodities, the perfect thing for a railway.

The mediator's proposed contract included wage increases of more than two per cent in each year of a three-year contract, however, the union which scuttled the vote claimed the deal did not contain adequate job protection. The job-protection issue is connected to the railway's plan to implement cabooseless train operation, and other initiatives planned by the railway that could lead to layoffs.

The first train operated on August 24 and the "Royal Hudson" steam excursion resumed service on August 27.

Despite the back-to-work order, Quintette Coal Ltd. shut down early on August 23, idling more than 1,000 workers at the northeast B.C. coal mine. Production was halted because stockpile limits had been reached. The five-week strike, and the rotating strikes that preceded it, cost resource producers millions of dollars in lost sales, and concern for the damage done to B.C.'s credibility as a reliable supplier. Business leaders were critical that the B.C. government did not step in sooner and invoke the 90-day cooling off period.

A group of mayors from northern B.C., angry over the effects and the handling of the strike, want the NDP government to appoint a cabinet minister responsible for northern affairs. A spokesman stated "we want the dispute to be settled within the next 90 days. We won't stand for the northern communities to be held to ransom. BC Rail was formed to open up the north, not shut it down." The mayors strongly feel that BC Rail should be designated an essential service north of Prince George.

Three days after the return-to-work order, BC Rail laid off 100 track maintenance workers - a decision that resulted in the unions taking the railway to the Labour Relations Board. A railway spokesman insisted the layoffs were legal as the company and unions both agreed to return to the pre-strike work schedule, as long as there was no fall-off in business. "If the business activity was not back, the railway could take action. The unions accepted that. We knew we had lost a great deal of business during the strike." The Labour Relations Board sided with BC Rail on September 2. Until the labour situation can be resolved, the old collective agreement will remain in effect.

Four days after operations resumed, 11 cars of lumber derailed 10 kilometres north of Lillooet, forcing the detouring of freight traffic over

CN lines. Passengers between North Vancouver and Prince George were transported by bus.

To encourage passengers to return, BC Rail introduced a half fare incentive. If tickets are paid for by September 30, travel will be at half fare until December 18. (Various sources, thanks to Dale Whitmee)

Elsewhere in the Industry -

RAIL SALARIES UP BUT EMPLOYMENT IS DOWN: During the past 10-years, the average weekly wage in the railway industry has risen from \$538 to \$844, an increase of almost 60%. At the same time, however, employment has plummeted. In 1983, the rail sector provided 96,200 jobs while today the number is down to 62,500, a decline of 35%. (*Le Soleil*, 11/08/93)

'ROCKY MOUNTAINEER' IS SENIOR FRIENDLY: The "Rocky Mountaineer", operated by Great Canadian Railtour Company Limited, has been voted one of the "ten most senior-friendly" train trips. The honour was bestowed by Gene and Adele Malott, travel writers for *The Mature Traveller*, a monthly newsletter geared to those 50 and over. The last run for the 1993 season for the popular western Canada attraction is on October 7.

Meanwhile, the company also announced a special tour package for Kamloops residents enabling them to travel from Kamloops to Vancouver, Jasper, Banff or Calgary for a one-day outing as opposed to the two-day program.

For information and next year's schedule, contact Great Canadian Railtour Company Limited, 104-340 Brooksbank Avenue, North Vancouver, British Columbia, V7J 2C1; telephone (604) 984-3315 or fax (604) 984-2883. (*Press Release and Kamloops Daily News*, 24/08/93, thanks to Ken McKenzie)

GATX INTRODUCES NEW DEMONSTRATION TANK CAR: General American Transportation Corp., a subsidiary of GATX Corp., has introduced a new demonstration tank car for training and safety. The rail car, known as the GATX TankTrainer(TM) is equipped with more than 20 top and bottom fittings for general service, pressure and acid cars. The car has interior access where examples and displays of those fittings, along with other information, are on display. It will soon be joined by a companion boxcar equipped with classroom seating, audio-visual equipment and computer terminals, to provide GATX with new capabilities and flexibilities in training its customers and other industry-related groups. (*Progressive Railroading*, August 1993)

NEW CHAIRMAN FOR GO TRANSIT: GO Transit has a new chairman. He is David Hobbs, a former Deputy Minister with the Ontario Government. Hobbs replaces Lou Parsons who had been in the position since 1980. (*Hamilton/Burlington Spectator*, 21/08/93, thanks to Clive Spate)

CANADIAN ROCK STAR INVOLVED IN JOINT PROJECT WITH LIONEL TRAINS: How many know that Canadian rock star Neil Young is a model railway enthusiast? So are his two sons. But there is a difference. One of Young's sons has cerebral palsy, making it very difficult for him to participate actively in the hobby. At least until now. For the past two years, Young has been working with Lionel Trains Inc. to develop a new line of controls that will allow handicapped people to operate model trains. The project has been two years in the works and says Young, "My kid's disabled We've invented all these gizmos so he can run the train set with it. We're hoping to set up the Lionel showcase with a lot of stuff so disabled kids can come from all around Detroit and play with the trains." According to Lionel CEO Richard P. Kughn, "We believe the experience of controlling a miniature world can help the physically challenged improve their confidence and self-esteem and their perspective." (*Hamilton-Burlington Spectator*, 19/08/93, thanks to Clive Spate)

NEW TRAILER FOR ROADRAILER: RoadRailer will introduce a 16-metre (53-foot) trailer that has a 454-kg (1,000 lb) weight advantage over its competitors. The new unit - of which 20 prototypes will be built - will be tested on intermodal trains owned by Triple Crown Services Inc. (*Journal of Commerce*, 09/08/93)

PRAIRIE COMPANY FINDS NICHE FOR MARKETING BRANCHLINE MOTIVE POWER:

Move over GM and GE, here comes Brandt. Brandt Road Rail Corporation has sold two Road Rail Power Units to CN North America and Burlington Northern. The unit, first developed for the Southern Rail Cooperative of Saskatchewan, is capable of moving 15 loaded, 100-ton grain hopper cars as speeds up to 25 mph, as well as performing a variety of track maintenance functions. What really helps is that it can operate just as easily on railways as well as highways. Indeed, it can be converted from a railway unit into a road unit in less than four minutes.

Although traditionalists may scoff that it doesn't look like a locomotive, the unit is ideal for short line economics, with a purchase price one-half of a conventional rail unit with a similar output. Just as important, the unit can be maintained at any garage - a sophisticated railway shop is not required.

Although the unit is targeted at rail maintenance and short lines, Jim Semple, Brandt's manager, has announced that some companies are looking at the unit on intermodal trains of highway truck trailers. According to Semple, "There are three different groups interested in purchasing the unit to pull highway semi-trailers equipped with bogie wheel systems."

Brandt Road Rail Corporation is located in Regina. (Information courtesy of Brandt Road Rail Corporation and various sources)

GM LOCOMOTIVES ROMANCING A POTENTIAL PARTNER:

General Motors has held meetings with TMB Industries of Chicago concerning a partnership for the manufacture of locomotives at GM's Diesel Division in London, Ontario. It has been almost two years since GM first indicated that it was looking for partners to invest in the locomotives of the future. Since then, it has been a difficult road for GM in terms of attracting investment capital. TMB is a part owner of Johnstown America Corp., a major manufacturer and refitter of railway rolling stock. (Financial Post, 17/08/93)

RAILWAY ASSOCIATION PRESIDENT NOT OPTIMISTIC ABOUT HIGH SPEED TRAINS IN CANADA:

Media hype and the U.S. experience notwithstanding, the president of the Railway Association of Canada doesn't think that Canada will see high speed trains in the near future. According to Robert Ballantyne, passenger services in Canada will always need some form of government subsidy and that current levels of government debt will make it extremely difficult to come up with billion dollar levels of financing required by high speed rail. (Le Soleil, 24/08/93)

COMMUTER RAIL IN MONTREAL, AREA MAYOR WONDERS HOW MANY ARE REALLY SERIOUS:

According to the mayor of Beloeil, Quebec, a community south east of Montreal, there's no political will to implement a commuter rail network in the Montreal area. Mayor Jules Bussierre is backer of commuter rail but as he told the newspaper La Presse, the project is "moving slower than it was three years ago ... Of course, a good number of the municipalities are in favour of such a project, but they don't want to assume costs and that is the whole problem."

An editorial in The Gazette asked: Can commuters really expect to get five new rail lines in the Montreal region? Parochialism risks



Focus on simplicity: Brandt Road Rail's motive power unit is well-suited for a variety of duties on Class 1 and short line railways. Could this be the way of the future? (Photo courtesy of Brandt Road Rail Corporation)

blocking the scheme, or at least slowing it down. Imagine getting five new commuter lines for an estimated \$114 million, less than half the cost of extending a Metro subway line into Laval and building three stations there. That's because the five lines exist, going from Montreal Island to Mascouche, Blainville, Chateaugay, St-Jean, St-Hilaire and Repentigny. And the second-hand GO Transit cars are still for sale. The new routes would reduce traffic on bridges and highways and cut air pollution, yet some off-island suburbs, while in favour of the scheme in principal, are in no rush for it. A frustrated Robert Perrault, chairman of the MUCTC, recently proposed a financing plan whereby \$40 million would be collected in the metropolitan area through \$30 car registrations, a plan he hoped would unblock a disagreement among the region's municipalities. (La Presse, 27/08/93 and The Gazette, 31/08/93, thanks to W.J. Radford)

OLD RAILWAY COMPANIES STILL HOLD SHAREHOLDERS MEETINGS:

A number of railway companies that still exist as part of the CP Rail System hold Annual General Meetings. The Mississippi Valley Railway Company, whose line was from Lennoxville, Quebec to Newport, Vermont, held their Annual meeting in Montreal on September 1. The Kingston and Pembroke Railway Company, the Montreal and Atlantic Railway Company, the Manitoba and North Western Railway Company of Canada, the Toronto, Grey and Bruce Railway Company, and the Ontario and Quebec Railway Company, all held their meetings in Montreal on September 14. In addition, the Asbestos and Danville Railway Company held its annual meeting in Asbestos, Quebec, on September 8. (Montreal Gazette, 14/08/93 and 21/08/93, thanks to W.J. Radford)

WITH OUR THANKS: The Society is deeply indebted to our many correspondents, friends and members who have forwarded data and articles for Branchline. We make every effort to be national in scope, but we rely on you, throughout the country, to keep us up-to-date on railway news and events in your area. If news for your particular area does not appear in Branchline, it is possible that nobody passed along the information. Please remember us when events occur in your area by dropping us a post card, letter, disk, or contacting us through Internet or Fidonet (see Page 2). We cannot publish everything we receive, but please forward your input. The editors. ♦

IN MEMORIA

WENTWORTH D. FOLKINS
1928-1993

"He was a sweet and gentle man." With these simple words of eulogy, Bob Kain paid moving tribute to his long-time friend Wentworth Folkins, who passed away on August 29th, of cancer. Creative in many ways, Went was a talented interior designer and teacher, a jazz musician, and accomplished artist. And he liked trains.

As a small boy growing up in Cochrane, Ontario, he spent many enjoyable hours at work with his father, a Canadian National locomotive engineer. Half-a-century later, his recollections of cab rides in CN's 6200s were as vivid as if the events had occurred the day before.

An early interest in drawing led to formal education at Toronto's Ontario College of Art, where Went first met his friend Bob Kain, and from which he graduated in 1953. For a time, he worked as an interior designer for the Ontario government where his assignments ranged from provincial jails to the offices of then Premier John Robarts. He later lectured in interior design at Ryerson Polytechnical Institute. After hours, he became an excellent saxophone player, sharing a love of jazz with his wife Joan, an accomplished jazz singer in her own right. And he never forgot those childhood encounters with trains.

Sometime in the early 1960s came the inevitable blending of Went's artistic talent with his fondness for railroading, and particularly for the steam locomotives which had so recently passed from the scene. His early works were painted for pleasure, or for modest commissions from friends and associates, publishers and corporations.

During the last dozen years, largely through the medium of limited edition prints of his railway and marine paintings, Went attained tremendous popularity among art lovers, rail

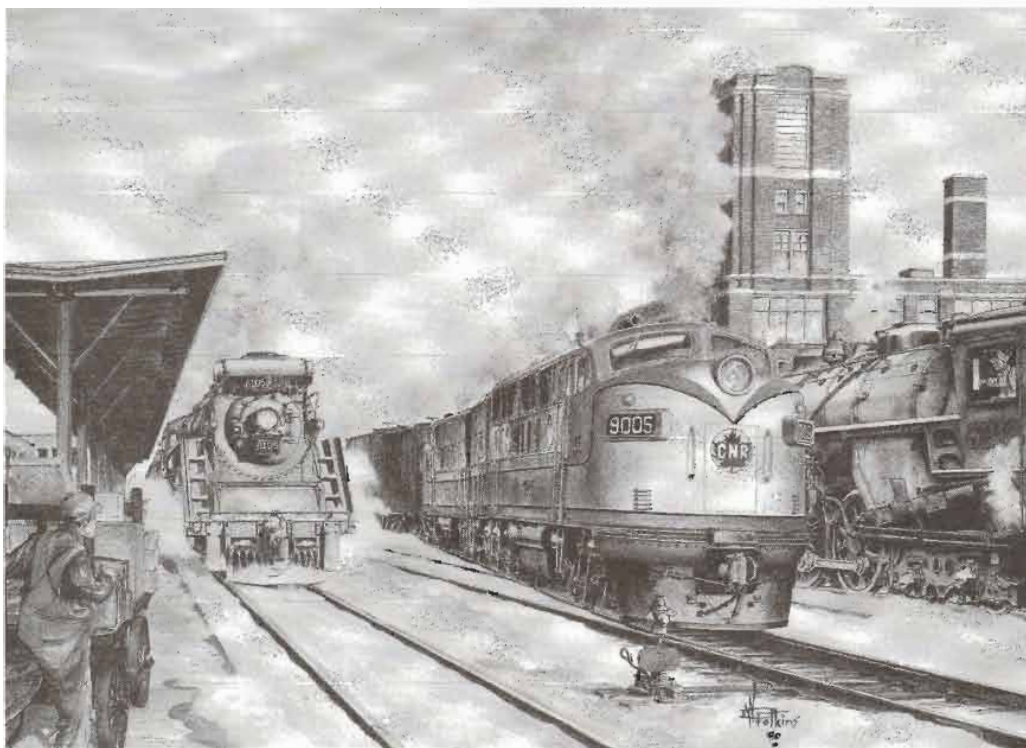
and ship enthusiasts and quite simply anyone who enjoyed his engaging portrayals of the golden age of transportation. Through it all he retained an ingenious humility, unable to accept that others could find such pleasure in his works.

Went worked in watercolours, employing illustrative techniques to create highly technical and incredibly detailed images of his subjects. But despite this attention to mechanics, he injected a human - often whimsical - ingredient. Any of Went's works deserves close attention; there's more there than first meets the eye.

People made the railways run, and people appear almost universally in Folkins' paintings: a small boy tugging excitedly at his mother's sleeve as the eagerly anticipated train finally arrives; a worker on a ladder touching up the lettering on a station name board; a porter carefully placing a stepping box for detraining passengers.

The little details weren't forgotten either: elderly autos in a railway scene correctly portrayed for the period; a rooster perched arrogantly atop a fence post while a Mogul shuffles about in the background; telltales tossing in the exhaust blast as a Northern thunders by below. Perhaps the most personal touch is his oft-repeated vignette of a bystander in charge (sometimes reluctantly) of a small black Scottie dog who invariably is up to some mysterious dog matter; for years just such a Scottie shared Went and Joan's comfortable home in North Toronto.

Now, sadly, the Folkins brush is stilled forever. Wentworth Folkins, artist and friend, will be sorely missed. Fortunately his memory lives on in those wonderful paintings he has left us. (James A. Brown, Tottenham, Ontario)



"People made the railways run, and people appear almost universally in Folkins' paintings" Although the main focus is on steam and diesel motive power, note in this painting entitled "Transition - 1950" at London, Ontario, how Folkins has managed to include the people element with a baggageman in the foreground and the fireman on 4-8-4 No. 6218. This is one of a series of limited edition prints produced by Folkins which is available through Donald R. Davies, P.O. Box 285, Mt. Brydges, Ontario, Canada, N0L 1W0 and is reproduced here by permission.

Locomotives of the Sultan Sawmill

"Bytown's Canadian Trackside Guide provides a point of departure for an interesting corporate history."

By BRIAN D. WESTHOUSE



McNaught Lumber Company's steam locomotive at Devon, Ontario, in 1924. Left to Right: Charles Bourgon, brakeman; Edward Levesque, fireman; Joe Lepine, engineman. Photo courtesy of Chapleau Public Library, No. 133.

Introduction

Researching the history of industrial and short line locomotives for Part 2 and Part 3 of the **Canadian Trackside Guide** can be a difficult task. Owners of industrial and short line locomotives have not kept accurate records of their equipment, traditional with Class I and II railways.

Many of the listings in the **Guide** have been researched from Builder's Lists or Second Owners Lists, compiled by the locomotive manufacturer from repair part orders. Industrial locomotives changed hands so frequently, if an engine was reliable enough not to require major repairs, a consecutive owner may be omitted from a listing. Owners of older locomotives usually had a local craftsman make temporary repairs or modifications to keep their machines in working order.

Research is challenging and certainly fun. As you will see, it can lead you to a variety of sources, including provincial and national archives, historical societies, contemporary journals, and individuals who may have had some form of involvement with the equipment.

This article all began because I decided to do a retrospective on the history of the accompanying photo of the first locomotive of the McNaught Lumber Company, located at Devon, Ontario, along Canadian Pacific's Nemegos Subdivision. Before I was done, I had consulted a variety of sources - as you will see - and I had managed to learn a lot about ex-GTR No. 22 and some of its successors. I hope that you enjoy reading it as much as I did in finding the information and developing the story line.

From Grand Trunk to Devon Lumber

As mentioned, the engine pictured in the accompanying photo was the first locomotive of the McNaught Lumber Company. The photo source describes it as former Grand Trunk No. 22. Although it doesn't fit the description of any of Grand Trunk's locomotives bearing the number 22, it is typical of that road's

(1904) N Class 4-4-0s. Rhode Island Locomotive Works delivered dozens of engines like this one to the Great Western Railway in the early 1870s. Many of them saw additional service on short lines in Ontario and Quebec including: No. 156, sold to the Bruce Mines and Algoma Railway in June 1901; No. 54, sold to Brompton Paper in September 1901; No. 140 sold to Ontario Smelting at Copper Cliff in November 1906; No. 122 to an unknown purchaser in May of 1907; and others.¹

Since there is no record of a sales transaction involving this engine, I found it necessary to do some corporate research to find its identity.

The first sawmill at Devon was built in 1910 by the Pine Lumber Company, relocating their original mill from Pine, Ontario, near Cartier, to a point on Loon Lake, five miles east of Chapleau. The company was established about 1905 by B.B. Bahnsen, a former accountant for the Pembroke Lumber Company.²

An order from the Federal Department of Railways and Canals authorized the construction of a (mile-long) spur from Mile 129.96 of Canadian Pacific's Nemegos Subdivision. The spur was built by the CPR and, at the time of construction, the railway noted to the Provincial Department of Lands and Forests that the line was built for the lumber company which would operate it using a 25-ton standard gauge locomotive.³

The 4-4-0 would have weighed about 40 tons and obviously was not the same unit as described by the CPR. With so little information on this company and no photographs of a smaller locomotive at Devon, the 25-ton locomotive is destined to remain a mystery forever.

The Devon Lumber Company Ltd. of Ottawa was formed in 1913 to take over the Devon Mill. Directors of this company included: W.B. Bartram and Colin M. Bartram of Ottawa; T.A. Low of Renfrew; and G.F. Hodgins of Shawville, Quebec. The president was Frank N. McCrear, M.P. for Sherbrooke, Quebec, and one of the most widely known and successful lumbermen in the province of Quebec. In addition to Devon Lumber, McCrear was

also president of the Brompton Pulp and Paper Company of East Angus, Quebec; the Sherbrooke Lumber Company; the Etchemin Lumber Company; and the Nicolet Falls Pulp and Paper Company. He was also vice-president of the Lotbinière Lumber Company of Lyster, Quebec, as well as the Chaudière Lumber Company.⁴

At this point, one may consider that the Devon locomotive came from the Brompton Company. Another of the GTR's N Class 4-4-0s, No. 117, was sold to the Lotbinière & Mégantic Railway in June of 1905.⁵ The Lotbinière & Mégantic was a 30.34 mile line opened in 1896 from Lyster on the GTR to St-Jean-des-Chaillons. The railway also had a connection with the InterColonial Railway at Kingsburg, 13 miles from Lyster. In 1902, the King brothers, owners of the L&M, sold the line to E.W. Tobin, M.P. and Frank N. McCrea, the latter becoming president. At that time, the new owners organized the Lotbinière Lumber Company to carry on a general lumbering business and operate the railway.⁶

In 1914, the Devon Lumber Company acquired a Lombard steam log hauler (an interesting beast of burden) for use in its woodlands operation. This machine was alleged to have come from the Lotbinière company.⁷ The original mill at Devon was destroyed in a fire over the winter of 1915 and it is likely that some of the destroyed equipment was replaced with equipment from Mr. McCrea's Quebec operations. Positive identification of the Devon 4-4-0 depends on further knowledge of these Quebec short lines.

By 1920, the Devon company had exhausted its timber supply, located in Borden Township, within easy reach of the mill. The remaining limits were sold to the Continental Wood Products Company.⁸ Later on, CWPC would have its own two-mile spur from the Canadian Northern at Elsas.⁹ The sawmill at Devon was sold to James McNiece Austin and George B. Nicholson of Chapleau. Along with Alton Morse, manager of the mill since 1916, they formed the McNaught Lumber Company. Austin and Nicholson held licenses to cut timber in McNaught and Gallagher townships adjacent to a tributary of Loon Lake. The aging locomotive resumed its operations at Devon for the McNaught company in 1921.¹⁰

By 1927, timber for the Devon mill was again exhausted and the mill was shut down. Later that year, the mill was dismantled and moved to Sultan, 40 miles east of Chapleau. A portable mill had been in operation at Sultan since 1924 under contract for Austin and Nicholson. Improvements to the adjacent Wakami River allowed a greater volume of logs at the mill.

The mill opened in 1928. It was located north of the CPR but adjacent to the right-of-way, unlike its predecessor. Indeed, only eight yard tracks at the lumber storage yard separated it from the "high iron" although the surrounding topography meant that the mill yard was considerably higher than the CPR. The mill's capacity was also increased from 50,000 to 60,000 feet of lumber (Foot Board Measure) per 10 hour shift.¹¹

Ex-GTR No. 22 was used at Sultan for one season, moving sawn lumber from the mill to the yard. The product was then seasoned for three months prior to shipment. Aside from its age, the 4-4-0 was considered too big to handle its new assignment efficiently. The threat of fire from exhaust sparks also contributed to the steamer's retirement. Since the beginning of the Austin and Nicholson partnership in 1901, their first encounter with fire was on August 3, 1926, when over a million feet of lumber was destroyed at the Devon Yard.¹²

Supplanted by a Plymouth

In 1929, the McNaught Lumber Company acquired a gasoline/mechanical locomotive from Plymouth, (Serial No. 3161). Although its builders plate has since been removed, records show Austin and Nicholson of Chapleau as the owner and point of delivery for this unit; this in spite of the fact that their Chapleau

operation didn't warrant the use of a locomotive!¹³

A second gasoline/mechanical unit was acquired by Austin and Nicholson in 1930, for use at the Dalton Mill, where a steam locomotive was also employed. The gas unit (Plymouth 3407) was wrecked in a mysterious explosion and fire at the Dalton Station in 1934.¹⁴

The Dalton Plymouth could handle up to 10 empty rail cars and either two or three loaded ones.¹⁵ With the arrival of the Plymouth, the steamer was evicted from its single bay engine house and placed on a short spur behind the railway station where it became a playground for area children. The locomotive bell was removed to become a dinner gong at the sawmill's cookery.¹⁶

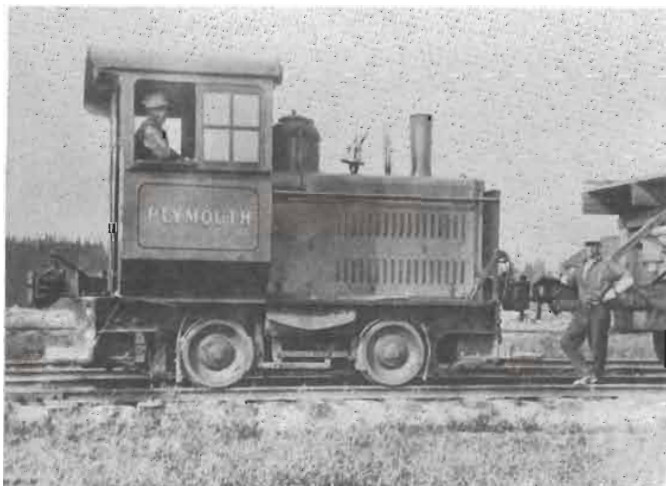
At the time of the 1929 stock market "crash", McNaught Lumber already had woodsmen in the bush working to fill the expected orders for 1930. The company mistakenly considered that the depression would only be a temporary affair. Thus the mill returned to operation in the spring of 1930, only to be shut down, a victim of the worsening economic situation. A year later, with the situation continuing to deteriorate, uncut sawlogs were floating in the Wakami River and the lumber yard was filled with the previous year's harvest. By this time, only one man was kept on the payroll - Joe Lepine, the logger/hogger. Lepine was a jack-of-all-trades and responsible for maintaining the equipment at the mill.¹⁷

In 1932, G.B. Nicholson sold his shares in the company to Leigh B. Sheppard, president of Sheppard and Gill Limited, a Toronto retail lumber and coal business. After buying the McNaught interests of the Austin brothers, Sheppard and Morse incorporated the Wakami Lumber Company Limited in 1933.¹⁸

The McNaught Lumber Company had cut lumber from all available species of softwoods. Sheppard, however, insisted on only producing timber from white pine and resulting in its depletion by 1939. That year, Alton Morse secured a contract to supply International Nickel Company of Sudbury with jack pine mining timbers. A pulpwood slasher was also installed north of the mill¹⁹; with a separate track built from the mill lead to the slasher. This and the increased war time demand for lumber warranted the need for an additional locomotive.

Plymouth to Whitcomb Steamer is cut-up

Keeping pace with the evolution of industrial locomotives, a Whitcomb gasoline/electrical, LRX-1 No. 12899, was delivered by a Toronto equipment dealer. War time also increased the demand for scrap metal. In 1942, the old steam locomotive was cut up and hauled away. Later the Plymouth and the Whitcomb were cannibalized into one.²⁰



Joe Lepine at the controls of Plymouth 3161 at Sultan, Ontario, in 1929. Photo courtesy of Chapleau Public Library, No. 94.

In 1946, the assets of Wakami Lumber were sold to J.J. McFadden Ltd. of Blind River. An insurance inventory of the Sultan Mill in 1947 reports that only the one locomotive was on hand.²¹

In 1956, the original McNaught sawmill burnt to the ground.

The gas locomotive, consisting of Plymouth 3161 with the cab of Whitcomb 12899, is now preserved in the Wakami Lake Provincial Park near Sultan. It is part of a display showing the development of mechanical logging in Ontario.

Conclusion

It is hard to believe that the above account all began with my interest in a solitary photograph of a derelict steam locomotive. It has been countless hours of searching, cross referencing, and corresponding. Fortunately, there is a network out there and it works! Not to say that this is everyone's favourite past time, but I am pretty sure that more than a few of you have been involved in similar pursuits. Why not share your sleuthing with fellow readers of *Branchline*?

Postscript

For some 25 years, a 20-ton Whitcomb locomotive and a Plymouth locomotive had been derelict at Austin Lumber (formerly Austin and Nicholson) in Dalton, Ontario. On June 9, 1992, the Whitcomb (serial 12847, built 8/29) was moved from Dalton to the Wakami Lake Provincial Park for display alongside Plymouth 3161. Because of my knowledge of the history behind this locomotive (for which I owe a debt of gratitude to several members of the Bytown Railway Society Inc.), I was honoured to be invited



The Dalton Whitcomb being unloaded at Wakami Lake Provincial Park on June 9, 1992. Photo by Bryan Westhouse.

to participate in the preservation of this unit.

As it was likely that the Plymouth (model HLA-2, serial 3210, built 5/29) would be scrapped, I returned to Dalton on June 14, 1992, with two volunteers from the Wakami Park staff to remove various parts from the engine that could be applied to Plymouth 3161 which is now preserved at Wakami Park, 11 km west of Sultan.

Park officials were grateful to the Lafrenier Brothers Lumber Company, present owners of the Austin Lumber charter, for the donation of the Whitcomb and for assisting with its move.

Endnotes

1. The Railway & Locomotive Historical Society Inc. Bulletin 147, Autumn 1982, Locomotives of the Grand Trunk Railway. W.D. Edson with R.F. Corley, pp. 74 and 78.
2. A Review of the Logging and Pulp Operations in Sudbury 1901-1950 (unpublished), T. Thorpe, p.17.
3. Nicholson: A Study of Lumbering in North Central Ontario, Ministry of Natural Resources, T. Wayne Crossen, January 1976, p.112.
4. The Canada Lumberman & Woodworker, May 15, 1913, p.60.
5. Edson op. cit., 1, p.74.
6. The Railway & Shipping World, October 1902, p.337.
7. The Canada Lumberman & Woodworker, May 1, 1914, p.32. (photo in Chapleau Public Library)
8. Thorpe op. cit., 2, pp. 39-40.
9. The Canada Lumberman, December 1, 1924, p.75.
10. Crossen op. cit., 3, p.115.
11. Ontario Archives RG1, series E12, Vol. 22 (Inactive Mills).
12. The Canada Lumberman, August 15, 1926, p.54.
13. List of Industrial Locomotives in Canada, Colin J. Churcher.
14. The Sudbury Star, July 11, 1934, p.1.
15. The Chapleau Sentinel, September 12, 1985.
16. Interview - Ivan Corrigan, King City, Ontario.
17. Crossen op. cit., 3, p.121.
18. Ontario Ministry of Consumer and Commercial Relations, Companies Branch.
19. Pioneering in Northern Ontario, Vincent Crichton, p.55.
20. Ontario Ministry of Natural Resources, Wakami Lake Provincial Park.
21. Reid McNaught Fire Insurance Company, collection of Timber Village Museum, Blind River, Ontario. ☐

"Hooray for Hollywood"

A new meaning to C.P.R.

By TIM POMEROY

During the third week of July 1993, I accompanied three friends (Doug Anderson, Chuck Armstrong and Ted Wilkson) to the 1993 annual convention of the National Railway Historical Society (NRHS) which was held in Chicago.

The event, hosted by the Chicago chapter of the NRHS, was a tremendous success with activities including tours, lectures and steam excursions behind Union Pacific Challenger (4-6-6-4) No. 3985, as well as double-headed Nickel Plate Road locomotives 587 (2-8-2) and 765 (2-8-4).

Because of travelling, we were unable to participate in all of the activities slated for the convention but we did manage to catch the excursions which took place on Thursday, July 22, and Saturday, July 24.

Not to detract from either of these events, but our free day, Friday, provided more than just a few surprises before it was over and is the principal reason for this article.

We elected to use the day as an opportunity to visit the Illinois Railway Museum at Union. This is approximately a one-hour drive to the north west of Chicago proper.

This museum has to be one of the largest and best which I have ever seen. Its collection includes everything from small streetcars to large heavy electrics. Steam-wise, it's the same - from small switchers all the way up to a massive Norfolk and Western 2-8-8-2. The diesel collection is quite impressive and certainly boasted an exotica that we in Canada can only dream about.

We arrived at the Museum just before Noon and had our first surprise of the day. The parking lot was half-full of vintage automobiles from the early 1930s. Right away I thought that there was an antique car meet being staged. I gave it little thought; I was there to see railways, not the competition.

The second surprise came as we approached the museum station. Outside on benches and baggage wagons were about 10 to 12 fellows who were dressed in period costume. They looked like something out of a 1930s time warp. Obviously there was a connection between them and the automobiles.

It didn't take long at that point to realize that we had stumbled onto a movie shoot. It seems that a local film company had chartered the museum steam train for the day and were filming the television series "The Untouchables" somewhere up the line.

Again, we thought little of the situation. We were there to enjoy the museum and we proceeded to do so. We boarded a small Illinois Terminal double ended car which gave us a circle tour of the yard and collection. Our volunteer motorman was excellent in both his operation of the car and his knowledge of the museum. After this tour, we wandered through the exhibit buildings (most of the equipment is under cover) and thoroughly enjoyed ourselves.

As the day wore on, we happened upon one of the volunteers who kindly offered to pose ex-CB&Q E5 No. 9911A out-of-doors for us so that we could take pictures of this rare beast. During our conversation, we mentioned the movie crew and he directed us to where the actual filming was taking place using ex-Frisco 2-10-0 No. 1630.

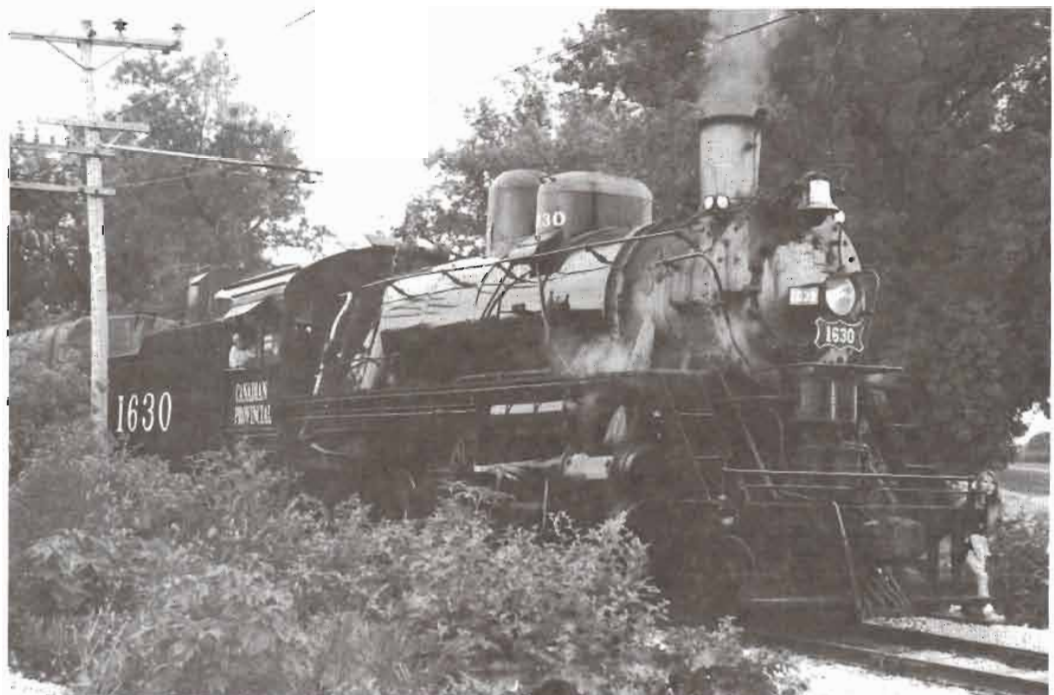
We left the museum site and headed up a county road which parallels both IRM and local C&NW trackage. After a short drive, we spotted a cloud of coal smoke over the trees. Luckily it was at a road crossing. We thought that we would get close and watch.

We were wrong. Along came two State Troopers (police) who were assigned to guard the crossing in order to keep guys like us away. These guys were more than realistic, however, and did take the time to explain to us where we could and could not go.

They took the time to explain to us that the movie crew was on lunch break (4 o'clock in the afternoon) and that the 1630 would soon be off to get water.

While with the police, we were also told that the film plot involved bad guys from Canada running illegal booze into Chicago during the 1930s with the police trying to stop them. Trying seems to be an inappropriate word as they had a Model A Ford parked on the track as a way (albeit futile) to stop the massive 2-10-0.

Canada's newest railway: ex-Frisco 2-10-0 No. 1630, masquerading as Canadian Provincial No. 1630, mugs it for photographers at the Illinois Railway Museum. Where they got the idea for the Red Ensign is anyone's guess but it does lend a distinctive 'Canadian' look. Photo by Tim Pomeroy.



Former Illini Railway Club Private Car "Chief Illini" is dressed up as a private car of McHugh Brothers Limited, obviously dangerous whisky traders from Toronto. Seen here during the filming of an episode of "The Untouchables" at the Illinois Railway Museum. Photo by Tim Pomeroy.



Anyhow, after a period of time, we were allowed to get nearer to track side in order to take pictures. I advanced to trackside and for a moment wondered if this July 23rd wasn't really April Fools Day. In front of me was the Ford on the crossing. On the track was the locomotive - not lettered "Frisco", however, but "Canadian Provincial" with the cab side even sporting the former Red Ensign flag.

The Canadian what? We all had a good laugh at this new version of the CPR. Only Hollywood could think of it. Here we had an engine originally built to 5 foot gauge for service in Russia that was changed to standard gauge and Americanized. Here it was running in Illinois in 1993, under the IRLM's catenary system and with a fictitious Canadian road name. April Fool indeed! This certainly stretches the old adage about there being a prototype for everything.

At this stage of the game, the 1630 and train began to back up to the end of the line. It needed servicing and we decided to follow along in our van. We navigated by keeping an eye on the locomotive's smoke plume.

At the end of the line, we got an opportunity to view the rest of the train. It included an ex-Baltimore and Ohio wagon top boxcar, also lettered "Canadian Provincial". There was also a transfer caboose and an open-ended observation car sporting a Pullman Green paint scheme. It was lettered in gold with the words, "McHugh Brothers Limited, Canada, Ontario, Toronto". Closer inspection revealed that this car had been named the "Chief Illini" and that it was used on many excursions which were sponsored by the Illini Railroad Club during the 1960s.

Chuck Armstrong and I walked down to the engine and introduced ourselves to the crew. We mentioned that we were from Canada and we talked about the "Canadian Provincial". All of us laughed. I mentioned about being a member of the BRS and our former operations with ex-CP 4-6-2 No. 1201. We then were invited into the cab and were given a tour of the locomotive. What a great bunch of guys!

For those of you who want to see Canada's newest railway, the "Untouchables" episode is scheduled to air on October 22. I would advise that you check your television listings, however.

Who knows, maybe fiction will become fact some day and the "Canadian Provincial" idea will be picked up by a short line promoter. In the mean time, "Hooray for Hollywood". ☺

7th Annual B&W Photo Contest Deadline - November 15, 1993

Eligibility - Open to all members and friends of the Bytown Railway Society Inc., with the exception of the Branchline 'staff', their families and the judges.

Categories -

- 1) "Locomotive Servicing Facilities"
- 2) "Passenger Trains"
- 3) "First Generation Diesels"
- 4) "Artistic"

Limits - Maximum of three (3) previously unpublished 8"x10" black and white glossy photographs for each of the categories. Participants may win in one category only.

Prizes - A two-year subscription to **Branchline** for the Grand Prize winner (value \$64); a one-year subscription to consolation winners (value \$32).

Photo Identification - Be sure to include caption information to describe the train, route, date, photographer's name and other pertinent data.

Mail your entries to: "Photo Contest", c/o Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, ON, K1N 8V1.

Contest results, including the publishing of the winning photographs, will be in the January 1994 **Branchline**. All photographs become the property of the Bytown Railway Society, Inc. and as such may be used in future publications of the Society. When published, due credit will be given to the photographer. Photo submissions will not be returned. All decisions of the judges are final.

Elgin County Rail Museum Celebrates Rail Heritage

by CHRIS STACEY

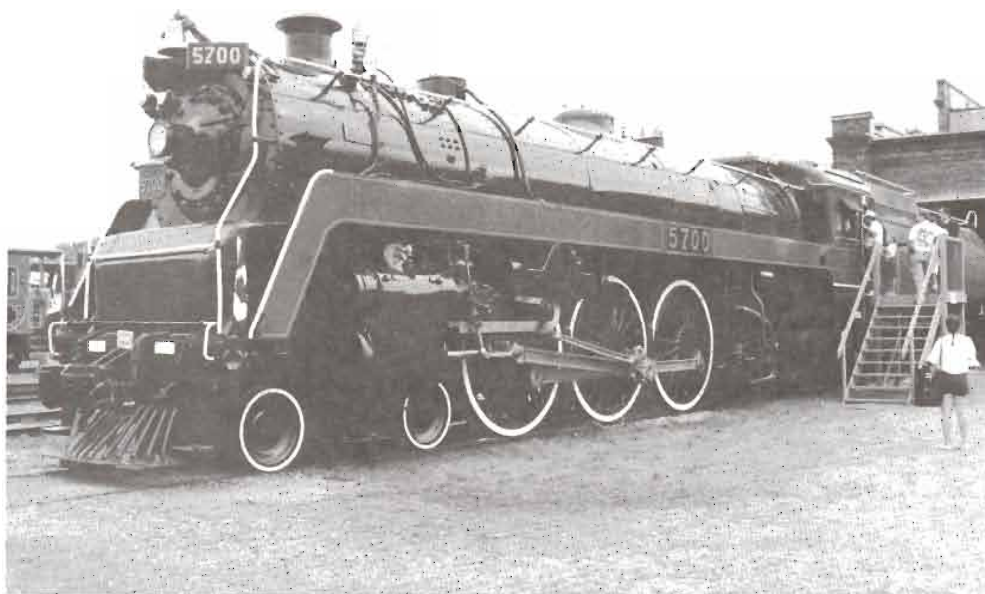
The Elgin County Railway Museum held its annual Railway Heritage Day in St. Thomas, Ontario, on August 29. News of this event is little heard of outside the local area, an unfortunate thing for rail enthusiasts who live further afield as the day is well worth the time involved in getting there. Indeed, one old guy was heard to exclaim, "I can't believe I'm seeing all this", an excellent summary of the day.

On display were a number of locomotives including CN 4-6-4 No. 5703, masquerading as No. 5700. The engine is pictured outside of the former Michigan Central Shops where she is permanently stored. At the back of the building was a CN snow plow on one of the tracks leading to the shop transfer table which is still operational. (How many other shop transfer tables are left in Canada?)

The diesels were not to be outdone. Open to the public were ex-TH&B NW2 No. 51 (still in original colours - to be utilized by the Ontario Southland which will be offering freight service between Port Stanley and St. Thomas over the Port Stanley Terminal Rail); CP Rail System RS-18u No. 1824; CN North America GP9u 4114; Port Stanley Terminal Rail 70-Ton No. L4; Norfolk and Southern B30-7A1 No. 3516 and SD60 No. 6689; and CSX C40-8W Nos. 7737 and 7694, to be replaced during the day by Chessie GP38DC No. 2012 and CSX SD40-2 No. 8060. The "swap" provided all in attendance with an exciting display of very fast switching moves. Also included were cabooses from CN, NS and CSXT, a CP boxcar, Elgin County's former CN baggage car, plus various PSTR cabooses, passenger cars, a spreader and a snowplow.

Besides the locomotive visits, there were lots of other things to do, including gas and hand car rides. It was also a great time to "network" with the rail enthusiast community.

For all who missed Railway Heritage Day this year, make sure to put the 1994 event in your calendars now, presumably the last Sunday in August. ☐



Canadian National 4-6-4 No. 5703, masquerading as No. 5700, welcomes visitors at the Elgin County Railway Museum on 29 August. (Photo by Chris Stacey)



From the cab of CP RS-18u No. 1824, visitors to Railway Heritage Day had a panoramic view of first and second generation diesel locomotives from a variety of railways and railroads serving western Ontario. As one old-timer said, "I can't believe I'm seeing all this!" (Photo by Chris Stacey)

The Railfan's Return

BY NIGEL SALWAY

April 24, 1993, was a momentous day in my life. After 36 years of single life, I stepped into the unknown and married my sweetheart. To provide the proper start to our marriage, I arranged a two-week honeymoon at the Banff Springs Hotel.

The choice of Banff for our honeymoon was not accidental. As a child, our family vacations were typically spent in Banff, although not in the plush precincts of the Banff Springs Hotel. We used to stay in a backyard cabin on Squirrel Street. This location was excellent not only for its comfort, but, for the young railfan, its proximity to the Banff CPR station.

I quickly developed a morning routine. I would get up early, eat a quick breakfast, then walk through the woods towards the tracks, emerging at a spot where the Garden Tracks (used for laying over sleeping cars) joined the mainline. Once in the open, I would walk down the platform to the station. Here I stood in front of the station blackboard and patiently waited for a train to pass.

When a train went by, I would watch the operator pass the train orders to the brakeman by means of a train order hoop. This accomplished, I settled back to count the cars and watch the operator pass the orders to the conductor in the caboose.

The morning would be capped off by the arrival of the westbound "Dominion" or "Expo Limited". My parents arrived about this time and we would watch the train depart for Lake Louise before continuing on with our other holiday activities.

The Banff station was not the only venue for train watching on our holidays. Lake Louise station, the continental divide, and the spiral tunnels were close by. So was my father and I's "secret" fishing hole, which had been pointed out to us by a retired CPR sectionman.

This secret hole was located on the Bow River adjacent to the tracks and reached by a CPR maintenance access road. The access road turned off the Banff-Lake Louise Coachroad at the "Million Dollar Tree", a point in the road where a large tree was located on a small median between the east and west-bound lanes. We always had fun there, and somehow we always saw more trains than we caught fish.

With this legion of fond memories associated with Banff, I felt it was the ideal place for a honeymoon. My wife heartily agreed when I pitched the idea to her and I made the plans. I also told her of my train watching exploits in Banff. This came as no surprise to her, as my interest in trains was well known to her.

My wife is a very special and understanding person. Not only did we go to Banff for our honeymoon, but she accompanied me to all my old train watching haunts. On our second day in Banff, we visited the Banff station.

We walked up and down the Banff station platform while I reminisced about my childhood memories. Much has changed: The Garden Tracks have been pulled up, CPR passenger service has long since disappeared, and the cabin where we used to stay has been razed to make room for a modern development of condominiums. The station is still there, but the majority of the building has been converted into a restaurant while a small portion is used as a station only in the summers by Great Canadian Railtour's "Rocky Mountaineer".

Amidst all this change, the station blackboard is still in place. It still proudly bears the script lettering "Canadian Pacific" on the top, although there are no arrivals and departures for it to report. The freight trains still run through the station, but Centralized Traffic Control has eliminated the need for operating personnel in Banff. Train orders are no longer passed up to the crew on hoops.

As well as being very understanding, my wife is also a trainwatcher's talisman. As many of you know, train watching should be more properly titled "track watching" as one spends much more time looking at a piece of track in anticipation of the arrival of a train than one does actually watching a train. However, with my wife at my side, track watching was reduced to a minimum and we observed some very special trains.

On one of our visits to Banff station, we managed to see three trains in 15 minutes as a westbound freight went into the hole at the sidings to wait for two eastbounds to pass. The highlight of the honeymoon, in railway terms, occurred on Friday, April 30. We were driving past the station on our way to go sightseeing when I observed a very special train waiting in Banff.



While GP38-2 3127 spots car ADWX 01 on the spur at Lake Louise, 2-8-2 5468 and the rest of train was left on the mainline on April 30, 1993. Note that this is a westbound train on what is usually the eastbound line, although VIA Rail westbound trains used this line to access the station until 1990. (The normal westbound line is visible behind 5468.) Photo by the author.



LEFT: Extra 5468 West?
As reported in previous issues of *Branchline*, 5468's trailing truck axle had failed and was replaced in White River, Ontario, by an axle from a diesel. The steam locomotive's axle can be seen on the flatcar, No. 5468 is waiting for 3127 to return from spotting the ADWX 01 and continuing its trip to Revelstoke.

BOTTOM: No trains today. Judy Salway scans the station blackboard at Banff, still displaying Canadian Pacific in script. Where once the arrival of such trains as "The Canadian", "The Dominion" and "The Mountaineer" was once proudly reported, there is nothing. Both photos by the author.

Lead by GP38-2 3127, the consist included coach ADWX 01, Canadian Pacific 2-8-2 5468, a flat car and five cabooses. The venerable Mikado was on its way to Revelstoke where it would be put on display in a museum. We stopped quickly to take photographs and watched as the train left slowly for Lake Louise. I shyly asked if we could chase this train and take pictures to which my wife smilingly demurred.

We drove towards Lake Louise, planning to try and intercept the train at Morant's Curve. However, rain started to fall and I determined that it would be unwise to expose my new wife to a possible soaking, even if the chance to get a good photograph made it worthwhile. As a result, we decided to drive directly to Lake Louise.

This turned out to be a fortuitous circumstance for a number of reasons. It was sunny in Lake Louise, which meant we were able to enjoy a cup of tea at the Lake Louise Station Restaurant while we waited for the train to pass. Secondly, it turned out that the car ADWX 01 was being dropped off at Lake Louise, where it and two others will become part of the restaurant.

My wife and I had an interesting conversation with Jerry Cook, one of the owners of the Lake Louise Station restaurant. He told us that the car ADWX 01 has been labelled C. Magee as

an eponymous surprise to one of the other owners. The car, built as CP Parlor-Buffer 6662 in 1925, was last used as part of the "Tuscan Club" on the former site of the Leaside Station in Toronto. Jerry told us that a third car, named "Shaughnessy", is due to arrive at Lake Louise some time this summer.

Already on site at Lake Louise was car ADWX 03, which was last used as CP Business Car "Laurentian". The two cars are currently spotted on a spur track east of the station. These cars will eventually be located just west of the station building, roughly where the Lake Louise Garden Tracks were located.

Too soon, our honeymoon, like the holidays of my youth, came to an end. We made some new memories and I look forward to returning to continue my train watching with my best friend, my good-luck charm, my wife, by my side. ☺



LIMITED EDITION: A new book entitled *Canadian Railway Stations* has been published by Henry Heins, a retired minister. Mr. Heins undertook this project as a "labour of love" to document the locations that were named by Canadian railways. While admitting that is not a complete list, the book does list in 514 pages named locations in alphabetical order, with their telegraphic office signals (if any), the railway, mileage, and location either on a particular subdivision if noted from an employee timetable, or to another city if from a public timetable. Source for each entry's data is noted. Interspersed throughout the spiral-bound book are a large number of pictures of station 'locations', some being just name signs, but most being of a station building. The book has been reproduced using a photocopier, but the picture reproduction is reasonable. Also included is an alphabetical listing of subdivision names, and of railways operating in Canada, most from the 1930 edition of the Official Guide. This book has been reproduced in a very limited edition and is available from the author at 22 Marwell Street, Albany, NY, USA 12209 for \$39.00 (in either US or Canadian funds).

FOR SALE: Residing at the Sunnyside Market on Highway #3 in Ridgeway, Ontario, are former CN Work Car 60027 (nee Railcar 15836 in 1930) and former CN caboose 77355 (nee CNOR 76355 in 1912). Owners Tom and Ria Tesselaar wish to dispose of these two cars and can be reached at (416) 894-1141 (note: area code 416 changes to 905 on October 4).

Expo-Techno '93

On August 13, 14 and 15, the National Museum of Science and Technology (NMST) celebrated its second annual "Expo-Techno" days (formerly "Techno Days").

Our Society was, once again, invited to participate, and we did! Our preparations for the event go back to January when we began the rebuilding of our Worthington "Duplex" steam water pump. This was no small job as we started with only the casting. Much machine shop work was necessary, lubricators (for compressed air and steam) had to be made serviceable and applied, the eight bronze valves and valve seats had to be removed and ground in, steam valves set, etc., etc., until finally the pump was tested using compressed air, and pump it did! A paint job completed the project.

Other related projects were the refurbishing of our three pieces of manually operated maintenance of way equipment - the rail cutting saw, track jack, and rail drill. These pieces received much public attention as young and old tried to either cut through a rail or bore holes through the web by hand.

Our old friend, ex-Central Vermont steam auxiliary crane No. 4251, received many hours of preparatory attention in addition to the boiler work that was done as illustrated in the July-August 1993 Branchline. I am pleased to report that the newly retubed boiler operated perfectly. Even the No. 2 injector, the "Auto Positive" Penberthy, performed as intended after a bit of "fine tuning" (it's not true that I gave it a solid whack with the ball peen hammer!). Is our steam powered auxiliary the only, or oldest (1919), machine of this type operating in Canada, or Canada and the U.S.? Does anyone know of any other operating coal burning auxiliary out there? If you do, please drop us a line.

The Society's pride and joy, ex-Thurso & Nation Valley, nee CPR, business car No. 27 got some very much needed attention. Spearheaded by Master Carpenter George Viens, all the windows were removed, wood work was repaired as required and finish paint was applied. This is quite a task and George must be getting expert at it - it's the second time in 13 years that he's done it!

While all this was going on, car 27's exterior siding was

scraped down, primed and painted - unfortunately only one side and both ends were completed. The east side (hidden side) was partially scraped by August 13, so a big job still remains. Both car 27 and our ex-CP caboose 436436 received the new platforms that were built during last winter and they look great! These platforms look prototypical but are in fact "removable units". We did it this way so that when their life span ends they can easily be removed and replaced without disturbing any other adjoining parts. There is one thing about participating in Expo-Techno - it gives us a much needed push to complete much needed work to meet a deadline.

Well, all of this, and more, wouldn't happen without BRS member participation. Similarly, the three Expo-Techno days commitments made to the NMST would not have been met without the many non "dirty hands club" members coming to the aid of the cause. Let's look at what we did.

1) Logistically supported, managed and operated our self propelled steam crane;

2) Assisted NMST staff in the moving of railway rolling stock around the property and into proper position;

3) Washed, cleaned and polished ex-CP steam locomotive 1201 and the two former Vice Regal (GG) private railway cars for display;

4) Provided a steam qualified BRS member to operate and care for the NMST's steam powered Buckeye Ditcher and the Waterloo traction engine;

5) Assisted the NMST with the operation of their Fowler steam roller;

6) Provided a BRS member, certified by the NMST, to drive their vintage automobiles;

7) Provided BRS staff to show and explain the GG cars, steam locomotive 1201, our caboose and our business car to the public;

8) Assisted the NMST with both staff and expertise as requested, in respect to the maintenance and operation of all of the above equipment.

While this highlights our Expo-Techno activities it certainly is no more than a thumb nail sketch of all that went on. In order to meet our commitment to the NMST, and to ourselves for that

matter, required the active participation of 12 BRS members at any one time. Some worked all three days, some worked two days while others a single day or a half day. The decision as to what task each member would perform had not been addressed so at the last minute I took the bull by the horns and drew up a crew assignment sheet to get us started. If you didn't like the assignment you got please let me know and we'll do it differently next time. Better still, if someone would like to take on the task of arranging for the deployment of our personnel in events such as this, I wish they would step forward. In the past, the late Helen Tucker took on this task and did it well. Any takers?

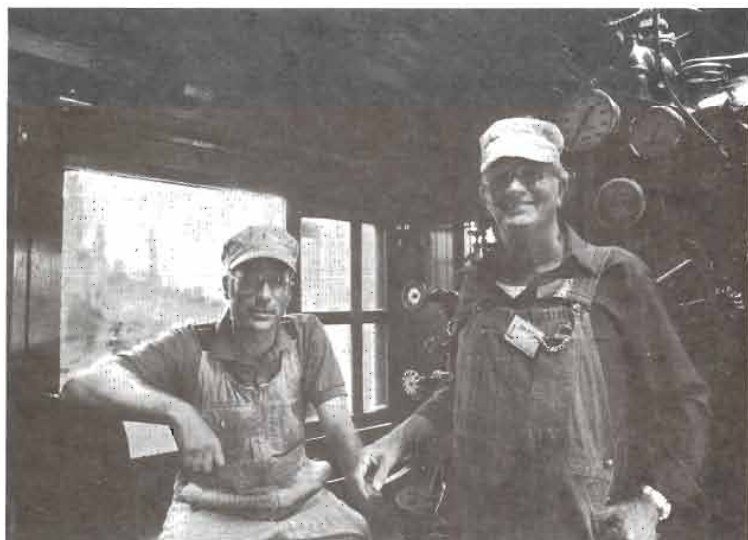
While I am loath to single out the activities of individual members, for fear of offending anyone, I just have to mention member Hartland Mulcahy. Hartland is our retired CN/VIA locomotive engineer who made his last trip on "our" 1201 in 1988. In any event I asked Hartland if he would spend all three days in the (hot) cab of 1201 to give visitors the explanation they deserved as they passed through. He agreed and, I am told, had a ball (in both official languages). Hartland got along especially well with the little ones. He had them "running" and



The Museum's ex-City of Toronto 1913 Fowler steam roller, with Duncan du Fresne and Jim Lohnes on board, is posed with BRS's 1919 steam auxiliary. Philip Jago and John Godfrey are on the running board while BRS President David Stremes stands below. (Photo by Pierre Ozorák)



BRS's ex-Central Vermont auxiliary crane and boom car operating during Expo-Techno '93. Crane operator Duncan du Fresne stands on the running board while crewmen Philip Jago and Bill Weiler "take five" alongside. Ex-CP 4-6-2 1201 and the former Governor General cars are behind. Pierre Ozorák took this photograph from the Ottawa Fire Department's Bronto Skylift Tower Ladder.



Members Bill Weiler and Hartland Mulcahy stand ready to explain the "goin's on" of ex-CP 1201's cab to the hundreds who came to Expo-Techno '93. (Photo by Pierre Ozorák)

"firing" and ringing the bell - it was hard to know who was having the most fun.

Joe Toscas is another member who spent all three days out in the broiling sun, running and caring for the NMST's Buckeye Steam Ditcher and the Waterloo (steam) traction engine. The NMST really needed our help here and Joe was "loaned" out for the three days. I know he missed running our crane - perhaps we'll have another go at it later in the fall. The NMST has a shortage of personnel with steam operation knowledge and it's nice to know we have the much needed expertise within our ranks to help out.

Our master carpenter, George Viens, also got "loaned" out for all three days. George got a chance to put down his tools and drive some of the NMST's vintage automobiles. He looked quite comfortable scooting around the lot in the 1908 Buick runabout.

Member Tim Pomeroy from Cavan (near Peterborough) worked 2½ days while John Godfrey from Montreal worked all three days. It is great to see the active participation of our out-of-town members. Other members (and partners) who actively participated in the event were: Jim and Donna Lohnes, John Bryant, Les and Valerie Goodwin, Dave Stremes, Earl Roberts, Neil Coulman, John Halpenny, Bill Weiler, Bill Noble, Bill Williams, Mike Piersdorff, Phil Jago, Gerry Gaugl, Pierre Ozorák, Mickey Breslow, Bruce Blackadder, Ray Farand, Colleen Brock, Stephane Bisson and Joyce du Fresne. Pierre Ozorák did one thing only during the event - he photographed BRS members doing "their thing". It will be nice to have a photographic record of our activities. Pierre was also our key man in the paint restoration job on the right (display) side of 1201's tender.

When the last of the "toys" had been put away on August 15, 24 BRS members had contributed approximately 385 hours of their time. Not included are the hundreds of working hours leading up to the event!

I sent out 50 letters to selected members asking for help and got 24 positive responses - a pretty good response rate. If you are a member who would liked to have participated and didn't receive an invitation, please let me know and I promise to change that next year. My only excuse for overlooking you is that getting our "junk" ready to operate was taking six days a week and personnel organization activities did not get the attention they deserved.

The Society's executive members will be reviewing our activities this year at this important event to see how we can take better advantage of an annual opportunity to present ourselves, and our interest, to all those thousands who enter the grounds in the future. There's certainly room for improvement and we'd be glad to hear from anyone with good ideas.

So much for statistics. I guess the bottom line is whether or not you enjoyed yourself. Did you have fun? Is our hobby worthwhile? Is taking an active role in this BRS/NMST activity satisfying? Despite the oppressive heat on those three August days, I can answer yes to those questions - I hope you can.

The Society would be remiss if we didn't say thanks to our friends at the NMST who not only asked us to participate in their event, but entertained our many requests for help here and there. NMST staff also consulted with us on a regular basis so as to provide us with whatever was necessary to enhance our particular part in the show. So, our special thanks go out in particular to Dave Elliott, Rob. Senior, David Monaghan, Dave Richardson, Geof. Rider and Suzanne Côté-Latimer. ☺

"Don't let winter stop you!" Thoughts on the use of shelter

By the time you read this issue of *Branchline*, some of you may have already seen the first snowflakes of winter. Such is the nature of our geography and climate that many Canadians experience below freezing temperatures for better than one-half of the year. And, although Canada's national identity is synonymous with winter, it can play havoc with a variety of things, not the least of which is the activities of rail preservation organizations.

Depending upon circumstances, winter can literally shut down a club or society in terms of equipment preservation, restoration and maintenance. It means, therefore, a serious constriction of available time to pursue projects and, next to manpower, is probably the next greatest deterrent to getting projects accomplished in a timely fashion.

As a for instance, exterior restoration is virtually impossible under typical winter circumstances where the structure or piece of rolling stock is located out-of-doors. It is a little hard to get even the most dedicated rail enthusiast outside to work when its -40° and the wind is howling. Nevertheless, it is not impossible to work in such conditions, provided one uses a little common sense and looks around at how, for instance, construction work can go on - even at the worst of times.

The key is shelter. The ultimate is a heated shop building. But, given the finances of many Canadian organizations, this is more the exception than the rule, however. Yet, it is possible to perform a variety of tasks without the luxury of a shop. What you have to make sure is that the shelter is reasonably air tight and that it can be heated.

By working with on-site resources, a lot can be accomplished. Take the object to be restored, for instance. If it is a building, you're laughing. Interior work can go on regardless of the situation. All that is required is heat - in temporary form - and an air tight enclosure.

You should treat rail cars - especially those used to transport personnel - in the same way. They are really nothing more than buildings on wheels. They already provide all the "shelter" you require, especially in terms of being air tight. With a little ingenuity and the provision of temporary heat, they can provide excellent shelter against any form of inclement weather.

For example, most of the interior restoration of BRS's wood caboose 436436 was done with the car outside, in the middle of the winter, the only proviso being that there was heat on in the car. Circumstances were somewhat unique in this case in that the heat came from the caboose stove but, had there not been a stove, then some form of temporary electric heat could also have been installed.

For exterior restoration, a lot can be done through the use of temporary sheltering constructed from light framing and sheet polyethylene. One can literally surround a car in a temporary structure or one can build some form of temporary lean-to against a side or end. This can provide an excellent wind break and, with the addition of a portable "salamander" propane heater give you all the comfort you ever wanted. I am quite familiar with this technique, having used it quite successfully over the course of a winter to "tuck-point" masonry walls and see no reason why a similar technique could not be employed with rail equipment preservation.

You don't have to make a major investment in the framing material either. You would be amazed at the economies which can be realized by resorting to used lumber. If it works in the "real world", why not with rail preservation?

If the prospect of working outside, protected from the elements by only a 6 mil layer of polyethylene is too daunting, then you should consider component restoration. Perhaps an organization owns or has access to a work shop - even a friendly basement - but not a car shop. Why not plan the work in such a way that individual components are removed from a piece of rolling stock or building, taken to this place, worked on, and then set aside for re-installation when the weather becomes appropriate? This is an excellent way to rebuild coach windows and doors for instance. It's the only way to restore furniture from business cars or station buildings, for instance.

Perhaps it is the myriad of brass and other such metal fittings, including grab irons, which abound on passenger cars or transit equipment. They have to be removed, cleaned, prepped and finished as part of the restoration process. Perhaps they could be given to one or several volunteers to work on over the winter in the comfort of their individual basements or garages. What you do then is set up a series of "satellite" work units who would meet periodically at a common point - it could even be a doughnut shop - to review progress.

Allow me to provide one more example that I see as being an appropriate for Bytown's "Dirty Hands Club". Although we have yet to embark upon the restoration of Bytown's 1907 Jordan Spreader (ex-CP 402818), much of it can be done by attacking it at the sub-component level, without requiring the spreader itself to be in a shop building.

These are only a few ideas. I am sure that many of you have others or you wish to challenge those which I have advanced. Your input would be welcome. One thing about it, winter doesn't have to stop restoration projects - whether you have a shop or not. The secret lies in innovation and at looking at how others have beaten "Old Man Winter" at his own game.

There's always plenty to do (too much in fact), regardless of the season. Come out and lend a hand! ☐

NEW - "CANADIAN RAIL PASSENGER YEARBOOK

Trackside Canada's *Canadian Rail Passenger Yearbook* is a new all-Canadian publication dealing with the many facets of transporting people by rail. The 68-page 1993 edition explores the rich history and dynamic current events on the inter-city, commuter and transit scenes. In-depth articles and 93 colour and black and white photographs by leading Canadian photographers highlight vanished trains and paint schemes as well as contemporary developments. Sections include: 1992 in review; the Great West Express (an obscure CPR train); Montreal Commuter Train Regeneration; photos by noted photographer Omer Lavallée; Streetcar Centenaries; CP's Versatile "Fort" Cars; Central Station (Montreal) celebration; and Heritage Photo Gallery (contemporary and historic photos). Available for the Society's "Sales Desk" at \$17.00 plus \$3.00 shipping and handling. Please add \$1.40 GST when shipped to a Canadian address.

1994 CALENDAR AVAILABLE

The *Trains and Stations of Canada 1994 Colour Calendar* is now available for \$15.00, plus \$1.50 postage, from Canadian Station News, P.O. Box 171, Cobourg, Ontario, K9A 4K5. They also publish *Canadian Station News* four times a year. Subscriptions are \$20.00 for one year, or single issues are available for \$5.00.

CP APPLIES TO ABANDON LINE IN SASKATCHEWAN: CP applied to the National Transportation Agency on August 11 for authority to abandon the Kisbey Subdivision between mile 25.1 (near Stoughton) to mile 43.6 (Griffin). The Kisbey Subdivision was constructed by the Canadian Pacific Railway, and opened to traffic as the Stoughton Branch on October 14, 1908. The western part of this line, from mile 43.6 to the end of line at Weyburn, mile 61.8, was abandoned in 1989, while the eastern portion from Arcola, mile 0.0 to mile 23.3, was abandoned in 1990. The portion of the line proposed for abandonment was not rehabilitated under the Federal Branch Line Rehabilitation Program, and CP ran its last train for revenue purposes over the line on June 28, 1989.

CP GIVEN OK TO ABANDON SHORT SECTION OF TRACK IN SASKATCHEWAN: The NTA has given CP authority to abandon part of the Gravelbourg Subdivision from just west of Hodgeville (mile 53.1) to Tyson (mile 57.3), effective August 20, 1993. (Order 1993-R-234, 21/07/93)

CN FILES NOTICE OF INTENT TO ABANDON TRACK IN SASKATCHEWAN: CN has filed notice with the NTA that it proposes to apply for authority to abandon the Gravelbourg Subdivision which runs from Gravelbourg Junction (mile 0.0) to near Claybank (mile 7.9), and a portion of the Imperial Subdivision from near Holdfast (mile 50.6) to near Dilke (mile 60.2). (11/08/93)

CN FILES NOTICE OF INTENT TO ABANDON TRACK IN ONTARIO: CN has filed notice with the NTA that it proposes to apply for authority to abandon the Graham Subdivision which runs from Conmee (mile 0.0) to Superior Jct. (mile 159.5), including the Mattabi Mine Spur from mile 0.0 to mile 13.5, and 27.3 miles of other sidings and spurs. (18/08/93)

CP GIVEN OK TO ABANDON ALMOST OF ITS LINES IN EASTERN CANADA: CP has been given authority to abandon almost all of its lines east of Sherbrooke. The only exception is the Edmundston Subdivision from mile 20.4 to 28.2 in New Brunswick, where abandonment was denied. Abandonment of the Halifax Subdivision (from mile 52.9 to mile 56.1), including the Kentville and Kinsport Spurs, can take place 30 days after the Order date of August 23. The NTA ordered that the remaining lines could not be abandoned before one year from the Order date of August 23. These lines are:

- The Mattawamkeag Subdivision (mile 0 to 5.6)
 - The McAdam Subdivision (mile 0.17 to 84.4), including the West Saint John Spur
 - The St. Stephen Subdivision (mile 0 to 33.9), including the Milltown Spur
 - The Fredericton Subdivision (mile 0 to 1)
 - The Sherbrooke Subdivision (mile 0 to 68.4)
 - The Tring Subdivision (mile 57.7 to 59.1)
 - The Moosehead Subdivision (mile 101.7 to 117.1)
- (Orders 1993-R-266, 1993-R-267, 1993-R-268, 1993-R-269)

The Federal Minister of Transport subsequently announced that CP must keep the link between Saint John and Sherbrooke open until January 1995. In a related move, CP has indicated that it will ask the Federal Government to cover the railway's operating losses during the additional four months the line must remain open because of this order, estimated to be over \$6 million. "We're losing \$50,000 a day on our operation" said one CP spokesman. (Gazette, 04/09/93)

CN GIVEN OK TO ABANDON TRACK IN QUEBEC: The NTA has given CN authority to abandon part of the Massena Subdivision from Huntingdon (mile 38.9) to St-Isidore Jct. (mile 72.5), a portion of the Valleyfield Subdivision between mile 26.1 and mile 27.2, and its 5.0 mile Beauharnois Spur which runs off mile 62.3 of the Massena Subdivision. The abandonment of the 39.7 miles of track is effective 60 days from the order date of September 7. (Order 1993-R-283) ♦

THE REGISTER BOOK

OTTAWA, ONTARIO - RAILFAIR '93: The 16th Model Railway Exhibit will be held **October 16** (11:30 to 17:30) and **October 17** (10:00 to 17:00) at Algonquin College, Building D, at Woodroffe and Baseline in Ottawa. Dozens of vendors and operating model railway layouts in various gauges. Adults \$5; Teens \$3; Children 5-12 \$1; under 5 free. Free parking.

AUTUMN GLORY STEAM TRAIN IN VIRGINIA: The Virginia Central Railroad will be operating doubleheaded steam excursions (with former CP G5 locomotives 1238 and 1286) from Charlottesville, Virginia, the five weekends in **October**. Saturday excursions depart Charlottesville at 09:00 for Staunton, and on to Clifton Forge (9½ hour round trip). Sunday excursions depart Charlottesville at 13:00 for Gordonsville (1½ hour round trip). Information from (804) 977-1995.

STEAM SCHEDULE: Alberta Prairie Steam Tours of Stettler, Alberta, will operate steam excursions until **October 30**. For information, contact Alberta Prairie Steam Tours, 4611-47 Avenue, Stettler, Alberta, Canada. Telephone (403) 742-2411, Fax (403) 742-2844.

WAKEFIELD STEAM TRAIN: Steam excursions between Hull and Wakefield, Quebec, utilizing Swedish equipment. Fall colour excursions at 10:00 on Mondays, Wednesdays, Saturdays and Sundays during October. Fares: (Adult/Children 12 & under/Senior) Monday to Friday \$19/\$10/\$17; Saturday and Sunday \$21/\$10/\$19. Group fares available. Information from (819) 77-TRAIN, Fax (819) 778-5007.

RIDE THE SOUTH SIMCOE: Canada's newest heritage railway will feature steam excursions between Tottenham and Beeton, Ontario, on Sundays and holiday Mondays until **October 11**. Former CP 4-4-0 No. 136 is scheduled, subject to availability. Scheduled departures are hourly between 10:00 and 16:00. Fares: Adults, \$6; Seniors 65 and over and Students 12-18, \$5; Children 3-11, \$3; family (as many as two adults and three children), \$16. Information from (416) 936-5815.

CANADIAN RAILWAY MUSEUM SCHEDULE: The Canadian Railway Museum at St-Constant, Quebec, (south of Montreal) will be open from 09:00 to 17:00 weekends to **October 17**. Streetcar operation; Sunday and holiday Monday diesel train service (utilizing ex-CN trailer 15767 hauled by ex-NHB No. 1002); steam operation utilizing 2-2-2 "John Molson" on October 10. Fares: (Adults/Students and Seniors/Children) Monday to Saturday \$4.50/\$3.50/\$2.00; Sunday \$5/\$4/\$2.50. Group fares available (advance reservations required from (514) 638-1522)

ROCKY MOUNTAINEER RAILTOURS: Eastbound or westbound, Rocky Mountaineer Railtours, utilizing former VIA Rail Daynites, connects Vancouver with the resort towns of Jasper and Banff and the stampede city of Calgary. Overnight accommodations between the two legs of the tour are found in Kamloops, B.C. The 1993 season runs to **October 7**, with prices starting at \$439 US. Information and reservations at (800) 665-7245.

ADIRONDACK CENTENNIAL RAILROAD SCHEDULE: The Adirondack Centennial Railroad at Thendara, New York, will operate five scenic one hour diesel-powered trips along the Moose River in the Adirondack Mountains daily to **October 30**, and weekends in November. The railroad utilizes six former CN commuter coaches. Fares: Adults: \$5; Children 2-12: \$3. Information from (315) 369-6290.

TRAINS '93: The 7th Division, Pacific Northwest Region, of the National Model Railroad Association (NMRA) will sponsor "Trains '93" during the annual convention of the Pacific Northwest Region (Canada). The convention will be held in Burnaby, British Columbia, running from **November 11 to 14**. For information, contact R.A. (Dick) Sutcliffe at 12140 - 230th Street, Maple Ridge, British Columbia, Canada, V2X 6R5.

Letters to the Editor

GWWD ADDENDUM: The article by Pierre Ozorák on the Greater Winnipeg Water District Railway in the September *Branchline* was extremely interesting and I would like to congratulate you for continuing to publish quality articles on items of Canadian railway interest. I would like to add to the information provided.

The construction of the aqueduct was a large undertaking which required a large railway in its own right. This was a narrow, 36 inch gauge, line and a number of small industrial locomotives were acquired for this project. Those of which I have a record were purchased new from Plymouth as follows:

No.	Date	Serial	Model	Notes
1	2/15	21	AL-1	Disposition unknown
2	4/15	22	AL-1	Disposition unknown
3	4/15	23	AL-1	Disposition unknown
4	4/15	24	AL-1	To Blue Diamond Coal 11/19
5	4/15	25	AL-1	Disposition unknown
6	4/15	26	AL-1	Disposition unknown
7	3/16	83	AL-1	Disposition unknown
8	3/16	87	AL-1	Disposition unknown
9?	6/15	44	AL-1	Road number surmised from number series; to Pacific Construction (Vancouver), 4/23; resold 1925
10	3/17	216	AL-2	Disposition unknown
11	3/17	217	AL-2	To Manitoba Power 2/23
12	3/17	218	AL-1	To Pacific Construction in Vancouver, 4/23; resold 1925
55	4/17	224	BL-1	To Northern Construction 6/20
56	4/17	225	BL-1	To Carter Hall Aldinger #2, 1923; to Canada Cement, 1925

The narrow gauge construction locomotives were all disposed of as soon as the work was completed. However, the GWWD had a fleet of steam locomotives which survived for a much longer period. These were unusual in that they only carried odd numbers. The details are as follows:

1	3/15	51373	MLW	0-4-0ST
3	4/15	55113	MLW	2-6-0
5	4/15	55114	MLW	2-6-0 scrapped early 1950's
7	4/15	55115	MLW	2-6-0 worked for a period at Manitoba Sugar in 1948 (with tender from #5)
9	4/15	55116	MLW	2-6-0 To Mattagami RR #100, 11/20; displayed at Smooth Rock Falls
11	5/14	1233	CLC	2-6-0 City of Winnipeg #1 STAR; GWWD #11, 9/16; Hillcrest Collieries #11; Western Canadian Collieries #1 (11) 1939; Blairmore display #1, 1965.

It may be that the GWWD did own an even numbered locomotive. I have a record of an 0-4-0 #2. This reputedly came from the Scrim Carry Company in Minneapolis and went to Peter Meagher in Duluth in 1919. I would be grateful for further details of this or any of the locomotives shown above. [signed ... Colin Churcher]

CP GYPSUM TRAIN SERVICE - "Busiest track east of Sherbrooke": The following was inspired by a notation in the

September issue of *Branchline* about Truro, Nova Scotia, purchasing a portion of Canadian Pacific's former Truro Subdivision.

Unfortunately, the reference suggests that all of the Truro Subdivision was "removed during 1986/87". It is true that most of the Truro Subdivision track was torn up then, but not all. A remnant of 4.36 miles on the west end remains in operation to serve two gypsum quarries, operated by the Fundy Gypsum Company at Mantua and Dimock's. It is now known as the Truro Spur, and connects to the Halifax Subdivision through a switch at the east end of the Avon River Causeway in Windsor.

This track carries a lot of traffic. In fact, it is the busiest track operated by CP east of Sherbrooke, Quebec. During the last 12 months, the Truro Spur originated an average of 510 carloads a week of gypsum. On most weekdays, there are four westbound trains of loads and four eastbound trains of empties.

From the Mantua yard, the trains travel 0.7 miles on the Fundy Gypsum Spur, then 4.36 miles on the Truro Spur, then 6.5 miles on the Halifax Subdivision to the Hantsport Yard. Between Mantua and Hantsport, this track crosses latitude 45° four times. This latitude marks the halfway point between the North Pole and the Equator. The track into the Mantua Yard, at longitude 64° 03' west, holds the distinction of being the farthest east track owned by Canadian Pacific. The line to Windsor Junction extends 19.6 miles further east, but this line is owned by CN and is leased by the Canadian Atlantic Railway, formerly the Dominion Atlantic Railway. [signed ... Ivan Smith]

TIME TO FOCUS ON QUALITY CONTROL: At the outset, I want to express appreciation to all those whose hard work and time make *Branchline* Canada's leading rail newsmagazine. That small group deserves the wholehearted support of the membership and other readers.

I also want to heartily endorse *Branchline's* continued orientation towards being a lasting historical record and reference. With that role, however, comes a particular responsibility to be accurate. In that regard, two items come to mind:

- * the correct name of CP's flagship train is "The Canadian", not "the Canadian" or "Canadian" without the article, as in "the celebrated Canadian". The name properly consists of two words, capitalized and inseparable. I presume that this applies to VIA's trains as well.

- * "COLLECTION TO BE DISBURSED" (p. 23, June issue, repeated twice in the July issue) is incorrect. "Disbursed" refers to the allocation or issuance of funds; the correct term is "dispersed", which means to break up or scatter.

Such lapses are self-defeating and can be avoided, perhaps as simply as by bringing in extra people with complementary skills. As with most things, the key to remaining first-rate is to be constantly self-critical and not afraid to change established practices. The results will be well worth it. [signed ... Dennis Peters]

Dennis ... Thank you for your letter. Since CP's flagship "The Canadian" was taken over by VIA Rail, the name has appeared in public timetables as "Canadian" ... your Managing Editor will admit to a mental lapse re disbursed versus dispersed (accounting is in my blood!). The editors appreciate your comments, and are constantly striving to make Branchline as accurate as possible.

INTERESTING STATEMENT: Brian Smith, Chairman of CN, made an interesting statement in Vancouver recently. He was addressing local guests, specially interested in the Port, and said that Vancouver container traffic would be using the new Sarnia-Port Huron tunnel to reach Toronto and Montreal, clearly via the Burlington Northern and Chicago. I wonder how this will go over in Northwest Ontario? [signed ... Joe Howard] ☐

Book Reviews

Canadian Pacific's Western Depots, The Country Stations in Western Canada. Charles W. Bohi and Leslie S. Kozma, 1993, South Platte Press, David City, Nebraska, U.S.A. 68371. ISBN 0-942035-25-9, 168 pages, 200 illustrations (black and white), hard cover, 8½"x11".

Charles Bohi and Leslie Kozma have put together a comprehensive and detailed examination of Canadian Pacific stations between the Lakehead and the Pacific coast, with the greatest attention focused on the prairie provinces.

The book provides a fascinating examination of CP country station architecture, listing a total of 16 individual classes of station, spanning the years 1879 to 1950. All types are illustrated in large format black and white photographs - from the humble train order office through to the imposing stone divisional offices such as could be found at one time at Revelstoke. The authors have excluded CP's large terminals such as Winnipeg, Regina, Calgary and Vancouver.

This book has yielded many hours of reading and looking in terms of its information value for both the historian and the modeller. The appendices contain copies of the original plans and they, in combination with the photos, should provide the model railroading world with an invaluable source of information for some time to come.

For all the book does, there are some shortcomings. Some photo cropping has been a bit inconsistent, and some sketches of various roof types and building styles have been free-handed rather than utilizing some form of computer imagery.

I would be remiss not to mention such positives as the excellent description of station life which is provided in the chapter, "Working and Living in the Depot". I was especially intrigued by the description of how water had to be shipped in to some locations because of poor or non-existent wells.

Canadian Pacific's Western Depots is a worth-while addition to any rail enthusiast's personal collection. Its breadth and scope are tremendous. Given the demise of branchlines and the new ways of doing business, the book might well be the last and final comprehensive record of CP station architecture in western Canada that will ever be produced. Would that similar treatment might be accorded both CP and CN stations in the east before it is too late.

Canadian Pacific's Western Depots is available from Roundhouse Sales, 6519 - 104 Street, Edmonton, Alberta, Canada, T6H 2L3 (Canadian \$49.95 plus \$3.00 for shipping and handling, Canadian residents add \$3.71 GST). (Reviewed by Philip B. Jago)

Victoria and Sidney Railway: 1892-1919. Darryl E. Muralt, 1992, British Columbia Railway Historical Association, Box 8114, VCPO, Victoria, B.C., V8W 3R8. 236 pages, soft cover, 8½"x11".

The Victoria and Sidney was one of the many small railway companies which existed in Canada prior to the turn of the century. Formed in an era before the rise of the automobile, it provided a vital link carrying both travellers and freight over the 19 miles between the two communities in its corporate title. After the turn of the century, the V&S became an outpost of the Great Northern Railway empire. It was connected to the GN and the main land by a car ferry and barges. For a brief period, the V&S and GN combined to form a through route between Victoria and Vancouver. Following the conclusion of the battle between James Hill and Sir William Van Horne to secure control of the trade of the southern portion of British Columbia in the early 1910s, the line faced difficult times. The Canadian Northern and British Columbia Electric Railways built lines parallel to the V&S while autos, jitneys and trucks appeared on the primitive roads in the region. Cast off by the GN to avoid paying off a large mortgage, the V&S was abandoned in 1919. It is ironic that both Canadian Northern and BC Electric lines, which were completed during the closing years of World War I, both had a much shorter life span than the V&S. All railway service on Vancouver Island's Saanich Peninsula ceased by the mid-1930s.

Author Muralt has produced a definitive history of the V&S. In 1966, the British Columbia Railway Historical Association (BCRHA) published a short history of the line entitled *The Cordwood Limited*. The volume became one of the best selling books ever written on a Canadian railway and has been reprinted several times. The BCRHA sponsored this new work to commemorate the 100th anniversary of the V&S. Mr. Muralt has produced an exceptionally detailed history of the railway which could not be covered in the modest 80 pages of the original edition of *The Cordwood Railway*. Nautical fans will be pleased with the in-depth coverage of steamships, car ferries, tugs and car barges operated as connections to the V&S. The text

is prodigiously footnoted and is supplemented by several handsome maps, a chronology, financial statistics, many photographs, and a comprehensive index.

This 236-page soft-covered book is recommended to anyone with an interest in railways and shipping during the Victorian and Edwardian eras. This book should serve as a model for other authors aspiring to write the histories of the many other small railways which at one time dotted the Canadian landscape.

The **Victoria and Sidney** is available from the Society's "Sales Desk Service" at \$23.95 plus \$3.00 for shipping and handling, plus \$1.89 GST if shipped to a Canadian address. (Reviewed by Douglas N.W. Smith)

The Train-Watcher's Guide to North American Railroads, Second Edition. Compiled by George Drury.

The **Train-Watcher's Guide** was first published in 1984, and was subtitled "Significant facts, figures, and features of over 140 railroads in the U.S., Canada, and Mexico". The softcover book contained a snap-shot of each railroad (railway in Canada), from a brief history to a description of current operations with a map, and included other facts such as number of cars and locomotives, miles of track, reporting marks, locations of principal shops and yards, junctions with other railroads, routes having passenger service, main radio frequencies, and recommended reading. It was not limited to just the Class 1 and Class 2 railroads, but also included major short lines, commuter authorities and terminal companies. While the first edition consisted of 219 pages, the new second edition contains 288 pages, 160 black & white photos, and 10 maps, having been expanded to include the numerous short lines spun off from the major railroads in the last eight years. The author has included all railroads more than 200 miles long or with more than 1,000 freight cars in interchange service. Others have been included at the author's discretion ("included because they are interesting in one way or another"), including the 9-mile COE Rail that has 709 freight cars! Canadian content includes all the major railways and passenger carriers (VIA, STCUM and GO), but leaves out the Devco, Goderich-Exeter, and the Roberval-Saguenay.

New to this edition are sections on the hardware of modern railroads, reporting marks, freight locomotives, the future of railroading, and where to watch trains. Also in this edition are brief biographies of the chief executive of the large U.S. railroads. The book is good reference material, either at home or in your camera bag. George Drury's clear and concise narratives provide a good overview of each subject road, and the references are useful for those seeking further information.

The **Train Watcher's Guide** is available from Kalmbach Publishing for \$14.95 each plus postage and handling by calling 800-533-6644 twenty-four a day, or from major hobby shops. ISBN 0-89024-131-7. (Reviewed by David Stremes)

American Railroad Radio Frequencies, edited by Gary Sturm & Mark Landgraf.

Now part of the Railroad Reference Series from Kalmbach, this book is now in its 12th Edition. This publication lists radio frequencies used by railroad operations, broken down into: Railroads of the US and Canada, Industrial Railroads, Transit Systems, Museums and Tourist Railroads, Railroads outside the US and Canada, and Metropolitan Area Listings. Listings are arranged in alphabetical order by railroad name, showing system-wide frequencies first, followed by listings for cities and yards. The listings for CN and CP are a little different, in that Channel 1 is shown first, followed by each frequency used in numerical order. This makes it difficult to find any other system-wide frequencies (1-8 generally on CN, and 1-22 on CP). Formatting of the information itself could be improved by having the section name printed along the bottom of each page, to make looking for a particular section easier when thumbing through the book. Also, listings for cities/yards could be improved by having the state/province either highlighted, or placed before the city name and not after. One new feature that is nice to see is a system map of the larger US railroads showing the main-lines and the radio frequency the crews use on that territory. Overall, this book is a useful addition to your library if you travel into the United States, and other countries such as Mexico, Australia, Britain, Germany, Ireland, New Zealand and Sweden.

The **American Railroad Radio Frequencies** is available from Kalmbach Publishing for \$16.95 each or from major hobby shops. ISBN 0-89024-161-9. (Reviewed by David Stremes)

The Bayview Boost "Getting Ready for the big show" By DON GROVE



Photo courtesy of Hamilton Library

Some times the camera can fool you. Take for instance this "action" shot of Canadian National Consolidation (2-8-0) No. 2369 assisting Mike 3474 through Bayview, Ontario, with a short freight to London.

Under normal circumstances, the 3474 should have enough horses to hustle its tonnage along without any circumstances. Topography, in the form of the Niagara Escarpment, means, however, that an assist is required for the gruelling climb up the Dundas Hill from Bayview. Hence the 2369 in "pilot" service.

To the casual observer, both engines are working hard and this is one of those classic photos of steam and hot steel in all their glory. For the experienced veteran, however, this is all show and "no go".

Let me explain. Despite the shot gun exhausts of both engines, neither is working hard. At this point, mileage 37.32 of the Oakville Subdivision where trains chose between continuing on to Hamilton and the Niagara Falls as opposed to bearing hard right for London and Sarnia over the Dundas Sub., both engines are drifting with their blowers on full to build up steam!

Because of the sharp curve, track speed is only 10 mph. The tail

end of the train is on a down grade from Aldershot and is pushing the engines around the corner. The engineers will not therefore be able to start working steam for quite some time because of the train pushing and the slow speed. In fact, the engineer may have to use the engine brake to keep the speed down to 10 mph, lest the Aldershot descent become too rushed.

Anyway, an interesting study in steam and steam photography. Things aren't always what they seem to be -especially to the non-railroader.

For the record, the 2369 was built by the Canada Locomotive Works in 1916 for the erstwhile Canadian Government Railways and was scrapped in 1954. The 3474 came from Montreal, built for Grand Trunk in 1913. It survived through to 1957. Bayview Tower in the rear has long since disappeared, a victim of centralized traffic control and the radio. You can still catch the show at Bayview Junction, however. And they still drift tonnage around that curve - perhaps in not as spectacular a fashion but all the same still testing the hogger's skill with a brake valve. ☺

A SELECTION OF PASSENGER CONSISTS

20 August 93
VIA #2 - "Canadian"
at Jasper, Alberta

F40PH-2 6405
F40PH-2 6455
Baggage 8605
Coach 8120
Coach 8117
Skyline 8515
Coach 8124
Skyline 8509
Sleeper "Christie Manor"
Sleeper "Blair Manor"
Sleeper "Bayfield Manor"
Sleeper "Cameron Manor"
Sleeper "Wolfe Manor"
Sleeper "Abbott Manor"
Diner "Fairholme"
Sleeper "Mackenzie Manor"
Sleeper "Craig Manor"
Sleeper "Osler Manor"

31 August 93
Amtrak #68 - "Adirondack"
at Montreal, Quebec

F40PH 360
Snack Coach 28303
Coach 21181
Coach 21130
Coach 21272

20 August 93
"Rocky Mountaineer"
at Jasper, Alberta

B36-7 7498 (GCRC)
Baggage 9488
Coach 5706
Coach 5722
Coach 5716

22 August 93
ONR #423 - "Polar Bear"
at Fraserdale, Ontario

GP9 1605
GP9 1602
SGU 200
Coach 832
Coach 834
Coach 835
Coach 833
Coach 830
Coach/Lunch Car 1405
Diner 1409
Diner 1407
Coach 852
Coach 856
Coach 841
Coach 857
Coach/Cafe-Lounge 1410

30 August 93
VIA #12 - "Atlantic"
at Montreal, Quebec

F40PH-2 6434
F40PH-2 6431
Baggage 8622
Coach 8139
Coach 8138
Skyline 8501
Coach 8108
Coach 8103
Diner "Kent"
Sleeper "Chateau Laval"
Sleeper "Chateau Lasalle"
Sleeper "Chateau Lemoyne"
Sleeper "Chateau Lauzon"
Sleeper "Chateau Closse"
Dome-Obs. "Banff Park"

30 August 93
VIA #16 - "Chaleur"
at Montreal, Quebec

F40PH-2 6428
Baggage 8613
Coach 8113
Coach 8101
Skyline 8505
Sleeper "Chateau Roberval"
Sleeper "Chateau Viger"

9 September 93
VIA #75 - "Erie"
at Paris, Ontario

F40PH-2 6438
Baggage 8621
LRC Clubs 3473, 3458, 3470
LRC Coaches 3361, 3302,
3346 and 3321

(Thanks to Stéphane Bisson, Tom Box, James Gamble, Rev. Bryan Girling and John Godfrey)

Along the Right of Way



SALE COMPLETED:

CN's Kapuskasing Subdivision between Cochrane and Hearst, as well as the 22-mile spur from Hearst to Calstock (former Pagwa Sub.), were turned over to the Ontario Northland Railway at 00:01 on August 15. Final CN runs were on August 13 when Train 409 (Cochrane-Kapuskasing-Cochrane) arrived in Cochrane at 16:00 with GP9u Nos. 4034 and 4028, 27 cars and caboose 79500 (both units were moved to Senneterre on the tail end of VIA Train 144 on August 15); and Train 404 (Hearst-Kapuskasing-Hearst) arrived at Hearst at 17:00 with GP9u Nos. 4036 and 4026, 18 cars and caboose 79713 (both units were moved by ONR to North Bay the week of August 15). The line now regularly sees ONR GP38-2 Nos. 1800-1809.

SPECIAL MOVES:

On August 15, a special train operated between Toronto and Sarnia, powered with SD40u 6007, handling half of the tunnel boring machine "Excalibore", along with business cars "Coureur des Bois" and "Sandford Fleming". The second half of the tunnel boring machine was moved on August 22, with the same unit and business cars.

TUNNEL TESTS:

Concrete chipping has been carried out in the Sarnia-Port Huron Tunnel to increase clearances. In mid-August, a special test train was operated, using SD60F 5530, a 678000-series well car and FRA caboose 78132, to test measurements. The increased clearances now allow all CN diesels to operate through the tunnel.

TO THE RESCUE:

On August 8, the southbound "Northlander", powered by Ontario Northland FP7A 1501, failed on the Baia Sub. Following CN Train 216 pushed the "Northlander" from Pefferlaw to Zephyr where GP40-2L(W) 9454 was removed and hauled the 1501 and its consist to Toronto.

WASHOUT DAMAGE COSTLY:

On August 22, Train 211 encountered a washout near Fairmount, Saskatchewan (mile 9 of the Oyen Sub.). SD60F 5514 and SD40 5178 and six intermodal cars derailed. No. 5514 burned for some 4½ hours and is deemed to be a write-off, the first of CN's 64 SD60F units to meet such a fate.

FAMILY DAYS:

August 29 was family day at Macmillan yard in Toronto. Present for the event were SD40u 6007, GP38-2m 7530 and YBU-4m 526, the latter pair giving remote control demonstrations. On September 11, SD40u 6006, plus the 7530 and 526 were displayed at Moncton. Also on September 11, SD40u 6001 and GP40-2(W) 9669 (ex-GO 701) were displayed in Niagara Falls, and on September 12, Dash 8-40CM 2405 was displayed at Saskatoon.

TRACK RENEWAL TRAIN LEASED OUT:

On August 30, a track renewal train departed Montreal for Stamford, Connecticut, for lease to Metro North Commuter Railroad. The train included CN 50550 (P811 Track Renewal Machine), 54854 (Spike Puller), 664514 and 664523 (flat - gantry), 59140 (tool car - former baggage car 9171), 52128 (tool car - former box car 530826) and 43097 (bunk and kitchen - former gondola 162192).

SERVICED RESUMED:

The first phase in the renovation of the 17-mile Montreal to Deux Montagnes (Quebec) electric commuter line necessitate the total withdrawal of service from July 3 to August 29. During that period lining work was carried out in Mont Royal Tunnel, storm sewers and new platforms were installed at Mont Royal and Portal Heights stations, continuous welded rail, ties and new ballast were installed on all of the line except in the Mont Royal tunnel (the first seven miles are double tracked), new bridges were installed over Grenet Street which was previously a streetcar right-of-way, plus other activities.

Rush hour service was reinstated on August 30 with full daily service scheduled to resume on September 20. The evening rush hour service on August 30 was interrupted when train 911 traversed the loop track west of Val Royal station and snagged some recently modified catenary, tearing off both pantographs on GE boxcab 6712 and one pantograph on sister 6711. The result was blown circuits and lengthy delays for

trains enroute until repairs could be effected.

After the eight-week shutdown, oxidizing of the power wire was a problem. During the first week of resumed service, to remove the oxidizing, a special movement from Montreal to Deux Montagnes included a CN 7000-series GP9RM unit and ten boxcab electrics! (Anyone have a photo?) Also during the first week of service several trains were powered by three electric units. One combination included English Electrics 6716, 6722 and 6723; another included steeplecabs 6725, 6726 and 6727.

On August 9, CANAC International released a tender call for the supply of engineering and material required for the construction of a new CTC Signal Control System for the line. Tenders close on September 20. (John Godfrey and The Gazette, 09/08/93)

BRIDGE DECK REPLACEMENT CAUSES DETOURS:

The replacement of the deck on the bridge at mile 34 (near Paris West) of the Dundas Sub. was scheduled in a 76-hour work block commencing September 13. At press time, five CN freight trains in each direction each day were scheduled to be operated over CP lines from Toronto Union Station to Woodstock, with crew changes to take place at Toronto Union Station. Some VIA trains and some CN freights were scheduled to operate over the Guelph Sub. via Stratford, while other VIA trains were to be annulled.



PICNIC TRAIN:

On July 24, GP38AC 3011 hauled former CP coach 1700 on three picnic trips between Coquitlam and Second Narrows, B.C. Coach 1700 was built in 1938 as a smoker car and completed her CP career in Montreal commuter service, latterly numbered 840. The coach was acquired by the Montreal Urban Community Transportation Commission in 1982 and was used infrequently. It was acquired by the Cranbrook Railway Museum in 1990 and has been restored to its maroon livery. (John Cowan)

RIGHT-OF-WAY PURCHASED:

The sale of CP's Carleton Place Sub. between Carleton Place and Nepean to the Regional Municipality of Ottawa Carleton for a future transportation corridor was completed on July 29. The line was abandoned in January 1990, soon after the passage of VIA Rail's last "Canadian", and all rail was subsequently lifted between Carleton Place and the Moodle Drive crossing in Nepean. (John Clark)

FRIDAY, THE 13TH ACCIDENT:

GP38-2s 3060 and 3061 hit a grader on the St. Benedict turn out of Sutherland, Saskatchewan, on August 13, derailing both units. The units were rerailed and moved to Moose Jaw for temporary repairs and then were moved to Weston Shops in Winnipeg for completion of repairs. (Bruce Chapman)

DERAILMENT FOILS PLANS:

Also on August 13, CSXT C40-8 7604 and GP40 6671 (second and third units) and the lead 19 cars of CSXT Buffalo to Detroit Train 321 derailed as it exited the Windsor-Detroit Tunnel (mile 227 of CN's Caso Sub. in Detroit), apparently due to misaligned track, blocking the tunnel route for some 24 hours.

Stuck behind the derailment was CP Train 502 which included upgraded SD40s 5514 and 5517, both in the dual flag livery, enroute to Toronto's family days. SD40 5401 and an ex-Norfolk Southern SD40-2 (5475-series) were utilized instead. (Bruce Chapman and Clive Spate)

GONE NORTH:

CP's "Steam Train", utilized for 'cooking' weeds, was delivered to the Burlington Northern in New Westminster on July 12 for movement to Seattle, Washington, from shipment by barge to the Alaska Railroad in Whittier. Equipment shipped included CP 301623 (control car), CP 422000 (applicator car), CP 400901 (ex-VIA/CN steam generator unit) and CP 421322 (water car). At press time, the train had returned to Vancouver.

V.I.P. SPECIAL:

On August 6, a special passenger train "overnighted" at Kamloops, British Columbia, while en route to Vancouver. Behind freshly repainted SD40-2F No. 9000 were caboose 434728, and Business Cars "Shaughnessy", "Van Horne" and "Assiniboine". (Rick Bennett)

SHOO FLY CONSTRUCTED:

To accommodate various work activities related to bringing GO Transit trains into the former TH&B Hunter Street station in Hamilton, Ontario, CP Rail System has constructed a shoo fly from the tunnel mouth at Hunter Street south through the former coach yard which rejoins the main line at a point half way between the Hagersville Sub. diamond and the east platform crossovers. The shoo fly will allow for station structural renovations which include waterproofing, rubber padding, soundproofing, platform work, signals, etc. The tunnel will also be lowered 18 inches and double tracked. GO Transit has requested triple track from Hamilton to Hamilton Jct. which will involve 27 switch machines and 54 signals. (Adrian Telizyn)

REMOVAL OF "WIGWAG" SIGNALS END OF AN ERA:

On May 6, the last wigwag crossing signal to operate in Canada was removed from active service. The distinction fell to a signal located at mileage 16.7 of the M&O Subdivision (Quebec). The signal was manufactured by Union Switch and Signal in 1925 and had been in service since April 3, 1929. The signal will be preserved at the West Coast Railway Museum in Coquitlam, British Columbia. (CP Rail System, The Semaphore, August 1993)

CITY COUNCIL VOTES AGAINST RAIL MERGER:

Ottawa City Council voted on August 28 to protest an application by Canadian Pacific Ltd. to close its Chalk River Sub. and merge its operations with CN in the Ottawa Valley. Council said approval of the merger by the National Transportation Agency should be conditional on grade separations being constructed at McCarthy and Conroy Roads in Ottawa because of the "excessive length of time both roadways become blocked, particularly during peak hours." The NTA has until December 11 to decide on the application. (The News, 08/09/93, thanks to Bill Williams, Sr.)

LEASED OUT:

In early-August, CP's Track Geometry Train (Track Evaluation Car 64, Accommodation Car 65, and Tool Car 424994) was leased to Metra, Chicago's commuter railroad, for testing. (Ken Lanovich)

TO 'STEAMTOWN':

SD40-2F 9000 and one-of-a-kind RSD-17 8921, along with Mechanical Test Car No. 66, were scheduled to be present for Steam National Historic Site's railfan weekend (September 17-19).



CP SD40-2F 9000 displays the recently applied 'Dual Flag' paint scheme as it arrives at Red Deer, Alberta, on August 11, 1993. Photo by David Thomson.



TRAGIC CROSSING ACCIDENT:

On September 4, VIA Train 88 - "International" (Chicago-Toronto) collided with a automobile at an unprotected crossing near Shakespeare, Ontario (Mile 82 of CN's Guelph Sub.), killing the six occupants of the automobile. Nobody on the four Amtrak cars, powered by VIA F40PH-2 6443, was injured. Might the national coverage accorded this tragic accident awaken motorists to the dangers at level crossings?

ELSEWHERE

AMTRAK SERVICES IN CANADA ADJUSTED:

Effective October 31, Amtrak's northbound "Adirondack" will depart New York City daily except Sunday at 07:15 with arrival in Montreal at 17:00, some three hours earlier than the current schedule. Sunday's northbound trip will depart New York City at 10:25 and arrive in Montreal at 20:05, identical to the current daily schedule. The daily except Sunday departure from Montreal will be at 10:55, one hour later than the current schedule, while the Sunday 12:40 departure is unchanged.

The schedule for the Toronto to Chicago "International" will be lengthened by 35 minutes daily except Sunday, and by 22 minutes on Sunday with earlier departures from Toronto. Overall time for the Chicago to Toronto run will remain essentially unchanged.

The current schedule for the New York to Toronto "Maple Leaf" will remain virtually unchanged. (Elbert Simon, Jr.)

FIRST SLEEPER DELIVERED:

Amtrak Superliner Sleeper 32072, the first of 140 cars being constructed by Bombardier, was delivered to Amtrak at Palmer, Massachusetts, on August 23. The cars are constructed at La Pocatière, Quebec, and completed at Barre, Vermont. The completed cars are moved over the Washington County and Central Vermont Railroads to Palmer where they are picked up by an Amtrak crew and delivered to Albany. At Albany, each new car is added to the "Lakeshore" for delivery to Chicago. (Elbert Simon, Jr.)

STREETCAR CENTENNIAL:

September 1993 marked the 100th anniversary of the inauguration of electric streetcar operations in Kingston, Ontario. In 1893, the horse drawn Kingston Street Railway was renamed the Kingston, Portsmouth and Cataract Street Railway with electric operation introduced in September 1893. Service was expanded until the network totalled a peak of eight miles. The line was renamed the Kingston, Portsmouth and Cataract Electric Railway in 1897.

In March 1930, a fire broke out in the carpenter's shop of the car house, destroying the facility and 20 streetcars. Only a closed car, a work car and a sweeper were saved. The City of Kingston made a deal with Colonial Coach Lines to operate a temporary bus service and consideration was given to purchasing 10 steel cars, however, their cost and line refurbishment were considered prohibitive. In turn a contract was signed with Kingston City Coach Lines, a subsidiary of Colonial, and they operated a bus service until July 1962 when the City PUC took over. (Kingston Rail)

TOURIST TRAIN PLANNED FOR GUELPH:

If a group advocating a tourist train gets the City of Guelph's cooperation and is successful in arranging financing, a tourist train could be operating between Campbellville and Guelph as early as the summer of 1994. Bill Coe, owner of former VIA FPA-2u 6758 and FPA-4 6764, and 12 assorted former VIA cars, hopes to sell the equipment to the Guelph Historical Railway Association, who want to run train service on City of Guelph-owned track. The line is leased to CP Rail System.

Long term viability for the new operation would come from taking over the freight service CP presently operates. (The Guelph Tribune, 01/09/93, thanks to George Horner)

CELEBRATION MARKS 110TH BIRTHDAY:

On August 15, the South Simcoe Railway celebrated former CP 4-4-0 No. 136's 110th birthday. No. 136 was built by Rogers Locomotive Works in Paterson, New Jersey, in August 1883 as CPR No. 140, was renumbered 115 in September 1912, and 136 in August 1913. No. 136 finished her long career with CP on a triple-headed excursion from Toronto to Orangeville on May 1, 1960 (with ten-wheelers 815 and 1057), after some eight years of service on the Noron-Chipman, NB, branch. Commencing in June 1973, No. 136 was utilized in the filming of the CBC-TV mini-series "The National Dream", with filming in Ontario, Alberta and British Columbia. And in 1992, No. 136 introduced steam excursion service to the South Simcoe Railway between Tottenham and Beeton, Ontario. (The Injector, September 1993)

MUSEUM RECEIVES HERITAGE AWARD:

The Canadian Museum of Rail Travel in Cranbrook, British Columbia, has been awarded the prestigious Heritage Canada Achievement Award, presented jointly by the Heritage Canada Foundation and the Heritage Society of British Columbia. The award recognizes the museum's growing national significance. The centrepiece, the 1929 "Trans Canada Limited", is recognized as unique among railway museums in the world. The efforts to complete other train sets in their entirety is a theme that is not duplicated and deserves recognition in itself. (Heritage Canada via WCRA News) ☐

Motive Power and Equipment Scene

Our thanks to Jacques Beaubien Jr., Stéphane Bisson, Paul Bown, Bruce Chapman, John Godfrey, Mervyn Green, George Horner, Ken Lanovich, Roland Legault, George Pearce, Mark Perry, Ian Platt, Ivan Smith, Shawn Smith, Roger Snape, Dale Whitmee, The Injector, Kingston Rail and VIA Latest News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the **Canadian Trackside Guide 1993**, eg. (p1-44).



CN REMANUFACTURED UNITS FROM AMF:

- GP9RM 'mother' 7274 (nee 4213, serial A1247) and GP9 Slug 274 (nee 4422, serial A665) were released on August 31 and assigned to Montreal for maintenance.

RETIRED:

- On July 28: (p1-12) CN RS-18 3684 (donated to Canadian Railway Museum, St-Constant, Quebec); (p1-14, 1-15) GP9 Nos. 4289, 4459, 4467, 4520 and 4585 (all for the rebuild program);
- On August 28: (p1-7) CN SW1200RS 1384 (accident); (p1-9) C-630M Nos. 2004 and 2043 (failures); (p1-15) GP9 Nos. 4452, 4466 and 4470 (all for the rebuild program);
- Date not known: (p1-13) GTW GP9 4136.

SOLD:

- (p1-27) GTW SW1200 7019 has been sold to Railway Equipment Corporation. Prior to shipment, 7019 was repainted yellow and relettered RECC.

CN STORED SERVICEABLE:

- RSC-14 1754, 1757, 1758, 1760, 1764 and 1765 (at Moncton);
- GMD1 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay);
- C-630M 2003, 2015, 2016, 2022, 2028, 2029, 2032, 2034, 2035 and 2039 (at Moncton).

CN STORED UNSERVICEABLE (* added since last issue):

- RS-18 3627, 3675 and 3842;
- GP9 4290 (for rebuild program - retirement pending);
- SD60F 5514* (burned in washout accident at Fairmount, Saskatchewan, on August 22);
- GP40-2L(W) 9427* (burned in derailment at Hornepayne, Ontario, on June 30 - to be forwarded to Transcona Shops in Winnipeg for evaluation, but still in Hornepayne at press time).

SPECIAL PAINT SCHEME:

GTW GP38-2 5856 has been repainted in GT blue with Operation Lifesaver decals.



Freshly painted GTW GP38-2 5856 at Dolton, Illinois, on August 29, 1993. The arm of the crossing gate below the Operation Lifesaver logo is obscured by the handrail. Photo by Kenneth Lanovich.

STEEL CABOOSE MOVES:

- 79184 (CN's first steel caboose) has been placed on a short length of track in Hornepayne, Ontario, for use as a tourist information booth;
- 79422 sold to a private individual in Saint-Philippe de Laprairie, Quebec (No. 79743 was previously delivered to the same individual);
- 79768 and 79855 delivered to a private individual at Kamloops for movement to Chase, B.C. (Nos. 79411, 79537 and 79547 were previously delivered to the same individual);
- Transfer caboose 76517 has been added to the Cochrane Railway and Pioneer Museum in Cochrane, Ontario.

SOLD FOR SCRAP:

- Sixteen retired units have been sold to Sidbec-Feruni in Contrecoeur, Quebec, for scrap, although movement to the scrapper will be at a later date. Included are S-13s 111, 119, 301, 304, 308 and 309; S-3 Slug 356; C-630Ms 2004, 2026, 2027 and 2043; M-636 2336; F7Au's 9151, 9160 and 9176; F7Bu 9198.

EQUIPMENT CONVERSIONS:

The Belleville (Ontario) roundhouse staff has converted former Car-Go-Rail transport 9503 for service by the masonry gang, renumbered 72026. Also rebuilt for use by the steel gang is a similar car (former identity unknown) that is now numbered 75107. In addition, car 15002, ex-VIA, nee CN 'CAPE PORCUPINE', which had been set aside for possible conversion into a Track Geometry car, has also been modified at Belleville for use with rail grinding trains. Some changes have been made to the interior, but the exterior remains the same.

STARTUP IMMINENT:

At press time, the takeover of CN's lines between Truro and Sydney, Nova Scotia, by RailTex was expected to take place in October. The railway, to be named the Cape Breton & Central Nova Scotia Railway, is expected to purchase CN C-630M Nos. 2003, 2015, 2016, 2029, 2035 and 2039, and CN RS-18 Nos. 3675 and 3842, all stored in Moncton. As well, RailTex plans to lease four CN RSC-14 units (1750-series).



RELEASED:

- CN GP9RM 'mother' 7274 and GP9 slug 274 (see above);
- CN SW1200RS 1388 repainted;
- CN GP9RM 4027 and SD40u 6002 after repairs;
- CN steplecab electrics 6725 and 6726 after cab upgrades and truck overhauls;
- Helm (nee UP) SD40 Nos. 3006, 3093 and 3120 after repairs - all leased to CP Rail System;
- Copper Basin Railway GP38-2 Nos. 501 and 502 (nee Kennecott Copper 791 and 796) after having their extended height cab and short hood 'standardized', plus engine and truck overhauls - both shipped in mid-September;
- Former CN SW900 7939, sold to Fletcher Challenge for service at Elk Falls on Vancouver Island, received roller bearings and new paint and retains number 7939 (it was previously reported that the unit would be renumbered 1234). No. 7939 went west on CN on September 10.

WORK IN PROGRESS OR PENDING at press time:

- CN SW1200RS 1362 for fire damage repairs;
- CN SW1200RS 1371, GP9RM 4028 and 7022, GP40-2L(W) 9553, and SD40u 6004 and 6009 for repairs;
- CN SW1200RS 1396 for repainting;
- Eurocan Pulp & Paper's SW1200RS 1365 (nee CN 1365) from Kitimat, B.C., for generator repairs;
- 12 CN GP9 units in various stages of being remanufactured into 'Mothers' 7275-7280 and Slugs 275-281;
- Abitibi-Price's former CN SW1200RS 1254 undergoing an air brake upgrade and various modifications, plus receiving new paint;
- Canac International's former CN SW1200RS 1303, and SW900s 7909 and 7920 undergoing repairs and/or modifications;
- 14 Helm Leasing SD40 units that arrived in June for various repairs. Included are Nos. 3007, 3010, 3023, 3064, 4057 [ex-3057], 4060 [ex-3060], 4061 [ex-3061], 4062 [ex-3062], and 4066 [ex-3066] - all nee

Missouri Pacific; and Nos. 3015, 3060, 3066, 3087 and 3099 - all nee Union Pacific;

- Quebec North Shore & Labrador SD40-2 226, 230, 231, 244, 252 and 264 arrived by boat in June for major overhauls which will see the installation of a Woodward microprocessor and cab and short hood upgrades. Sisters 232, 233, 239 and 240 will follow in the fall;
- Helm Leasing's former CSXT GP38-2 2597 arrived in June, followed by sister 2581 in September, for engine and truck repairs for service on Southern Pacific (another 26 sisters [2580, 2582-2595 and 2598-2608] will follow - units to be renumbered SP 150-177);
- Helm Leasing's former CSXT GP40 Nos. 6536, 6728, 6731, 6769, 6787 and 6817 to be upgraded to Kansas City Southern Dash-2 specifications. An additional six GP40 units [CSXT 6514, 6520, 6748, 6768 and 6791, plus UP 882 {ex-CR 3031; nee CNW 5519}] will follow;
- Quebec Iron & Titanium GP9 Nos. 27 and 38 to be upgraded to the equivalent of CN's GP9RM units.



UNITS STORED SERVICEABLE (* added since last issue):

- CP GP9u 1558, 1560, 1566, 1576, 1603 and 1633;
- CP GP35 5006, 5008, 5010-5013;
- D&H RS-11 5009;
- D&H RS-36 5022 and 5023;
- CP SW8 6700, 6701 and 6708;
- CP SW900 6712, 6719 and 6720;
- CP RS-23 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044;
- CP SW1200RS 8110*, 8122*, 8124, 8128*, 8129 and 8166*.

UNITS STORED UNSERVICEABLE (* added since last issue):

- CP GP7u 1500 (accident);
- CP GP9u 1517 (accident) and 1618*;
- CP RS-18 1827 and 1863 (accidents);
- CP GP35 5007 and 5009 (accidents);
- CP SD40 5501, 5509 and 5559 (rebuild program);
- CP RS-23 8018, 8020, 8022, 8030, 8032 and 8039 (failures);
- CP SW1200RS 8160 (fire);
- SOO SW1200 322*, 325*, 328*, 1207*, 1209*, 1211*, 1213*, 1220-1222*, 2122* and 2126*;
- SOO GP9 404*, 405*, 412*, 2404*, 2412*, 2551*, 2555*, 4228-4230*;
- SOO GP40 2015, 2025, 2033, 2035, 2045, 2046 and 2066;
- SOO SW9 2112-2115*, 2117* and 2119*;
- SOO GP38-2 4440* and 4507* (accidents).

RETIRED: (p1-53, 1-54)

- On August 13: M-636 4702.
- On September 2: C-630M 4501; M-630M 4565 and 4569; M-636 4703 and 4733;
- On September 14: M-636 4705.

TRANSFERRED:

- SW1200RS 1271 and 1272 from Toronto to Montreal;
- GP9u 1602 and SW900 'daughter' 6713 from Montreal to Toronto;
- GP35 5004 and 5005 (5005 recently returned to service) from Coquitlam to Alyth (Calgary);
- SW1200RS 8119 from Montreal to Toronto.

LEASED:

- Helm Leasing (nee Union Pacific) SD40 Nos. 3006, 3093 and 3120 have been leased after repairs at AMF. More will follow after repairs at AMF.

IN ARGUMENT:

- GP9u 1556 arrived at Weston Shops on a flat car on August 30 after a mishap in Moose Jaw, with its trucks on another flatcar.

ROLLING STOCK SCRAPPED:

- (p8-5) CP snowplows 400633 and 401032 were scrapped on August 30 at Kentville, Nova Scotia. Both plows were first burnt under the supervision of the Kentville Volunteer Fire Department in order to make it easier to cut up the metal remains. At the same time, retired caboose 437496 (built in September 1954) and work service boxcar 404800 (built in 1929) received similar treatment. The scrapplings will permit the lifting of the yard at Kentville, due to take place in September.



HEP-1 PROGRAM UPDATE:

- Between early-August and press time, the rebuild of four additional former CP Rail stainless steel cars in the HEP-1 contract was completed by AMF (145 of 157 planned conversions are completed). Released were: "Chateau" sleepers Argenson (8201), Joliet (8210) and Malsonneuve (8217); and Baggage 8615 (series complete).
- Undergoing rebuild at AMF at press time were the following 12 cars: "Chateau" sleepers Brule (8203), Cadillac (8204), Denonville (8206) and Dollard (8207); "Manor" sleepers Amherst (8303), Cornwall (8317), Dunsuir (8324), Hearne (8329), Macdonald (8334) and Sherwood (8339); Dome-Observations "Kokanee Park" (8707) and "Laurentide Park" (8709).

SPECIAL MOVE:

On August 12, CN operated a special train to move 10 VIA coaches from Septa Rail in Coteau, Quebec, to AMF in Montreal. The 10 coaches were former US-owned stainless steel cars partially converted to Head-End-Power prior to Septa seeking bankruptcy protection in the spring of 1993. AMF has been awarded a contract to complete the HEP-1 program conversions. Moved were Nos. 8130, 8131, 8134, 8135, 8137, 8140, 8142, 8143, 8145 and 8146.

ACQUIRED FOR HEP-2 PROGRAM:

Amtrak coach 4430, built by Budd in 1954 as Southern Pacific 2367, has been acquired for the HEP-2 (Southwestern Ontario) program.

LRC-1 REFURBISHING CANCELLED:

VIA's plans to refurbish and convert 10 first generation LRC coaches to make them compatible with the other 100 cars in the LRC fleet have been cancelled. The cars were expected to be assigned to the Montreal-Ottawa-Toronto triangle by 1995 after being brought up to current LRC-fleet standards. The cars were last used on the shared VIA-Amtrak "International" between Toronto and Chicago. The equipment became available for the refurbishing program in March 1993 following an agreement with Amtrak whereby Amtrak supplies all the cars for the "International" and VIA supplies the locomotive. The 10 cars were built in 1980 and operated as Amtrak Nos. 40-49 for two years.

CONTRACTED REPAIRS:

- RDC-1 6135, damaged in an encounter with a logging truck at Mud Bay, B.C., on July 12, has been moved to the Ontario Northland shops in North Bay, Ontario, for repairs. It was initially sent to BC Rail in North Vancouver for repairs, however, the five-week BC Rail strike nixed those plans.
- With No. 6135 out for repairs, sisters 6133 and 6148 maintained 'E&N' service until No. 6148 collided with a fallen tree on a curve near Ladysmith on August 23, resulting in the lead truck being derailed. While damage repairs were carried out by CP at Victoria, No. 6133 was left to maintain service, resulting in several passengers being turned away because of lack of seats.

SOLD:

Dayliner 5737 has been sold to a private individual and will be shipped from Halifax to Joffre (Quebec).

STRIPPED CARS MOVED:

In mid-September, 13 former US-owned stainless steel cars that had been stripped in Halifax were moved in a CN freight to Montreal for the HEP-2 rebuild program. Included were Nos. 137, 138, 145, 147, 150, 153, 154, 158, 159, 172, 173, 174 and 179.

Included in the move was Dome-Observation "Algonquin Park" that had been in Halifax for training purposes. ["Algonquin Park", along with "Riding Mountain Park" and "Sibley Park", are not part of the current rebuild programs]

BACK HOME:

After being at Ontario Northland's North Bay shops since November 1992, VIA's retired SW1000 No. 201 was returned to the Toronto Maintenance Centre in late-August.



LAST OF CLASS LEAVES PROPERTY:

C-425 Nos. 802 and 811 departed North Vancouver in late-August, enroute to the Mohawk, Adirondack & Northern Railroad. Their departure had been delayed by the five-week BC Rail strike. Sisters 803-806 were previously acquired by the MA&N.

ELSEWHERE

GOING NORTH:

Recently two MP15 units arrived at Canada Allied Diesel (a.k.a. Century Locomotive Parts) in Lachine, Quebec, lettered ARR Nos. 1 and 2. The units were delivered on joint Conrail/CN train 325 from Selkirk, New York. In mid-August, No. 1 was turned out as Alaska Railroad 1553 and delivered to CN's Taschereau Yard in Montreal for wheel work. The unit was shipped to Prince Rupert in late-August. At press time, the former identity of No. 1553 had not been ascertained.

ON THE INDUSTRIAL SCENE

RELOCATED:

- (p2-6) Dow Chemicals S-6 No. 1001 (Alco serial 82281, built 11/56 as SP 1079) was moved from Fort Saskatchewan, Alberta, to the Dow Chemical plant in Sarnia, Ontario, in early September. Prior to its arrival, the plant was switched by CSXT. Sister S-6 1002, damaged in a runaway several years ago, has been scrapped, as has former Burlington Northern RS-11 4195 which was acquired for parts.

SCRAPPED:

(p2-6) Esso Agricultural Chemical's S-2 No. 902 (nee Northern Pacific No. 113) has been scrapped. S-2 Nos. 901 and 903, and former CN SW900 No. 404 are in service.

NAME CHANGES:

- (p2-6) Procter and Gamble Cellulose at Grande Prairie, Alberta, is now Weyerhaeuser Canada (switching provided by SW9 No. 136);
- Dome Petroleum at Kaybob, Alberta, is now Amoco Canada Petroleum Co. (switching provided by GMDH1 No. 3);
- Canterra Energy at Ram River, Alberta, is now Husky Oil (home to C-415 Nos. 4010 [unserviceable] and 4011).

REBUILD CANCELLED:

(p2-9) Plans to rebuild Greater Winnipeg Water District's Mack Model AS Railbus No. 31, severely damaged in a collision with a truck in Hadashville, Manitoba, in September 1991, have been cancelled. When the GWWDD started to rebuild the 65-year-old car, it was found that the trucks and undercarriage needed replacement. The costs involved and the availability of replacement parts resulted in the decision to not complete the rebuild.

POWER FOR FREIGHT OPERATION:

On August 18, Ontario Southland's former TH&B NW2 No. 51 (EMD Serial 5703, built 1947 as TH&B's first diesel) was moved from storage at CP's Agincourt Yard in Toronto to St. Thomas. No. 51, still in full TH&B livery, will be utilized in freight service to be offered between Port Stanley and St. Thomas over the Port Stanley Terminal Rail.

IN FOR WHEEL WORK:

- (p2-20) Sidbec-Feruni (Contrecoeur, Quebec) SW900 No. 411 (ex-CN 7936:2, nee CN 7236:1) was moved to CN's Taschereau Yard in Montreal in August for wheel work. No. 411, still carrying CN markings and the number 7936, was believed to have been scrapped, the fate of most units that pass through Sidbec-Feruni's gates.

ON THE PRESERVED SCENE

SLEEPERS AVAILABLE FOR CHARTER:

In the July-August Branchline, the sales of VIA '10-6' sleepers "Naiscoot River" and "Clearwater River" to Roger Longpré were reported. The cars were sold to Alain and Richard Longpré and are stored serviceable at Atelier Montreal Facility. Both are available for charter.

SCRAPPED:

(p3-18) Former Toronto Transit Commission PCCs 4339 and 4352, stored on flatbed trucks at B.C. Transit storage in Richmond, B.C., were scrapped by National Metal of Richmond in August and July respectively. Both cars, built for the TTC by CC&F/St. Louis in 1947, migrated west in 1991.

PRESERVED:

- (p10-11) Central Western Railway coach #5, nee CN 5128, has been put on display in Telegraph Park in Hay Lakes, Alberta;
- (p10-11) Central Western Railway's former CP sleeper "ROSEMERE" now serves as an office for "Youth with a Mission - Canada" in Winfield, B.C.

CABOOSE CHANGES:

- (p3-23) Former CN caboose 79146, owned by the Canadian Northern Society, has been moved from Big Valley to Stettler, Alberta, for service on the Alberta Prairie Railway Excursions;

- (p3-33) Former CN caboose 78941, acquired by the Alberta Prairie Railway Excursions in 1992, has been scrapped as repairs were deemed uneconomic.

HISTORIC ADDITION:

(p2-9, 3-39) Winnipeg Hydro Mack Model AC railtruck No. B-1, previously stored at Pointe du Bois, Manitoba, for the Midwestern Rail Society, has been moved to VIA's Union Station train shed in Winnipeg and placed on display with former CP 4-4-0 "Countess of Dufferin".

CABOOSE 'DISCOVERED' - MANNEQUIN MISSING:

Not previously reported is former Algoma Central wood caboose 9511 displayed on Havilland Shores Drive in Sault Ste. Marie. A feature of the display is a mannequin named Willy that was stolen over the summer. Willy is about five feet tall and was wearing stripped overalls, a white turtleneck, red kerchief and an ACR conductor's hat. Anyone knowing of Willy's whereabouts please call (705) 253-6792 or (705) 649-2833.

RELOCATED:

(p3-48) Former CN wooden caboose 78188 has been moved from Doon Heritage Cross Roads in Kitchener, Ontario, to Trenton where it will be utilized as a tourist information booth adjacent to the Chamber of Commerce office on Front Street.

DONATED:

(p3-50) Christian Bell Porcelain in Mount Forest, Ontario, has donated former CN steel boxcar 421264 (built 1945) to the South Simcoe Railway Heritage Corporation in Tottenham. The car was delivered to Tottenham Yard by truck on August 27.

SAVED:

- (p2-18) Domtar's 30-inch gauge Whitcomb (Model 25DM42a, serial 40692, built 4/50) has reportedly been moved from Domtar's Trenton plant to inside storage at the former Central Bridge Plant on West Street in Trenton. Plans are to display the unit at Central Ontario Railway Museum's planned site.
- As well, CP work service boxcar 404169, built in 1913, has been donated to the Central Ontario Railway Museum.

WHERE HAVE THEY GONE?:

- (p3-49) The wood caboose at Twins Pines Campground in Lombardy, Ontario, believed to be ex-CN 78061, has apparently moved to a nearby construction company;
- (p3-50) With the closing of the McDonald's Restaurant at Dundas and Arena in Mississauga, Ontario, former CN wood caboose 78149 has disappeared;
- (p3-55) Former CN wood caboose 78948 has disappeared from Wilson Office Equipment and Supply Company in Perth, Ontario;
- (p3-89) Former TTC PCC 4763 (displayed as San Francisco Municipal 1183) and former TTC PCC 4651 could not be found on a recent visit to the Illinois Railway Museum in Union, Illinois.

Any information on the whereabouts of these items would be appreciated. ☎

The Canadian Railway Atlas, published by the Railway Association of Canada, is a 70-page, 8½" x 11" soft cover atlas illustrating Canada's rail system. The Atlas features fifteen 16" x 11" regional maps and twelve city maps, plus a 27" x 37" wall map showing the entire Canadian railway system.

The Atlas is available by mail from the Society for \$25.00 postpaid, plus \$1.75 GST if mailed to a Canadian address.

ANNIVERSARIES

■ **10 Years Ago** - The first coal train over BC Rail's Tumbler Ridge line (diesel powered) moved on November 1, 1983. This was closely followed on November 16 when BC Rail's red/white/blue paint scheme was introduced on GF6C (electric) No. 6001

■ **15 Years Ago** - VIA Rail took over CP Rail's passenger operations on September 29, 1978.

■ **20 Years Ago** - CN's restored 4-8-2 No. 6060 reinstated CN's steam operation with a September 15, 1973 excursion between Montreal and Victoriaville, Quebec.

(Thanks to Dale Whitmee)



REMEMBER WHEN?: Delaware & Hudson 4-8-4 No. 306 climbs the grade to Montreal West with D&H Train No. 9 (CP Train No. 221) - "The Montreal Limited" (New York-Montreal) while Canadian Pacific 4-6-2 No. 2406 eases Second No. 22 - "The Overseas" toward the station platform. The date is August 25, 1951. Montreal's Windsor Station, the end of the line, is approximately five miles ahead. Photo by R.S. Ritchie.

Bytown Railway Society Inc.

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

9401
David Stremes
214 Belford Crescent
OTTAWA, ON
K1Z 7B1
