



May 1994 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Manitoba Hydro's Kelsey Spur
Rhapsody in Claims
The Wreck of the 5082



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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.

Membership/subscription rates for any 12-month period (11 issues) are:

\$32.00 for addresses within Canada;
\$32.00 in U.S. funds for addresses in the U.S.;
\$45.00 in Canadian funds for addresses outside North America (surface delivery); \$60.00 in Canadian funds for air mail delivery.

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. 9502 = expiry with the February 1995 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).

Printed by Quadrapress Inc., Ottawa, Ontario.



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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, May 3** - Carl Henderson from CN North America will speak to us about Electronic Data Interchange, and how the railway is making us of it.

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, May 17** - Bring out your slides, be they current ones or oldies. Share your experiences, memories and skills.

The **Annual Photo Contest** will be held on June 7. See Page 21 for details.

Equipment restoration/maintenance takes place every Saturday at the rear of the National Museum of Science and Technology. There is always plenty to keep one busy year round. Come out and lend a hand.

NEW! Steam Locomotive Cards: North Kildonan Publications has produced **Railfan '94 Canada - 1994 Locomotive Roster Series Collector Cards**. As in the 1992 and 1993 mostly diesel sets, there are 76 cards in 2½" x 3½" format. Each card features a black and white photograph of a steam locomotive with sepia toning, along with background information. The just-released set is available from the Society's "Sales Desk" at \$19.95 each plus \$3.00 shipping, plus \$1.61 when shipped to a Canadian address. Ontario residents please add \$1.60 PST. U.S. orders in U.S. funds to cover extra postage costs.

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.

Moving? Please let us know your new address as soon as is known, with the effective date of the change.

On the Cover: CP Rail RS-18u 1857 (nee 8766) leads train 509 through the reverse curves at Sucker Lake (between Bollingbrook and Crow Lake, Ontario), mile 31.7 of the Belleville Subdivision. Note the slide fence to the left of the photograph. Photo by Ross Harrison.

Press date for this issue was April 14
Deadline for the June issue is May 16

Information Line



PROVINCIAL RAIL DEAL BLASTED BY ALBERTA OPPOSITION: The provincial opposition has blasted the Alberta Government for its recent sale of the Alberta Resources Railway to Canadian National (Branchline, April 1994). Liberal MLA Adam Germain claims that Alberta taxpayers have been taken for a \$277 million ride with the sale. CN got the line for \$33 million to be paid over nine years. Germain claims that the government could have sold the ARR to CN for as much as \$180 million in 1992. The Government has said that the present deal is the best available. (The Edmonton Sun, 11/03/94, thanks to Harold Lake)

SECTIONMEN THREATEN SUMMER STRIKE: The Brotherhood of Maintenance of Way Employees has threatened to strike Canadian National during the coming summer. The workers (8,000) have been without a contract since December 31, 1993, and are spoiling for a fight, with the main issue being job security clauses. The situation has gone to a conciliator, meaning that the union cannot strike until a report is prepared, sometime this summer. (Edmonton Sun, 17/03/94, thanks to Harold Lake) [See further information on Page 7]

ROSS WALKER, FORMER ASSISTANT STATION MANAGER RETIRES AS SENIOR VICE-PRESIDENT, WESTERN CANADA: One of Canada's more colourful rail figures pulled the pin at the end of March. Ross Walker, senior vice-president, western Canada, capped a 47-year career with Canadian National, one that began as Assistant Station Master in Lindsay, Ontario.

Along the way, Walker developed a reputation for being tough, decisive and able to motivate others to cope with and thrive off of change. Indeed, many have described him as a visionary, always looking at Canadian National ten years into the future.

According to CN President Paul Tellier, Walker is the 'best railroader in Canada. He knows the business inside-out. He is a hands-on manager. He is tough, decisive; an excellent recruiter.'

Asked if he had any regrets about his departure, Walker did speak about attempts to redefine Canadian National in the east and west. According to Walker, if he could stay, his "personal challenge would be to persuade the government of Canada to take CN in western Canada and privatize it. This unit is not just a business unit of CN. It's an essential element, critically important to the long-term prosperity, an essential utility for a whole bunch of customers. We have the customer base. We have a superb workforce."

Said Walker, "we face a clear challenge. CN and CP are losing their shirts in eastern Canada. The merger scenario whereby CN and CP operations east of Thunder Bay would be combined into a single entity is the best answer. That gives us three railroads. Newco, the working name for the merged entity, CP West and CN West. CP's operations are not overseen by government. It's healthier and more practical for CN West to operate under the same structure." (The Edmonton Journal, 25/03/94, thanks to D.K. Bannard)

MERGER IN EASTERN CANADA WILL EVENTUALLY LEAD TO PUBLIC SHARE OFFERING: Within three years of its creation, Newco, (the term for combined CN and CP operations in eastern Canada) could be launching a public share offering. The disclosure was made by CN President Paul Tellier while talking to the Canadian Industrial Transportation League. Tellier said that initially, control of Newco would rest with CN and CP. Over time, however, he said, "if you want to assure as rapidly as possible that Newco is viable ... I think it would make sense for Newco to give itself the objective of being made public once it has ... two to three years of success."

Meanwhile, both Tellier and Barry Scott of Canadian Pacific were on the speaking circuit during the month of March in order to drum up support at the political and customer levels for the idea.

Although the federal cabinet appears to endorse the idea of an eastern merger, many politicians privately concede that the change will engender great controversy with there being both winners and losers in terms of affected communities and lost jobs.

Shippers are very concerned. None came away very happy from a meeting of the Canadian Industrial Traffic League in Toronto after hearing both Scott and Tellier's pitch for Newco. Said CITL president Maria Rehner, "The information we have got so far gives us cold comfort.... I think the preponderance of opinion afterwards was to ask what alternatives there might be to a merger." (The Gazette, 09/03/94, thanks to Willie Radford, and The Manitoba Cooperator, 17/03/94)

TELLIER PROPOSES MERGER WITH CP BY 1996: Paul Tellier told the Commons transport committee he hopes to reach agreement in principle with CP by June to merge the two railways' eastern operations by 1996.

Tellier indicated CN lost \$200 million on its eastern operations in 1993. He blamed several factors, chief among them weekly union wage rates averaging \$100 more than air carriers and \$300 more than trucking firms. He also cited work rules "dating from the last century" which led to systematic overstaffing and required the railway to continue paying as many as 700 people who no longer work for the company.

Ron Barrett, an official with the United Transportation Union, accused Tellier of "trying to turn back the clock." Barrett said rail companies have been getting smaller since 1966 and the unions have done an excellent job of negotiating protection for their members. "We could work for free and he'd still have problems, the way that company is managed."

Tellier also blamed high taxes, strong competition from trucking companies and "light density" - 60 per cent of the company's tracks carry just 10 per cent of its traffic.

CP Rail is experiencing similar problems with its eastern operations. "We're in the same boat: we face the same competitive factors," said CP spokesman B.C. Scott.

Tellier stated "A merger combining operations from Winnipeg to Halifax and from Toronto south to Chicago would reduce duplication, improve service and restore profitability."

Transport Minister Doug Young said the proposed amalgamation "is driven by reality", even if it means job losses. "There's nothing sacred about railroads any more than there is about the fishery in Newfoundland or the manufacturing jobs we've seen go down the drain in Ontario." (The Gazette, 16/03/94, thanks to Willie Radford) [Further information on Page 7]

TIMETABLE FOR SHEDDING TRACK REVISED: CN has revised its timetable for shedding track in central and eastern Canada and now plans to abandon 40%, instead of 50%, of its eastern network by next year. CN spokesman Roger Cameron said the new target for 1995 reflects the time constraints of the regulatory process for retiring track and does not mean CN believes the remaining track identified as surplus to its needs "has taken on a new life."

Cameron said CN is holding to its plan, announced by CN chief executive Paul Tellier in the fall of 1993, of shedding half of its 14,400 kilometre network east of Winnipeg. CN expects to sell 33% of this network to shortline or regional railways. (The Financial Post, 08/04/94)



SAVE THE LACHUTE SUBDIVISION: A group from Quebec's lower Ottawa Valley wants to prevent Canadian Pacific from abandoning its Lachute Subdivision between St-Augustin and Thurso. The line has been identified for a possible tourist train operation which would focus on the world-famous Chateau Montebello Hotel in Montebello. According to Papineau MNA Norm MacMillan, "Montebello wants to do something like the Wakefield tourist train. I can understand CP Rail wanting to close down the track if they're not making any money, but

maybe we can," said MacMillan. (The Post and Bulletin, 09/03/94, thanks to Clive Spate)

CAPITAL SPENDING PLANS: In 1993, CP Rail System completed an 18-month project to enlarge 48 tunnels to accommodate double-stack containers on its transcontinental line. Work on the Windsor/Detroit tunnel proceeded on schedule. The expansion of this international link will facilitate the movement of automotive products and will be completed by the spring of 1994. [At press time, the expanded north tube of the tunnel was scheduled to be opened on April 17].

Future capital spending will focus on maintenance of the physical plant to a high standard and re-equipping the locomotive fleet with new generation, higher horsepower, fuel-efficient units. (Excerpt from Canadian Pacific Limited's 1993 Annual Report, thanks to Peter Bawcutt)

PROVINCE WANTS SLOCAN SUBDIVISION RETAINED: The British Columbia government is on record as opposing a CP Rail System application for permission to abandon the 30-mile Slocan Subdivision (Branchline, April 1994). According to Transport and Highways Minister Jackie Pement, "abandoning the track between Slocan and South Slocan would limit future transportation and economic development in the West Kootenays. Closing this rail line would increase freight traffic on public roads in the area and discourage new industries from locating in the area." The Minister's statements notwithstanding, no traffic has been handled on the line since September of 1993! (Kootenay Weekly Express, 16/03/94)

TRANSIT OFFICIAL IS SCEPTICAL ABOUT PROPOSED COMMUTER RAIL SERVICE: The Chairperson of the Outaouais transport commission (Société des transports de l'Outaouais) has injected a strong note of caution into a CP Rail System proposal to establish a commuter rail service in the Ottawa/Hull region. Said Antoine Grégoire, "It's much too soon to be talking about a commuter train. There are too many questions still to be answered before starting to promote it." Grégoire said that the results of a transit options study examining commuter rail, amongst other things, won't be available until some time in the summer. (Le Droit, 23/03/94)

FEDERAL GOVERNMENT BILLED FOR C.A.R. LOSSES: Losses on CP Rail System's Canadian Atlantic Railway will now be paid for by the people of Canada. Parent company Canadian Pacific recently sent a \$13.5 million bill to the National Transportation Agency to cover losses for operation since the date it applied for abandonment (February 24, 1993). The NTA declared the line uneconomic in the summer of 1993. The move is no surprise and reflects standard practice in all abandonment cases. The media appears to be playing it up, however, oblivious to millions in subsidies over the years that the government has doled out for the operation of other uneconomic lines.

This situation may be a little different, however. At issue is the interpretation of the terms of the subsidy. Normally, subsidies have been given for the operation of uneconomic branch lines. In this case, the money will go for what is considered a main line and, so they reason, the claim is ineligible.

In spite of this interpretation, a confidential government memo claims that the former Conservative cabinet passed an order obliging the government to cover losses on the line for two years. (The Globe and Mail, 25/03/94 and The Ottawa Citizen, 30/03/94)

NEW CONSORTIUM IN BIDDING FOR CANADIAN ATLANTIC: A new group of investors is interested in the Canadian Atlantic Railway. The group includes Americans and Canadians under the moniker, "Cantrak". Cantrak is looking at trackage in both Canada and the United States as well as the Newport and Lyndonville Subdivisions running from Farnham to Wells River, Vermont. (Journal of Commerce, 30/03/94)

BONUS FOR STINSON: William Stinson, chairman and chief executive officer of Canadian Pacific Limited got a bonus of \$448,911 on top of his salary of \$905,000. The bonus was in recognition of improvements to CP Rail System's operating income which was 14% higher than the target prescribed by the company. This is the first time in three years that Stinson has received a bonus. Besides the income improvements, Stinson has been credited with improving CP's performance on the

Toronto Stock Exchange. CP stock went from a low of \$15.87 to a high of \$23.12 during 1993. (Financial Post, 30/03/94)

CP EXPRESS TO BECOME EMPLOYEE-OWNED: CP Express and Transport Ltd., all that remains of the once mighty CP Trucks, will become employee-owned. Canadian Pacific Limited had tried to sell the express arm but was unsuccessful because of the union contracts which made it quite expensive to cut staff through a sell-off. A deal is to be ratified in June. Under the terms, senior management will pay \$2 million and the unions will give up \$15 million a year in concessions, including \$9 million for job cuts and \$6 million in benefit cuts. Canadian Pacific will provide loan guarantees and will pay 75 per cent of current contractual severance deals for the next two years. Union and management will each appoint two members to the new company's board of directors. The workers will share in the profits.

SEAMLESS QUALITY SERVICE: Effective June 1, 1994, Canadian Pacific Limited (CP), SOO Line Railroad Company (SOO), and Delaware and Hudson Railway Company (DH), while retaining their individual corporate identities, will provide all services under the consolidated trade name CP Rail System (CPRS). (CP Rail System)

VIA

VIA PONDERES MAJOR CUTBACKS: VIA Rail is considering massive cuts to services in cities across the country, according to a document obtained by Tory MP Elsie Wayne, the former mayor of Saint John, New Brunswick.

The document suggests that Saint John, currently serviced by the tri-weekly "Atlantic", will lose its passenger rail service, to be replaced by a bus connection with the "Ocean" at Moncton. The document also suggests VIA plans to cancel all service between Toronto and Sarnia, Toronto and Niagara Falls, Sudbury and White River, the Montreal-Gaspé "Chaleur", the Montreal-Jonquière "Saguenay", the Jasper-Prince Rupert "Skeena", and eliminate the Winnipeg to The Pas portion of the Winnipeg-Churchill "Hudson Bay".

Federal Transport Minister Doug Young called the proposal "an internal document" and said it should come as no surprise that VIA is considering slashing services given that its subsidy has been severely cut back and the railway is negotiating new contracts with its employees. "What we have said to VIA and to communities that could be affected by this kind of situation is that unless there are significant improvements in how VIA operates and its cost of operations there will be massive cuts across the country. That's what that document reflects. So whether it's from labour concessions or from abandonment of services is entirely up to VIA and its employees," Young said. (The Spectator, 24/03/94, thanks to Ed Elzinga)

Further to the above proposed cutbacks, a recent Transport 2000 mailing states that VIA's 1994-1998 Corporate Plan calls for a reduction in the frequency of the tri-weekly "Canadian" between Toronto and Edmonton to twice-a-week in peak season and only once-a-week in off peak periods: tri-weekly service would be retained between Edmonton and Vancouver.

As well, service between Montreal and Senneterre would be reduced from tri-weekly to once-a-week, and the once-a-week service between Senneterre and Cochrane would be terminated.

While the tri-weekly Winnipeg-The Pas section of the "Hudson Bay" would be eliminated, service between The Pas and Churchill would be reduced from tri-weekly to once-a-week. As well, the tri-weekly service between The Pas and Lynn Lake would be reduced to once-a-week.

The frequency of the Montreal-Halifax "Ocean" would be increased from three-times-a-week to six-times-a-week, to offset the loss of the "Atlantic" which operates tri-weekly through Maine.

Daily service between Victoria and Courtenay on Vancouver Island would be discontinued if the federal government appeal in the Supreme Court is successful.

The Transport 2000 mailing also details a Transport Canada "no frills" option, with most proposals largely the same. One notable difference in the "no frills" option is a proposal to reroute the "Canadian" to operate between Toronto and Vancouver via Calgary. Transport Canada proposes that VIA operate the "Canadian" between Toronto and

Calgary three times a week in peak periods, and once-a-week in off peak periods. Frequency between Calgary and Vancouver would be six times a week in peak periods and three times a week in off peak periods.

Present service frequency on the following routes would not be altered in either proposal: Montreal-Quebec (4 trips), Montreal-Ottawa (4), Montreal-Toronto (8), Ottawa-Toronto (4), Toronto-Windsor (4), and Toronto-Brantford-London (1)

Stay tuned!

PLAN CALLS FOR ELIMINATION OF "ATLANTIC" IN FAVOUR OF A MORE FREQUENT "OCEAN": Further to the above, VIA Rail Canada is looking at the cancellation of its tri-weekly "Atlantic" between Montreal and Halifax. As an alternative, VIA proposes that the tri-weekly "Ocean", also linking the two centres but on a different route, run six-days a week. If implemented, the plan would mean the elimination of passenger rail service between Saint John, New Brunswick and Montreal. Would-be rail passengers in Saint John would have to take a connecting bus via Moncton.

The proposal has New Brunswick politicians hopping mad but there appears to be little that they can do about it. A major portion of the "Atlantic's" route is up for abandonment on January 1, 1995 and VIA does not have the means to purchase the trackage from its owner CP Rail System.

As reported in the April Branchline, VIA is facing an uncertain financial future after the federal government announced that VIA would have to go through a major budget cut as laid down by the Tory administration in the 1993 budget. The federal subsidy to VIA will drop to \$281 million in 1995/96 and to \$233 million in the following years.

The irony of the situation is that VIA just built a new station in Saint John in 1993. Cynics can only conclude that it was a crude political move by the outgoing federal conservatives who went down to spectacular defeat in last fall's general election. Only two Tories were elected - one of them from Saint John. (Halifax Chronicle-Herald, 24/03/94, thanks to Douglas Courtney, The Daily Gleaner, 24/03/94, thanks to H. Fred Deakin)

RURAL DIGNITY CIRCULATES PETITION TO SAVE "CHALEUR", OTHER QUEBEC SERVICES ALSO ENDANGERED: Rural Dignity, an organization dedicated to saving a host of services now in jeopardy in rural Canada, is circulating a petition to save VIA Rail Canada's "Chaleur" passenger train between Montreal and Gaspé. The tri-weekly service (Nos. 16 and 17) is just one of several runs that could be jeopardized by announced cuts to VIA Rail Canada's operating budget.

It looks like Rural Dignity will have little political support. Local Member of Parliament Patrick Gagnon has stated that his taking a stand in favour of the "Chaleur" isn't worth the bother of incurring the wrath of the Liberal caucus of which he is a member. Gagnon has indicated, however, that he will work with Transport Minister Doug Young, "with whom I can work in confidence", he stated.

In related news, the Bloc Québécois has announced that it intends to seek a moratorium on all VIA services in the province of Quebec.

The Jonquière City Council has passed a motion expressing its concern over the loss of the Montreal-Jonquière "Saguenay" in terms of its impact upon tourism and upon local employment in the city. (Le Soleil, 22/03/94 and 31/03/94 and Le Devoir, 24/03/94, thanks to Marc Giard)

VIA ISSUES SUMMER SCHEDULE: Effective April 24, VIA went to its "summer" schedule, which saw additional time added to some schedules to account for track work programs.

Montreal-Ottawa service sees no schedule changes. The Montreal-Toronto and Ottawa-Toronto corridors have had between 5 and 10 minutes added to most schedules (on the arrival side for the most part).

In the south-western Ontario corridor, some trains have had 5 to 10 minutes added. Toronto-Sarnia Train 89 leaves 20 minutes earlier at 18:25 (except Sunday). Toronto-Windsor Train 79 leaves 20 minutes earlier at 19:00. Windsor-Toronto Train 72 leaves 20 minutes earlier at 09:35.

Niagara Falls-Toronto Train 92 now leaves 40 minutes later at 08:30 (Saturday and Sunday), and New York City-Toronto Train 98 (Amtrak's "Maple Leaf") leaves Niagara Falls 45 minutes earlier at 17:15.

On the west coast, VIA has retained the later Sunday departures

for the Vancouver Island service (except for May 22, July 31, September 4 and October 9, when the normal Monday-Saturday schedule, and the Holiday Monday service will be on the Sunday schedule. (VIA Rail)

OTHER INDUSTRY NEWS

WAKEFIELD TOURIST TRAIN, STATION BECOMES TOURIST OFFICE WHILE COMPANY HAS HEAD-OFFICE SHAKE UP: For its third year of operation, the Wakefield tourist train will have a new president. Founding president Marc Grondin has been replaced by the company's major shareholder, Jean Gauthier of Cumberland, Ontario. Gauthier has a one million dollar stake in the company and stated that he was taking over in order to protect his personal investment.

Grondin will continue with the company in a minor administrative capacity as well as pursuing other interests including the development of a tourist train between Hull and Montebello, Quebec, over CP Rail's soon-to-be abandoned Lachute Subdivision.

During 1993, the tourist train lost \$300,000 and carried 2,000 fewer riders than during its start-up year when 33,000 made the scenic trip up the Gatineau Valley. The company is looking for a turn-around this year and is looking at a number of ways to cut its operating costs.

Meanwhile, the newly-constructed Wakefield Station has become a local tourist centre. Constructed to serve the needs of the Wakefield tourist train, the \$100,000 station has been declared surplus to the needs of the train's operation by its operators, the compagnie Choo-Choo Inc. Constructed in the fall of 1993, the station has never handled revenue passengers. (The Post and Bulletin, 09/03/94 and 16/03/94, thanks to Clive Spate) [At press time, Choo-Choo Inc. had sought bankruptcy protection]

SOLUTION PROPOSED FOR SUCCESSION RIGHTS DILEMMA IN ONTARIO: Recently-passed Ontario labour legislation would appear to kill further attempts to establish short line rail operations in the province. The new law requires short line companies to honour collective agreements with either CN or CP employees.

After initially slamming the law and appearing to shut the door on further expansion in Ontario, RailTex, which is emerging as a major short line player in Canada, has gone back to the provincial government with a compromise. Ontario Premier Bob Rae has been asked to consider changing the law to exempt lines with fewer than 25 employees from successor rights.

Although a formal response has yet to be delivered, the government does not appear ready to back down. This has the opposition up in arms, but according to a spokesperson for the Ontario Minister of Labour, "getting rid of unions on small rail lines is not an option." (Toronto Sun, 09/03/94, thanks to Ed Elzinga)

HALIFAX CUTS CONTAINER FEES IN ORDER TO BOOST TRAFFIC THROUGH PORT: The Port of Halifax has slashed its container fees in a bid to boost business. In anticipation of the opening of the new Sarnia Tunnel, labour and management at the port ironed out new container fee schedules which will result in a substantial reduction on containers heading for the mid-western United States. (Halifax Chronicle-Herald, 17/03/94, thanks to Douglas Courtney)

POSITIVE SUPPORT FOR RAILTEX IN THE MARITIMES: The fears of political pundits notwithstanding, the verdict on RailTex's first six months in Nova Scotia is a positive one. RailTex now owns the Cape Breton and Central Nova Scotia Railway (a.k.a. Canadian National's line between Truro and Sydney).

The company is enjoying a real honeymoon with local business. According to the managing director of the Truro Chamber of Commerce, "They seem to know what they are doing. I haven't heard anything negative and yet they are going with half the staff CN had and most of them (85 per cent) worked for CN. They are working a 40 hour week and they are working hard."

Similar observations have been made in Sydney. According to the executive vice-president of the Sydney Board of Trade, "The business community has seen a little more opportunity gradually opening up here. We understand that they are considering opening a spur to the waterfront and are thinking of going after the pulp industry. That will get some of the trucks off the road."

The Board of Trade sees "the company as being literally open to

operating anything that seems to be viable. They would rather not be in the passenger business, and that is a concern here in the community, but they have said they will provide a locomotive to pull a passenger car and work with anyone who wants to buy a passenger facility."

RailTex employees appear happy with the situation. The operating environment is less restrictive than with CN and all shared in a bonus after the first quarter of operation. (*Atlantic Business Report*, March 1994, thanks to H. Fred Deakin)

FREIGHT CAR ORDERS AT 14-YEAR HIGH: U.S. freight car orders are at the highest level ever since that country's railroads were deregulated some 14 years ago. During 1993, new car orders at 49,000 were 59.7% higher than 1992. (*Journal of Commerce*, 07/03/94)

TECHNICAL PROBLEMS SLOW OPENING OF CHUNNEL: The Channel Tunnel will not be open for passenger service until some time in the fall. The news was in the French daily *La Voix du Nord*. Technical problems appear to be the cause of the delay. French and British railway officials have indicated that their respective companies will be seeking damages for the delay.

Eurotunnel has said that the start of services would involve freight trains first, then a shuttle service for freight, then a shuttle for passengers and finally high-speed passenger trains between London and Paris. (*Canadian Press*, 11/03/94 and 15/03/94 and *Globe and Mail*, 12/03/94, thanks to Harold Lake)

NEW GRAIN HOPPERS WILL OFFER PARTIAL SOLUTION TO GRAIN TRANSPORTATION WOES WHILE ANALYSTS DESCRIBE CURRENT GRAIN MOVEMENT PROBLEMS AS AN 'UNPRECEDENTED FOUL-UP': The federal government will buy 99 hopper cars to add to its 12,902 fleet. The Grain Transportation Agency has budgeted \$6.5 million for the work in addition to budgeting \$1.9 million for unload gates on the first of 1,870 cars.

The new order is probably too little, too late. The GTA, the Wheat Board, railways and shippers are presently in a finger-pointing exercise over lost sales, and lost opportunities in terms of shipping export grain.

A recent announcement from the Grain Transportation Agency claims that both CN and CP Rail are 5,000 cars short of what is needed to meet grain sales from now to July. Because of the shortage, the Canadian Wheat Board has had to lower its export program to 25 million tonnes, one million tonnes less than projected.

Transportation experts claim that farmers may lose up to \$20 million in crop sales because of an unprecedented shortage of rail cars.

The farmers blame the railroads, especially Canadian National, for deliberately limiting the size of the grain car fleet. Indeed, *The Western Producer*, a weekly newspaper for western Canadian farmers, has run a series of advertisements on behalf of the Hudson Bay Route Association. The advertisements call on people to identify the whereabouts of CN grain cars which can be utilized on the Churchill, Manitoba, line. The cars are rehabilitated 40-foot boxcars which have been placed in storage at a variety of sidings throughout western Canada. While these cars sit idle, farmers are told that there are not enough cars to handle the crop this year. The Association will use the information to lobby the government to change the situation. Indeed, one farm spokesperson went so far as to say that "for non-performance, government should consider withholding the grain transportation subsidies to railways." [see below]

In rebuttal, the railways state that the size of the current fleet was quite acceptable throughout most of the 1980s, because of improvements in car utilization in terms of products carried and destinations. This meant that a smaller fleet was required. The railways blame the current situation on a number of factors including a greater number of destinations, notably into the United States as opposed to either the west coast or Thunder Bay. This has slowed down car turn-around, thereby hindering utilization and requiring a greater fleet capacity.

Grain shipments out of Vancouver and Prince Rupert are already running four weeks behind schedule due to the car shortage and a recent dock workers strike at Vancouver.

Meanwhile, North American analysts claim that the car shortage may last for several months because of increasing trade with Mexico under the North American Free Trade Agreement. Retrieving empty cars from Mexico will be all the more difficult because of the current state of that country's rail transportation system. Delays in returning

cars will merely serve to exacerbate an already tight situation. (*Western Producer*, 03/03/94, thanks to Rick Mannen, *The Western Producer*, 10/03/94) and *Hamilton Spectator*, 24/03/94, thanks to Clive Spate and the *Winnipeg Free Press*, 24/03/94 and *The Manitoba Co-Operator*, 24/03/94)

The following initiatives are being taken to address the car shortage:

1) The Grain Transportation Agency has authorized the use of open-top hopper cars to move grain, on an experimental basis. Modifications to the CN cars (in the 3301XX series) have been made by AgPro Grain to make the cars suitable for grain movement. The open-top hopper cars, which are covered with plastic tarpaulins, are being tested between Saskatoon and Thunder Bay. (*Chronicle Journal*, 30/03/94, thanks to Bryan Martyniuk)

2) Weather-related disruptions that have delayed grain exports and angered farmers have prompted CP Rail System to increase its covered hopper fleet for transporting Western Canadian grain by 3,000 cars (27%) to 14,000 cars. The increase will be achieved by a) leasing 1,000 covered hoppers from a variety of U.S. companies, b) shifting 1,000 hoppers in the existing fleet from fertilizer service to wheat transportation in May, and c) shifting 1,000 CPRS potash hoppers to grain service in June. The additional cars will enable CPRS to move a further 6.9 million to 7.6 million tonnes of grain to destinations by July 31, the end of the crop year. (*The Financial Post*, 09/04/94)

3) While CN has also secured more hopper cars, 500 stored boxcars will be pressed into service to Thunder Bay. West coast ports do not have the equipment needed to unload the boxcars which must be tipped to get the grain out. The boxcars carry only two-thirds of what hopper cars can and take longer to load. Churchill can also unload boxcars, but the port there will be ice bound for another four months. CN has about 2,000 modified boxcars in storage. (*Regina Leader-Post*, 05/04/94, thanks to Nigel Salway)



'Manitoba' grain cars stored at Kipling, Saskatchewan, in 1992. These cars are stencilled "This car not to be interchanged - For Thunder Bay and Churchill grain service only". Photo by Nigel Salway.

QNS&L NEGOTIATIONS RESUME: The Iron Ore Company of Canada has re-opened negotiations with striking railway workers after a one-month lock-out. The workers are employed by IOC's Quebec North Shore and Labrador Railway. In spite of the resumption of talks, workers claim that it will be very difficult to re-establish the good working relationship that previously existed between them and the company. The railway is presently being operated by supervisory and retired employees. (*Le Soleil*, 16/03/94 and 28/03/94)

BLEAK FINANCIAL OUTLOOK FOR AMTRAK: An American congressional study claims that Amtrak is at a fiscal cross roads in terms of requiring additional federal and state funding to maintain its current service offerings and quality of service. In a report to Congress, Kenneth Mead, director of transportation issues for the General Accounting Office, stated that Amtrak has accumulated a deficit of \$102 million since 1990 and has been unable to turn the corner in terms of

continuing to lower costs and seek out new revenue sources. Mead's conclusions were endorsed by Amtrak's new president Thomas M. Downs who stated that he has noticed a deterioration in equipment and on-time performance and an overworked staff. "We are now, as America's railroad, promising a service we can't deliver", said Downs.

Downs has told the Amtrak Board of Directors that the company requires approximately \$600 million in capital investment. A proposed bill before Congress would have \$252 million in fiscal 1995 and \$355 in fiscal 1996. (Canadian Press, 21/03/94 and 24/03/94)

VANCOUVER/SEATTLE SERVICE WITHIN A YEAR, SAYS B.C. PREMIER: Expect to take a train from Vancouver to Seattle within the year, says British Columbia Premier Mike Harcourt. Harcourt's remarks were made during track-side ceremonies in Vancouver on March 29 promoting a Spanish-built high-speed train. The Pendular Talgo train has been leased to the Washington State Transportation department for six months to promote high speed rail between Seattle and Vancouver. At the moment, conventional equipment is slated for the resumption in service, providing a schedule of 3 hours and 55 minutes. A high-speed service would reduce the running time to 2 hours and 45 minutes. (Canadian Press, 30/03/94)

MATTAWA EXCITED ABOUT POSSIBILITIES OF 'RAILS TO TRAILS': The Mattawa District Chamber of Commerce is eager to see the planned abandonment of CP Rail's North Bay Subdivision from Mattawa to Chalk River become a reality. Mattawa will still keep its rail connection via the remainder of the North Bay Subdivision, but in a westerly direction, through to North Bay, itself. To the east (south), will be the perfect locale for a hiking trail, or so it is seen by the Chamber of Commerce. Not only would there be summer hiking along the old rail bed, which skirts the Ottawa River in many areas, but it would be an ideal venue for snowmobiling. Indeed, the Chamber sees it as being an excellent complement to the Lake Temiskaming-Ottawa River Waterway system which is now in developmental stages. (North Bay Nugget, 25/03/94)

RAIL BRIDGE IDEA NIXED: Owen Sound has rejected a proposal to build a railway drawbridge across the city's inner harbour (Branchline, April 1994). The idea had been floated by Sterling Railways Incorporated as a way of linking up CN's former Southampton Subdivision, about to be rebuilt, with CP Rail's Owen Sound Subdivision. The bridge was rejected because of capital expense and the impact upon the harbour's aesthetics. (Owen Sound Times, 29/03/94, thanks to Ron Vanderburgh)

LOCOMOTIVE DESIGNER RECEIVES AWARD: David Goding, staff development engineer with the Electro-Motive Division of General Motors, has received one of 21 "Boss" Kerrering Awards for 1993. The internal GM award is for significant contributions to the company. In the case of Goding, the award recognizes his work in the design and development of GM's locomotive self-steering radial truck. (Journal of Commerce, 31/03/94)

FEDERAL HUMAN RESOURCES DEVELOPMENT MINISTER APPOINTS LAWYER TO HELP MONITOR TENSE LABOUR NEGOTIATIONS BETWEEN CANADA'S THREE MAJOR RAILWAYS AND MORE THAN 40,000 UNIONIZED EMPLOYEES: Federal Human Resources Development Minister Lloyd Axworthy has appointed Vancouver lawyer Paul Fraser to conduct an independent review of common labour issues affecting CN, CP Rail System and VIA Rail. Axworthy, who has asked that a final report and recommendations be produced by June 30, said an independent review by a third party "should assist the parties to focus on the issues so that further progress can be made in negotiations."

Collective agreements at all three carriers expired on December 31, 1993. Industry observers said Fraser's unexpected appointment shows Axworthy is anxious to avoid a damaging national rail strike that could come this summer.

The Federal Government said "talks to date have been characterized by hard bargaining over complex issues, and in certain cases bad faith bargaining allegations have been made. In some instances there are signs that an impasse in negotiations may soon be reached." (The Financial Post, 13/04/94) ☐

National Transportation Agency News

CN FILES NOTICE OF INTENT TO ABANDON SPUR IN MONTREAL: CN has filed notice of intent to abandon the Canal Bank Spur West from mile 0.0 to mile 4.4, off mile 3.0 of the Montreal Subdivision. (07/03/94)

CN APPLIES TO ABANDON MARMORA SUBDIVISION: CN applied to the NTA on March 8, 1994, for permission to abandon the Marmora Subdivision from Picton (mile 0.0) to Trenton (mile 30.2), including the Bethlehem Spur from mile 0.0 to mile 4.2. The Marmora Subdivision between Picton and Trenton was constructed in 1879 by the Prince Edward County Railway Company (which changed its name to Central Ontario Railway in March 1882). The Central Ontario and 11 other companies were amalgamated into one company in June 1954, under the name Canadian Northern Consolidated Railways. The latter company was amalgamated with Canadian National Railways Company in June 1956. Freight service is provided on an "as required" basis by a Road Switcher operating out of Belleville. Traffic is primarily outbound cement from the ESSROC Canada Inc. plant in Picton, and has declined from 746 cars in 1990 to 431 in 1992.

CP APPLIES TO ABANDON TORONTO AREA SPUR: CP applied to the NTA on March 9, 1994, to abandon the Scarborough Industrial Spur, a 0.76 mile spur connecting to the Belleville Subdivision at mile 201.36 in the city of Scarborough. The spur was constructed in 1952.

CSX APPLIES TO ABANDON PORTION OF THE BLENHEIM SUBDIVISION: CSX applied to the NTA on March 21, 1994, for permission to abandon the Blenheim Subdivision from Ruthven (mile 33.79) to Blenheim Jct. (mile 73.0). The Canadian Subdivision No. 1 (now Blenheim Subdivision) was originally constructed by three predecessors of the present Lake Erie & Detroit River Railway Company (LE&DRR). The final amalgamation under the present name was approved by an Act of Parliament, assented to May 15, 1902. In 1902, the property of the LE&DRR was leased to the former Pere Marquette Railway, which has since been merged into what is now CSX Transportation, Inc. (CSXT). This property is operated as part of the CSXT system. The Blenheim Subdivision begins at Walkerville (part of Windsor) mile 0.0, and extends easterly to West Lorne (mile 102.8). The sections between mileages 2.0 and 8.0, as well as 37.35 and 38.16 have been sold to CN, though CSX retains running rights over these segments. The section from mile 21 and 33.79 has previously been abandoned. Local freight service is provided out of Chatham, Monday to Friday - with an maximum authorized speed of 25 mph between mile 33.79 and 37.8, and only 10 mph between mile 37.8 and 73. Traffic generated on the line is primarily wheat, soybeans and corn from Coatsworth, falling from 246 loads in 1990, to 38 in the first half of 1993.

PUBLIC HEARING TO BE HELD IN THUNDER BAY: The NTA is holding a Public Hearing in Thunder Bay on April 19 regarding CN's application to abandon the Graham Subdivision.

CAN YOU HELP?

■ In late-November, former Greenville & Northern Railway GE 70-Ton No. 75 entered Canada at Windsor enroute to A.A. Merrilees (dealer) in Mascouche, Quebec. Ron Sims, 2717 Cornell Street, Des Moines, Iowa, 50313 wishes to secure a photograph of No. 75 while in transit.

■ Fred Mills, 36 Starwood Road, Nepean, Ontario, K2G 1Z1, is looking for a photo of CN 2-8-0 No. 2561 (nee Grand Trunk 699), scrapped in October 1959. Please write direct to Fred, or telephone him at (613) 723-1911.

■ David Richardson, 7209 - 99A Street, Grande Prairie, Alberta, T8V 4Y3, wishes to purchase books on Canadian railways. Please write direct to David, or telephone him at (403) 831-8460.

Manitoba Hydro's Kelsey Spur

By MARK A. PERRY

The recent spate of branch line abandonments notwithstanding, Canada can still boast of some interesting railroading - and not all of it belongs to major carriers or the new-comer short lines. There are also the industrials. A subject that is pretty well forgotten or spoken normally of in the past tense.

Yet, there are a number of interesting industrial railway operations in Canada. Many of them are remote and out-of-the-way places. What makes them particularly unique is their contemporary nature. Many of these lines date from the diesel era and can be traced back to 1950s, a time when Canada was developing its last great frontier, the north.

Such is the case with Manitoba Hydro's Kelsey Spur, located in the north central part of the province. This 13-mile line had its origins in that vision of the north and, more specifically, the International Nickel Company's (INCO) discovery of a large nickel orebody in the Thompson and Moak Lake areas of the province. The discovery took place in 1956, immediately spawning plans for the construction of a mine, a smelter and a town which would be known as Thompson. Because mining and nickel refining are very energy intensive, it was realized that large quantities of electric power would be required to serve both the mine and town.

On July 21, 1956, INCO vice-president Ed Parker met with the chairman of the Manitoba Hydro Electric Board, D.M. Stephens. At issue was electrical power for INCO. A hydro-electric generating plant, located on the Nelson River, was the favoured choice as it was not feasible to bring in power from plants in the south because of the distances involved (500 miles).

INCO did not want to build the power dam itself. The company feared that the Manitoba provincial government would seize such an opportunity to require INCO to provide power for other developments in the north which might be deemed uneconomical by Manitoba Hydro but which would still require servicing.

A deal was signed on December 1, 1956. It was agreed that Manitoba Hydro, with a low interest loan from INCO, would construct a 102 kilowatt power plant on the Nelson River, the construction happening in two phases. Under phase 1, a 40 kilowatt plant would be operational by July 1, 1960, while full generating capacity would be realized on or before July 1, 1961.

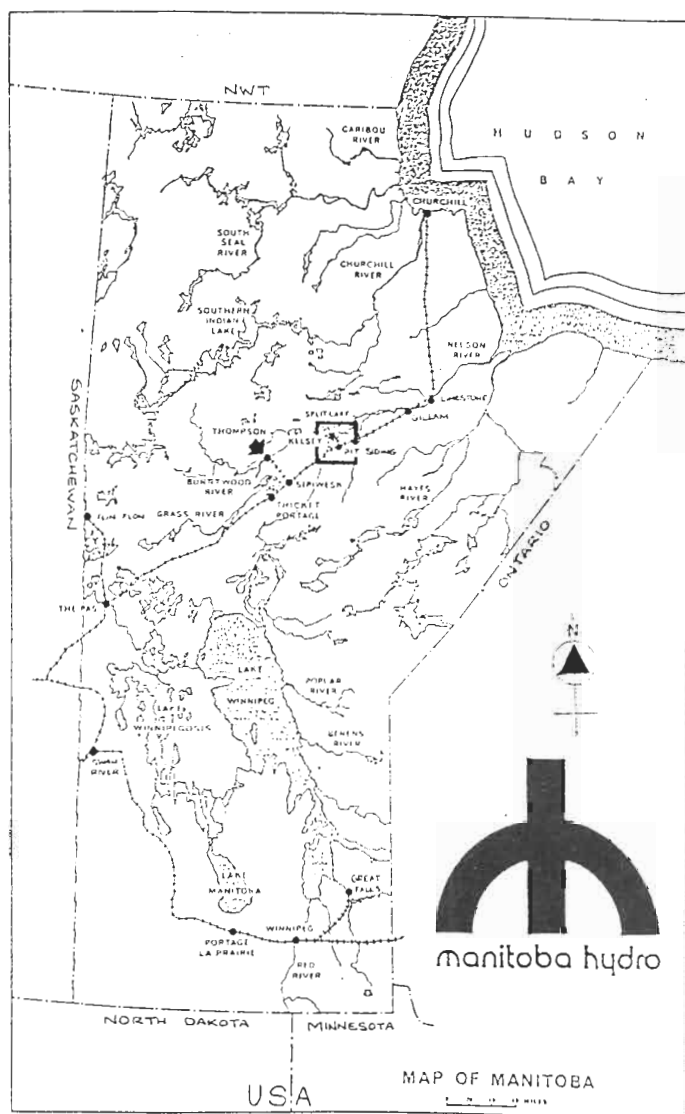
Thus was born the Kelsey Generating Station. A site was selected on the Nelson River at Grand Rapid, 60 miles north east of Thompson. Engineers were dispatched in August of 1956 and the project was conceptualized and costed out in a range of between 25 and 50 million dollars.

Construction of the Spur Line

In January 1957, a survey crew set up camp at Mile 255.5 of CNR's Thicket Subdivision on the rail line to Churchill. The crew was tasked with surveying a 13-mile rail spur from Mile 255.5 (also known as Pit Siding) to the proposed generating site at Kelsey. The Spur was to be owned and operated by Manitoba Hydro.

The survey work completed, a sub-grading contract was awarded to the Lucas Construction Company of Swan River, Manitoba, in January of 1957. Little time was lost in clearing a path through the bush and by April of that year, everything was ready for rails and ties.

Canadian National crews from The Pas did the track work. They were completed by June of 1957 and the spur was immediately put into service. By the middle of June, men and machines from the firm of McNamara, Root & Brown of Toronto and Edmonton were transported in and put to work clearing a site at Kelsey for a 500-man construction camp.



CNR crane 50136 laying the rails on the Kelsey Spur in February 1957. Manitoba Hydro photo, Mark A. Perry collection.

Motive Power with Variety

In order to cope with the movement of the workmen who were being deposited at Pit Siding by CNR trains, Manitoba Hydro set about looking for an appropriate passenger-hauling railway vehicle.

The company didn't have far to look, discovering what appeared to be the right thing, at its Great Falls dam on the Winnipeg River in the south east corner of the province.

The vehicle in question was a Mack AB type railbus, numbered PM-3. It had a 31 seat capacity, carried a builder's number of 70001 and was constructed in October 1920. It had been built new for the Winnipeg Electric Company for use on its Winnipeg River Railway, running from Great Falls to the CPR connection at Lac du Bonnet.

The unit was employed in the same service that it was to see at Kelsey, moving personnel in and out of the power dam being built at Great Falls. It had last seen service in 1939, after being lent to a Winnipeg Electric subsidiary, the Winnipeg, Selkirk & Lake Winnipeg Railway. When the WS&LW turned to diesel buses to haul its passengers, the little Mack was sent back to Great Falls and stored, its function at the latter facility having been superseded by a highway to the dam.

Determining that the Mack could play a useful role at Kelsey, Manitoba Hydro had it shipped, first to Selkirk for an overhaul and then north to Kelsey. It arrived there on a flatcar in pristine condition in July 1957.

The unit was immediately put into service, ferrying men back and forth from the CNR passenger and mixed trains which called at Pit Siding. The little Mack also hauled the occasional freight car during the first few months of construction. The PM-3 performed admirably in this heavy, tough service until 1960 when age and a faltering motor did it in, requiring Manitoba Hydro to seek out a replacement.

Although the PM-3 did handle the occasional freight car, Manitoba Hydro realized early on that a freight locomotive was required to transport the vast quantities of cement, reinforcing steel, heavy equipment and building materials required by the power dam.

During the summer of 1957, the company went shopping at General Electric's locomotive plant in Erie, Pennsylvania. In the end, it was decided to order a 65-ton, 470 horsepower, centre cab diesel-electric unit. Carrying builders number 33120 (built September 1957), No. 2 arrived at Kelsey in October of the same year and was immediately put to work between Pit Siding and Kelsey.

Within three years, in 1960, Manitoba Hydro arranged for the purchase of an additional piece of motive power. This time, it was necessary to replace the PM-3. Through equipment dealer Andrew Merrilees of Toronto, Manitoba Hydro was able to obtain a Brill Model 300 No. 340, a 250 hp, 68 seat, gas electric "doodlebug" railcar from the Fonda, Johnstown & Gloversville Railroad, a small shortline in upstate New York.

The FJ&G had recently lost a contract with the U.S. postal service to haul mail between Fonda and Gloversville, a task assigned to the Brill. It was declared surplus after a career which began in 1938 when the FJ&G had purchased it from the



Manitoba Hydro Mack AB railbus PM-3 gets its motor looked at by two Hydro employees at Kelsey in June 1961. The little railbus is going to push the CPR gondola of oil drums to Pit Siding. Allan Dales photo, Mark A. Perry collection.



Manitoba Hydro GE 65 ton diesel-electric 6146C1, ex No. 2, at the Brandon Generating Station. Photo taken on September 15, 1987 by Mark A. Perry.

Louisiana, Arkansas and Texas Railroad (No. 126).

The Kelsey assignment would prove to be the last for the unit which had started life in 1929 with the Chesapeake Beach Railroad (No. 30) before going to the LA&T in 1935 after being repossessed from the CBR by Brill in 1930 for lack of payment on the purchase.

The deal with the FJ&G was consummated in April of 1960 and the unit was shipped to Winnipeg where it was given an overhaul, painted and renumbered 61. Upon arrival at Kelsey, it was put into service, hauling an ancient wooden heavy-weight coach. With such passenger facilities, No. PM-3 was literally put out to pasture, being consigned to a spur track at Kelsey.

Less than three months were to pass before No. 61 was involved in a serious incident which put it out of service until the following spring. On June 30, 1960, the 61 was dispatched to Pit

Siding to pick up a CNR combination car which was filled with a group of Manitoba Hydro officials who were to attend the official opening of the Kelsey Generating Station. The unit returned to Kelsey with its special train. On the following day, during the ceremonies, a fire broke out in 61's engine room which was not immediately detected and the Brill suffered extensive damage. The 61 was sent to Flin Flon for repairs.

During the 61's absence, passenger service was maintained through the use of a Claydon motor car and a CNR wooden push car fitted with benches. With coming of winter, the open air service became impractical, resulting in the decision to use a tracked Bombardier snow vehicle on a winter road from Kelsey to Pit Siding.

The 61 was repaired, returning to Kelsey in April 1961. Back luck seemed to dog the unit, however. During one of its first trips, the Brill was entering the yard at Kelsey when it experienced a brake failure. But for the quick thinking of an alert Manitoba Hydro employee who jammed some old ties under the front truck, the car would have gone off the track in a potentially tragic accident.

The incident was traced to deteriorated air brake piping under the car. Obviously the fire had done more damage than the Flin Flon repair crews had realized. This effectively ended the 61's career as it was decided not to repair it. Manitoba Hydro turned again to the motor car and push car, supplemented by the GE diesel if all passengers could fit into the cab.

Time to grab a few winks

During one such occasion with the diesel, it was dispatched to Pit Siding to meet the CNR passenger train. The train was about six hours late so the crew on the diesel decided to grab a few winks. When the train finally arrived, the crew on the diesel were awakened to the train and to the fact that the diesel had shut down. Since Pit Siding had no electrical power source, the crew had no way of starting the cold diesel motor. Accordingly, a crew was sent out from Kelsey on the motor car. With them were the necessary tools to get the diesel operable, but not before two days had passed.

Obviously Manitoba Hydro was not prepared to provide passenger service over the long term with an open rail car. Thus

it was decided to give the PM-3 an overhaul and return it to service. In decrepit shape from outdoor storage (a far cry from its immaculate state when it was kept at Great Falls), the little Mack was sent to Winnipeg for a refit, including engine replacement.

The PM-3 made it back to Kelsey and went into service. Before long, however, Manitoba Hydro realized that the little Mack was not the right answer to the passenger problem. Accordingly a request was made for a more suitable railway passenger vehicle.

Co-incident with the passenger problems, it was decided in September of 1961 that GE No. 2 was no longer required at Kelsey. By that time, the bulk of the construction work was finished and the unit could be deployed more effectively elsewhere. Thus it was sent to Manitoba Hydro's coal-fired thermal generating station at Brandon. It is still there today as No. 6146C1.

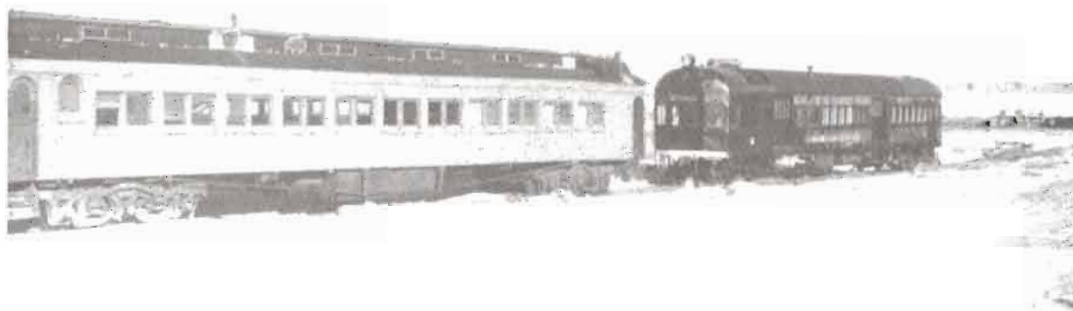
The Trackmobile Era

In order to replace No. 2 at Kelsey, Manitoba Hydro sent Whiting 3TM Trackmobile [B/N 3240, B/D 1957] which had been in service at Brandon.

In February 1962, Manitoba Hydro took delivery of a new and more powerful Whiting unit. This was a 5TM Trackmobile [B/N 5447] numbered KELSEY 1. It was delivered by Midwest Material Handling Company Ltd. to Kelsey on a flatcar on February 20. The flatcar was owned by Manitoba Hydro and had a steel cab on one end to carry passengers. The cab was built by the Laurie Body Works in Winnipeg. With delivery of the flat car, it was intended to retire the railbuses and coaches. Soon after, the PM-3, the 61 and the heavyweight coach were all retired and stored on an unused rail spur at Kelsey. As well, the 3TM Trackmobile was sold to Canadian Pacific for use in Vancouver and today resides at the Saskatchewan Railway Museum in Saskatoon.

By 1963, construction on the dam was finished and the rail spur assumed the role of a maintenance lifeline. Its importance was somewhat downgraded following the construction of an airstrip at Kelsey in 1970. Personnel could now be flown-in as opposed to coming by train.

In July 1971, a new Whiting 9TM Trackmobile [B/N 9170,



Manitoba Hydro Brill Model 300 Railbus 61 and the un-numbered heavyweight coach sit stored on a spur track at Kelsey in August 1961. Allan Dales photo, Mark A. Perry collection.



Manitoba Hydro Whiting 9TM trackmobile 6165C1 picking up a car, bound for Kelsey, on the north leg of the wye at Pit Siding on September 29, 1986. Joe E. Jarvie photo, Mark A. Perry collection.

B/D 1971] replaced the 5TM trackmobile. The 5TM was sent to Kettle Rapids, a power dam under construction upstream from Kelsey.

In the mid-1970s, the PM-3, the 61 and the coach were set on fire and scrapped at Kelsey. This was done to free up valuable siding space. After the fire was over, the remains were pushed into a pile where they remain until this day. Meanwhile the steel enclosed cab on the flatcar was dismantled and an ex-CNR wooden transfer caboose was acquired. The caboose was without a cupola and Manitoba Hydro further modified it by adding a baggage door on one side. The caboose was pulled by the trackmobile and was used when bad weather closed the landing strip at Kelsey.

In the 1980s, motive power at Kelsey underwent another change. In 1984, a new GMC C-25 Suburban truck, fitted with a hi-rail package and numbered 8170C1, was purchased and put into service. In 1986, another Whiting 9TM Trackmobile was acquired, this one coming from MacMillan Bloedel in Powell River, British Columbia. This unit [B/N 9104, B/D 1968] was numbered 6165C1. It replaced the first 9TM which was sold to Midwest Material Handling Co. Ltd. and then to a Whiting dealer in Cincinnati, Ohio, in 1984. Interestingly, when the 6165C1 was delivered to Kelsey from Thompson, it had to be run by Hydro employees over the CNR's Thompson and Thicket Subdivisions.

By late 1992, Trackmobile 6165C1 was becoming unreliable. The hi-rail Suburban had also seen a lot of miles and both units were slated for replacement. Manitoba Hydro went looking in its storage yard at the Limestone Generating Station and discovered Plymouth TMDT diesel-electric No. 27-02 [B/N 6098, B/D 3-58] and Whiting 9TM trackmobile No. 6135C2 [B/N 9829, B/D 1978].

Both units were veterans of Manitoba Hydro power dam projects. The Plymouth had been used on two other Nelson River power dam projects. It had come from the United States in 1974 and had been bought by the Long Spruce Construction Company to help build the Long Spruce dam. At that time, it was numbered 73-02 and used until 1978. It was then put into storage, remaining there until sold in 1987 to Bechtel-Kumagi for the

construction of the Limestone generating station. With the completion of Limestone, the unit was sold to Manitoba Hydro in 1992. The trackmobile was bought new by Manitoba Hydro for use at Limestone.

Upon inspection of the two units at Limestone, the staff at Kelsey decided that they would rather have the trackmobile than the Plymouth. Their reasoning was based on winter when the spur is closed. By fitting the trackmobile with a large plow, it could be used to clear snow from the roads at Kelsey.

To round-out the equipment complement at Kelsey, Manitoba Hydro also purchased a new hi-rail unit. This was a 1993 GMC C-20 Suburban numbered 8261C1.

The suburban and the trackmobile share their present duties with the un-numbered ex-Canadian National wooden caboose and a wooden flatcar numbered 2. Both the 6165C1 and the 8170C1 were sold, the former going to Midwest Material Handling in Winnipeg and the latter to Diamond Auto in Portage La Prairie, Manitoba.

Off-Limits to Canadian National

Canadian National has rarely used the Kelsey Spur in spite of having built it. On rare occasions, Manitoba Hydro has called CNR to operate a spreader out of Gillam to clear the spur of snow. Closer to Pit Siding, CNR did run gravel work trains through to a pit at mile 5. The light 60 pound rail of the spur would only tolerate CN's light-footed GMD1 units (Nos. 1000-1082).

In 1983, the last cars came out of the pit. On August 20, the crew of CN Mixed Train No. 294 (myself included) ran to the pit and picked up the fuel and bunk cars of the loader operator who was loading cars at the pit. In 1991, CN removed the last of the sectionmen's houses at Pit Siding. All that remains today are the two legs of the wye.

What of the future?

Manitoba Hydro presently uses the Kelsey Spur in the summer and fall of the year. During this time, equipment, fuel and materials for maintaining the spur and the dam are brought in. The line is in poor shape and repairs to the track and roadbed must be undertaken every few years to make the rail spur safe for use. Because of the tenuous nature of the track, there has been talk of converting the line into a roadway, but this was never done.

How much longer will this unique northern Manitoba industrial operation continue to function? That is anyone's guess. But the remoteness, rare and unusual equipment, and the simplicity of this pike make it an interesting chapter of Manitoba's railway heritage.



Acknowledgements

- * Borden Biggar, Midwest Material Handling Co. Ltd., Winnipeg, Manitoba
- * Ray Corley, Scarborough, Ontario
- * Alan Crossin, Winnipeg, Manitoba
- * Allan Dales, Manitoba Hydro, Winnipeg, Manitoba
- * Finlay MacInnes, Manitoba Hydro, Kelsey, Manitoba
- * Manitoba Hydro Public Affairs, Winnipeg, Manitoba
- * Manitoba Hydro-X, Winnipeg, Manitoba
- * Ken Rudolph, Manitoba Hydro, Winnipeg, Manitoba
- * Robert Stonehouse, Saskatoon, Saskatchewan

Equipment Notes Manitoba Hydro - Kelsey, Manitoba

No.	Builder-Type	B/N	B/D
1	Whiting 5TM Trackmobile	5547	1962 1
2	GE 65 ton diesel-electric	33120	9/57 2
PM-3	Mack AB Railbus	70001	10/20 3
61	Brill Model 300 Railcar	22828	1929 4
6135C2	Whiting 9TM Trackmobile	9829	1978 5
6165C1	Whiting 9TM Trackmobile	9104	1968 6
8170C1	GMC C-25 Suburban	N/A	1984 7
8261C1	GMC C-20 Suburban	N/A	1993 8
No#	Whiting 3TM Trackmobile	3240	1957 9
No#	Whiting 9TM Trackmobile	9170	1971 10

Notes

- Bought new and delivered to Kelsey on February 20, 1962. Transferred to Kettle Rapids in 1971, to Long Spruce in 1974, then to Limestone in 1976. Sold to a railway museum in 1978.
- Bought new. Transferred to Brandon in September 1961. Renumbered 6146C1. In service at Brandon.
- ex-Winnipeg River Railway PM-3, (7/57)
exx-Winnipeg, Selkirk & Lake Winnipeg 333, (4/39)
exxx-Winnipeg River Railway PM-3, (1933)
née Winnipeg Electric Co. PM-3
Scrapped at Kelsey in the 1970s.
- ex-Fonda, Johnstown & Gloversville 340, (4/60)
ex-Louisiana, Arkansas & Texas 126, (1938)
(repossessed from 1930 to 1935)
née Chesapeake Beach 30, (1930)
Scrapped at Kelsey in the 1970s.
- Bought new. Delivered to Limestone on April 28, 1978. Transferred to Kelsey in July 1993. In service at Kelsey.
- Bought from MacMillan Bloedel in 1986. Sold to Midwest Material Handling Co. Ltd. of Winnipeg in October 1993.
- Bought new. Hi-rail package. Sold to Diamond Auto of Portage La Prairie in October 1991.
- Bought new. Hi-rail package. In service at Kelsey.
- Bought new. Transferred from Brandon to Kelsey in September 1961. Sold in 1962.
- Bought new. Sold to Midwest Material Handling Co. Ltd. in 1986. Sold to a buyer in the USA.

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- * Perry, Mark A. "The Macks of Manitoba" in **Branchline**, Volume 33, No. 2 - February 1994, pp 11-13.
- * **Railfan and Railroad**, Volume 4, No. 5, March 1992, pp 40-41. ☐

Railfanning in Quebec Many Stories Still Waiting to be Told

A recent business trip to Quebec City found me there for the first time in more than 15 years. As I had then, so this time I went by rail. What a contrast. At that time (1978), the only civilized way to go was via either the "Ocean" or the "Scotian" through Lévis, with a ferry crossing to Quebec City. Palais Station had become a farmers market and Ste-Foy was no substitute in terms of downtown convenience. Thank goodness, cooler heads prevailed and the decision was made to rehabilitate Palais and make it into an intermodal transportation centre. Thus, on this occasion, I found myself - in LRC equipment (a far cry from the coach, dining car and heavy weight lounge cars of the "Ocean" or "Scotian" but still just as pleasant), on new mileage, notably crossing the historic Quebec Bridge, passing Ste-Foy Station and taking the Bridge Subdivision past the Cap Rouge Trestle and around the mountain to arrive at Palais Station. Just to the west of Ste-Foy, the Bridge Subdivision is perched on the edge of a high cliff, overlooking the St. Lawrence River. One is afforded a spectacular view of the huge Cap Rouge Trestle which carries the La Tuque Subdivision and the Bridge Subdivision twists and turns and rises and falls along a path that a mountain goat would find difficult. (Hint, going there, sit on the left hand side of the car, returning, sit on the right hand side in order to get the view).

With all this, I began to wonder why we hadn't seen more pictures of the area or had more stories? A look through past issues of **Branchline**, reveals almost nothing. As well, there is nothing in the files in terms of something that we could run. Reflecting on the situation, I remembered a discussion a couple of years ago with Managing Editor Earl Roberts and Features Editor Dave Stremes. We were concerned that we had too little content in **Branchline** pertaining to western Canada.

I am pleased to say that we no longer have such a problem. However, we are a national magazine and I think that we have missed some golden opportunities with respect to **La belle province**.

So, how about it? How can we start to see more pictures and stories of trains from Quebec? The province is noted for spectacular scenery, (look at Ken MacDonald's photo of Matapedia in last month's issue of **Branchline**), requiring considerable ingenuity to route its various railway lines. Surely this means that there are a number of stories out there waiting to be told - either historic or contemporary.

We all hear about Bayview Junction, but I warrant that the Ste-Foy and Cap Rouge areas can yield equally, if not more, spectacular results. And that's probably only the beginning. The trip along the St-Hyacinthe and Drummondville Subdivisions (Montreal to Charny) was quite an event, as our train zipped around and met an endless parade of freights, without incurring any delays. Most of this was on single track and the dispatcher was certainly on the ball. I was impressed, especially given some of the poor efforts I have noticed lately on the doubletrack Kingston Subdivision.

I think also of the evening race that takes place in Montreal between VIA Rail trains and the evening parade of ex-CP Rail commuter trains bringing home commuters to the west island area. In the old days, as "Tid Bits" Editor Duncan du Fresne has described, CN and CP crews would vie for speed supremacy in the west end corridor as they put their trains through their paces on the parallel tracks. I witnessed a similar event while I was on VIA Train 37 as we raced a commuter train out of Dorval. For a while we were figuratively nose-to-nose, in this case pacing the rear of the commuter train. We couldn't get up to track speed because of having to negotiate a crossover. That exercise out of the way, we rapidly gained on the head end. As we rolled by, our engineer obligingly saluted the commuter crew with a brash "toot" "toot". Not many others on the train noticed it, but it made me feel good to know that there was still a pride in the job that went beyond the normal routine. Incidentally, I have never seen the same thing when VIA and GO Transit parallel each other in and out of Toronto Union Station.

Anyway, these are just a few thoughts, let's hope that more than a few of you can rise to the challenge. (Philip B. Jago)



by DONALD MORRISON

On any day in any given year, Canada's railways have daily originated and terminated hundreds of trains and in the process have moved thousands of carloads of cargo. Most of these movements have been unremarked, uneventful and without incident. And so it should be! But what happens when things do not quite move as they should? This leads to one aspect of the railway business that has rarely been mentioned, let alone written about in railfan publications. Claims.

In the transportation industry, claims departments are almost always regarded with disdain; perceived as the outflow of cash that will never generate any returns. They are the sometimes quasi-legal departments which will afterward take over the handling of matters for the movements which are remarked, or had been eventful or were with incident. Claims are proof of less than perfect systems and services.

The "raison d'être" for the claims department remains unchanged by time. It is still the concept of loss versus compensation for a perceived liability for an alleged breach. Settling claims is not a public relations exercise. Claims personnel are dedicated and knowledgeable professionals who strive to limit their employer's exposure to liabilities and at the same time reach fair and equitable settlements with claimants.

Derailment

Derailment! Not a four letter word but certainly regarded as one in many claims departments. Major derailments are often reported in **Branchline**, but what goes on behind the scenes afterwards? Let's take a look from a different perspective at some aspects from a recent incident.

Shortly after 08:20 on December 22, 1992, an urgent telephone call came in from CN. There had been a derailment out west at about 00:45 that morning involving eastbound train 260, at Evansburg, Alberta, near mileage 70.0 on the Edson Subdivision. The CN main was expected to be closed for at least 24 hours, perhaps longer. Not much more was known at the moment but further details would follow as they were known.

What a way to start the day! Word of CN's last minute Christmas gift quickly spread around the office. CN's call was not completely unexpected though. News about the derailment had already been reported on the radio. Following only four days after CN's Oakville, Manitoba, pile-up, the media was quick to pounce on news of a second derailment involving the same railway. What the radio station did not report was the type of train involved in the upset.

Not long afterward another call came in from CN. Quite a mess involving 33 double-stack cars carrying 71 OOCL container line's containers and an unspecified number of another line's containers. Damage to containers varied from nil to total loss. CN carries virtually all of OOCL's containers moving between Vancouver and Eastern Canada. While OOCL is not CN, OOCL is certainly one of CN's major customers. Inevitably CN's mishaps will involve railcars carrying OOCL containers. Eastbound. This meant OOCL import containers and all were on the way to either Toronto or Montreal.

Later, a fax was received from CN listing the container numbers involved. OOCL could now identify what commodities were involved and which customers would have to be notified. Telephones would almost literally be ringing off their hooks. No hazardous cargo; a sigh of relief. No personal effects; another sigh of relief. Personal effects claims would have to be rated as the most difficult because, 1) they involve individuals rather than corporations, and, 2) values are more difficult to determine because there are almost always no invoices. This does not, by any means, imply that corporations are easier to deliver bad news to. Call a production manager to advise him the parts he was expecting were destroyed and then listen if common sense prevails.

Who pays if a customer's plant has to shut down? It's an occurrence like a derailment that prompts individuals to finally notice the fine print on the back of the bill of lading and try to figure out what liabilities carriers are actually responsible for.

In Canada, the rail carrier's limit of liability for cargo conveyed by rail in non-domestic import-export containers is surprisingly low. \$10,000 for a 20-foot container and \$20,000 for a 40-foot container. These amounts are Canadian dollars and apply only to the cargo. Most claims for total loss, even for low value commodities, will usually exceed these limits. Pity the cargo interests that did not arrange for insurance coverage. Consequential damages are virtually impossible to recover.

OOCL will also incur losses in excess of the compensations provided for the destroyed and damaged containers. In Canada, the railway's limit of liability for non-domestic import-export containers is \$1,500 per 20-foot and \$2,500 per 40-foot container. Neither of these amounts will cover the cost of replacing a destroyed container. Worse, these are only starting amounts which are depreciated by a reproduction value formula dependent upon the age of the container at the time of the derailment. Unless the containers are virtually brand new, OOCL will end up with only a fraction of these amounts.

Gridlock quickly occurs as trains are tied up, so the railway's first priority after mishap is to reopen the line. This takes precedence over cleaning up the mess. Neutralizing hazardous cargo may be the only exception. Reopening the line involves moving or destruction of the wreckage. The railway's claims personnel sent to the scene have to quickly determine which badly damaged shipments can be salvaged and which have to be condemned. Their decisions can involve several millions of dollars of freight, however, with little or no information at hand only years of experience and gut feelings can be relied upon. It's a thankless job.

The next day OOCL was informed their damaged containers would have to be moved from the wreck site to Edmonton to be surveyed and to have cargoes reloaded into undamaged equipment. Containers which were involved in the derailment but escaped major damage would be moved to their intended destinations later in the week. Eastbound and westbound CN trains tied up because of the mishap were being re-routed over CP Rail. Delays were 24 to 48 hours behind proforma schedules.

CN's main line was reopened within 48 hours and train schedules slowly returned to normal. As of this writing the derailment has been quickly forgotten by most as old news, however, OOCL's claims against CN for cargo and container damages are still in process. These claims cannot be discussed at this time, but we can take a look at another incident that occurred quite some time ago ...

The Four Heifers

Claim investigators often assume the role of reluctant corporate archivists as they prod people's memories for seemingly useless details and compile files of notes and documents about incidents no longer of interest. In the course of investigating some claims, a lot of information can be accumulated and stored. Old claim files, often overlooked, can on occasions be a valuable source of information about unusual events that may not otherwise have been recorded. This next section will be the recounting of an actual claim which was made against the Canadian Pacific Railway 83 years ago.

On July 12, 1911, four heifers belonging to Donald A. Macdonald were struck and killed by a train on the Canadian Pacific Railway

right of way near Milan, Quebec. (This incident occurred near mileage 16 of today's CP Rail Sherbrooke Subdivision.) Macdonald did not keep copies of his letters written to the CPR and what is now unknown are the circumstances which resulted in the cattle being on the tracks.

A letter dated July 31, 1911, was sent from the Superintendent at Farnham, Quebec, to acknowledge receipt of Macdonald's claim in the amount of \$140.00 and also to advise that the claim was forwarded to N.S. Dunlop in Montreal. How the amount of the claim was calculated is not known. A subsequent letter, dated August 5, 1911, was received from the CPR Law Department to acknowledge that the claim had been received there.

It is evident that processing of the claim was moving slowly and prompted Macdonald to write a letter to the CPR. A September 18, 1911, message from the CPR Law Department acknowledged Macdonald's September 15, 1911, inquiry and advised that the claim was on hand but had not yet been investigated.

Macdonald wrote again to the CPR on October 23, 1911, to inquire about his claim and the response from the CPR Law Department on October 25, 1911, stated "We have been so very busy recently that my representative has not had a chance to go into your claim, but I expect to receive his report within a couple of weeks."

Perhaps it was the nature of the claim, or possibly CPR's reluctance to eventually have to make a settlement; there were indications the claim had been placed aside on someone's desk.

On the same date that Macdonald wrote to the CPR, a note dated October 23, 1911, was dispatched from P.G. Charlebois, Claims Agent, CPR Law Department to inform Macdonald that Charlebois would call on him next week to discuss the four heifers killed. It is not known if the meeting between Charlebois and Macdonald ever took place but most probably did not. This conclusion is drawn from a scathing December 4, 1911, letter from the CPR Law Department addressed to C.H. Chatfield, the CPR station agent at Milan, Quebec, which concluded, "I would have had a man see the family sooner but for the fact of the bereavement they had on November 7, 1911." C.H. Chatfield had inquired about the claim at the request of the Macdonald family. Chatfield was obviously admonished for a comment made in his letter.

What the CPR letter does not reveal is the tragedy which occurred. On the evening of November 7, 1911, Donald A. Macdonald was walking home alone on the tracks from town to his farm. He never arrived. Early the next morning, George Macdonald set out to search for his father. He found the remains of Donald A. Macdonald on the Canadian Pacific Railway right of way. It will never be known exactly what may have happened. It is possible the crew of the train which struck Macdonald were not aware of the mishap; several subsequent trains had also passed before the discovery was made. None of the trains were known to have stopped or to have reported anything untoward. By some strange twist of circumstance, D.A. Macdonald did not live to see his claim concluded; he met the same fate as his four heifers very close to the same location. The final indignity was that the CPR never spelled his name correctly on their correspondence.

On January 25, 1912, W.F. Bailey, a representative of the CPR Law Department met with George Macdonald in Milan, Quebec. An agreement was made to settle the claim for \$115. Why the claim was finalized for this amount was not recorded. A confirmation letter dated January 29, 1912, was sent to George Macdonald from the CPR Law Department to inform him that the agreed settlement had been approved for payment.

The final letter, February 2, 1912, from the CPR Law Department reveals that payment had not yet been made. In response to George Macdonald's February 18, 1912, inquiry, the CPR advised, "As you are probably aware it takes some little time for a voucher to go through the various departments, but you should receive your cheque any day now." In 1912 the CPR empire was under the reign of Thomas Shaughnessy and the processing of payments in that era was known to be exceedingly slow. The payment was eventually made.

CANADIAN PACIFIC RAILWAY COMPANY
LAW DEPARTMENT.

N. S. DUNLOP,
CLAIMS ADJUSTER
EASTERN LINE
F. R. HANEY,
ASSISTANT CLAIMS ADJUSTER
25774.

MONTREAL, Dec. 4/11.
G.

C. H. Chatfield, Esq.,
C. P. R. Agent,
Milan, Que.

Dear Sir:-

RE D. A. McDONALD CLAIM.

Your letter of November 24th to Mr. McNeillie has been forwarded to me in which you make the statement "The Claim Office seem to be very slow about dealing with this matter as they have not even been here to investigate same".

In my dealings with Agents covering many years, I have usually found that they require all their energies to look after their own affairs, and possibly you would wish to withdraw the statement when you know, as you do now, that it is entirely untrue.

The matter was investigated and will be dealt with in the regular way. I would have had a man see the family sooner, but for the fact of the bereavement they had on November 7th.

Yours truly,



Epilogue

For three years I was employed in one of Canadian Pacific's claims departments, however, my interest in transportation claims then was purely occupational. This claim was not discovered until after my departure from Canadian Pacific. In 1976, after my grandparents vacated their house, a last search was made for anything that might be important. These letters were found in a box of old documents which I turned over to my mother. At the time I regarded them as dusty old letters about some ancient claims and gave them little further thought. Why my grandfather kept the letters all those years is a mystery. You see, George Macdonald was my maternal grandfather and Donald A. Macdonald was my great-grandfather.

During my last visit with my parents I remarked about wishing that I had kept the old claim letters found in Milan. To my surprise, my mother had kept the letters. When one's youth is further distanced by the passing of time, one's perceptions do change. In 1976 the letters were ignored as trash; today they are all that remain to recount one incident in the history of CPR's Megantic Sub. If there is a lesson in all this, aside from the danger of walking on railway tracks, it is the danger of waiting too long. In 1976 George Macdonald could have provided first hand details about this event had only the questions been asked. C.H. Chatfield, former station agent at Milan, Quebec, also survived into the 1970s. Readers and writers of *Branchline*: if you have an old story on the back burner, railway or otherwise, do not wait too long to ask your questions or tell your stories. Better yet, do it now. ☐

Memories



"G5s at work" could be the caption title for this excellent photograph taken by David McQueen circa 1955. These two Ottawa West-based Canadian Pacific engines, No. 1269 (built by CLC in 1947) and No. 1219 (built by MLW in 1945) are seen climbing the ruling grade on the Carleton Place Subdivision between Brittania and Nepean (passing track) with CP/CN Ottawa-Toronto pool train No. 559.

The fireman on the 1269 "has her hot" as evidenced by the steam oozing from her "soft pop" (lowest set safety valve). It's early in the trip and coal can be seen at the top of the coal boxes of both engines. Note the spare scoop sticking up at the back of the 1219's coal box where it is jammed in the hand rail. The two tenders, built two years apart, show a "styling" change in that the 1269 has the "rounded off" tank top sides whereas the 1219's tender has the flat top. The end of the baggage car indicates CN ownership - unmistakable! Another bit of quickly disappearing history is the "metallic connector" (steam heat line) between the back of 1219's tender and the baggage car.

The normal power for 559's consist in this period was a single G5, but it was not at all unusual for the job to be double headed on holidays and certain busy weekends when extra cars were hauled.

The two 1200s aren't going to Toronto - they'll be taken off the train at Brockville, only 76.2 miles from Ottawa Union Station, where 559 will become part of CN/CP (Montreal-Toronto) pool train No. 15. The two 1200s will turn on the Brockville wye and await the arrival of CN/CP eastbound pool train No. 6 (Toronto-Montreal) with its Ottawa bound equipment. After a 2½ hour layover in Brockville, train No. 560 will head out for Smiths Falls, Carleton Place and Ottawa.

A lot of memories come back to me as I examined David

McQueen's photograph. I fired both engines numerous times and I worked the "afternoon Brockville" (as we used to call it) many times - it was one of the better paying jobs we had out of Ottawa West.

On a cold winter day back about the end of the steam era on C.P., I was called ASAP to double head two GM FP diesel electric units on train No. 8 - "The Dominion", from Ottawa Union Station to Montreal. The "A" unit had failed between Chalk River (RV) and Ottawa West and too much time was being lost as the 'B' unit couldn't handle the job alone. We took our engine, light, from Ottawa West shop over to Ottawa Union. No. 8 arrived some time after and we coupled on ahead of the ailing 'A' unit. Soon we were off for Montreal, leaving Ottawa well off "the advertised". Thirty-two miles east we passed Pendleton and started down the long easy grade towards Plantagenet. No doubt we were moving along pretty smartly but just how smartly we were to find out when we stopped for water at Vankleek Hill. An irritated Del. Payne, engineer on the diesels, told us we were doing 92 mph coming into Plantagenet. The FP units, being geared for a maximum of 89 mph, had him concerned. My engineer, "Wild" Bill Austin, and I got a kick out of this, for we were doing it with nothing more than a G5! The G5 was the 1219. The maximum permissible speed for a G5 was, by the way, 75 mph, but in fact almost any of them could exceed that without getting too rough as a result of getting "out of balance", and some could do better than others. Apparently the freshly shipped 1219 was well balanced as she gave us a good ride (for a steam engine). I never went any faster on a G5, and it was a trip to remember. Thanks, David, for submitting such a great, and memorable, photograph. [comments by Duncan du Fresne] ☐

The Wreck of the 5082

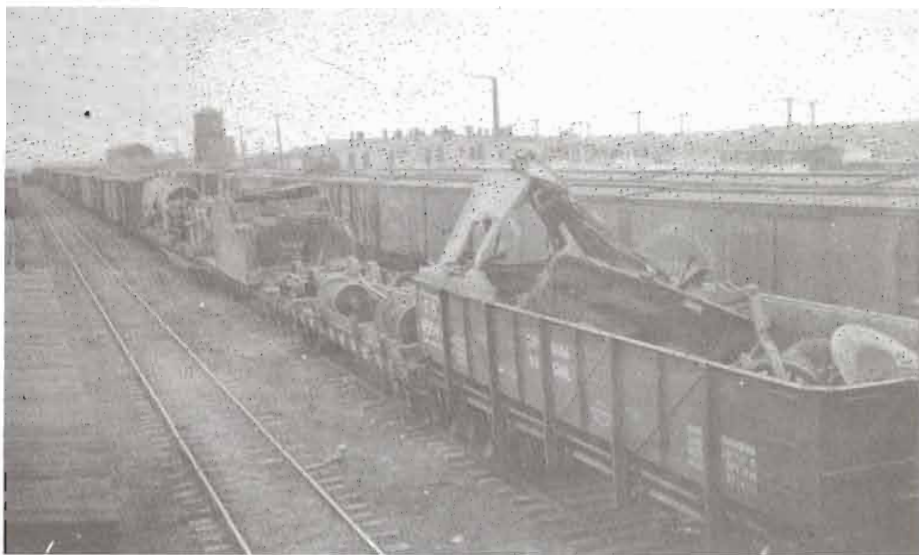
In the same year that the First World War began (1914), the Canadian Government Railways contracted with the Montreal Locomotive Works to build five light Pacific type (4-6-2) locomotives. These good looking machines were originally numbered CGR 453-457. After the formation of Canadian National Railways (1918-1923), they were renumbered CNR 5080-5084. The engines had 23.5" x 28" cylinders (bore and stroke), carried 180 PSI boiler pressure, 69" diameter driving wheels and produced 34,000 lbs. tractive effort. All of this is pretty well representative of the period.

Somehow and in some way, unknown to me, in 1919 or in the early 1920s, the 5082 was involved in a serious mishap on the prairies. As she passed through the CNR Divisional Point of Humboldt, Saskatchewan, my Uncle Gordon, with his trusty Kodak box camera, met up with the remains of the 5082 in the yard there and took the accompanying photographs.

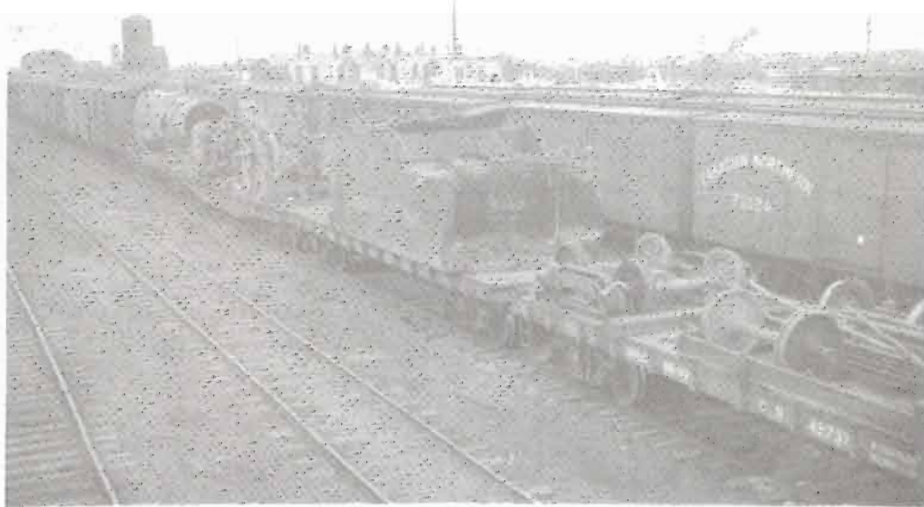
If you study the photographs you will note that while the '82 looks pretty sad, she's really not as bad as she looks. For example, while the boiler has been removed from the frames, this is no doubt intentional as evidenced by the mounting bolt holes in the expansion brackets being still intact, that is to say not "torn" out. So the boiler was not forcibly removed, but intentionally removed during the wreck clean up. Damage to the boiler jacket (lagging) would seem to indicate that the engine rolled over. If there was any collision damage to the front end it only shows in that the pilot and smoke box cover plate and door are missing. The cover is, however, resting undamaged at the back of the gondola car.

That "gon" [photo 1], by the way, is lettered Canadian National (CN 125574), with a builders date of May 1919 and rated for a maximum capacity of 50 tons. Also standing in the "gon" are the trailing wheels of the 5082 and the remains of the battered cab, which makes me think that she may have hit some "soft" track during the spring run-off and rolled. Note the two wooden box cars adjacent to the "gon" and lettered Canadian Northern and Duluth, Winnipeg & Pacific.

Ahead of the "gon" is Canadian Northern flat car No. 42737 [photo 2] which was built in January 1919. It seems to be carrying one of the 5082's tender truck (complete), and the wheels, bolster, equalizers, springs and frame of the other, as well as assorted piping from the engine. The flat car carrying the tender tank cannot be positively identified, but with all 5,000 gallons of water and 12 tons of coal missing, it isn't carrying much of a load.



1.

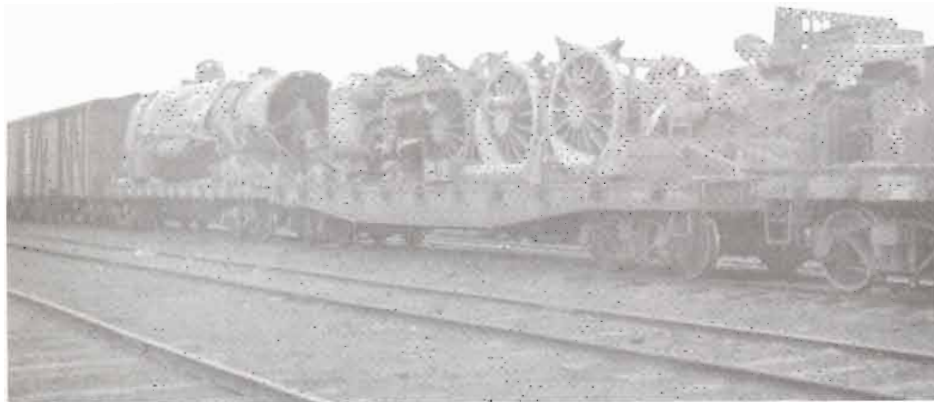


2.

The engine itself is resting on C.B. & Q. (Chicago, Burlington & Quincy) flat car 90941 [photo 3]. This car is much sturdier than the Canadian Northern flats (and that is no doubt why it was selected to carry the greatest weight) but, just like the others, it too rides on arch-bar trucks.

Canadian Northern flat car 42395 [photo 4] is carrying the remains of the boiler which appears, from as much as can be seen from the photographs, to be pretty much intact. True, it looks pretty scruffy, but most of the "looks" are superficial as the jacket and asbestos insulation is all "helter-skelter" which makes it look much worse than it is. Note that the man looking into the open front end might be looking at the superheater units which are all in place. This would rule out a boiler explosion as the cause of the accident.

So much for the accident and the little evidence we have to



3.



4.



5.

go on to determine the facts surrounding the cause and the subsequent story. One thing we do know is that the 5082 was rebuilt and CN got another 30 to 35 years of service from her as she was not scrapped until August of 1958. (Sister 5080 escaped the torch, and is displayed at the Exhibition Grounds in Prince Albert, Saskatchewan).

Now, all you sharp eyed readers, 1) where and when did the accident happen?; 2) what was the cause?; and 3) what happened to the engine crew?; and 4) where was the 5082 en-route to for rebuilding when my uncle took these photographs?



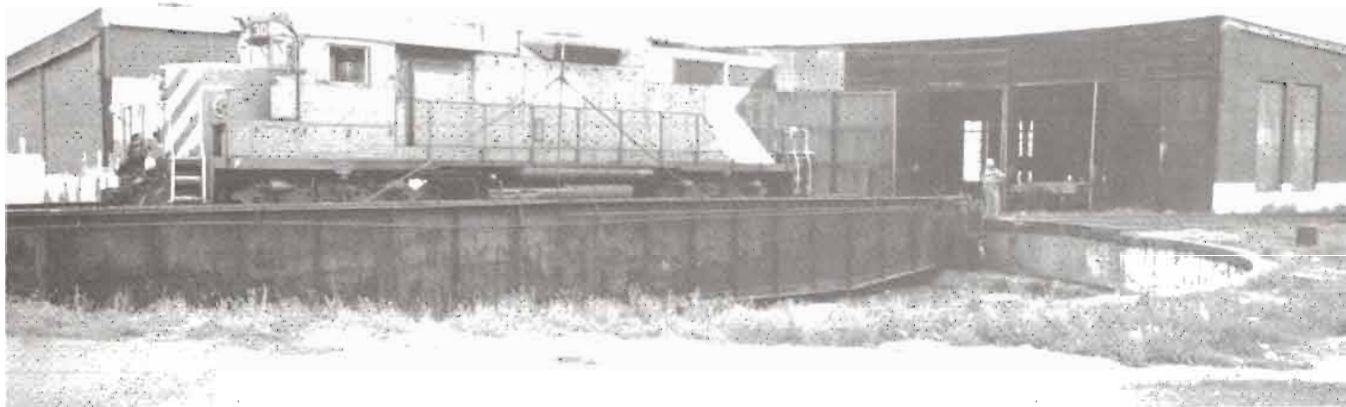
As an afterthought, and just to prove that the wreck of the 5082 was not an isolated incident, here is a photograph of Canadian National ten-wheeler No. 1253 [photo 5] in a state of disrepair (at the very least she needs a coat of paint!). As with the 5082, it is a western Canada photograph. Note the horizontal pilot and grain elevator. She's obviously been in a severe accident, but where, when and what was the cause? We at Branchline would sure like to know and we're sure most of our readers would too. If you can help with any clues, please drop us a line.

The 1253 was built by Canada Foundry in 1907 for the Canadian Northern Railway. She had 19" x 26" inch cylinders, 63" diameter driving wheels, carried 200 PSI boiler pressure and was rated at 24,000 lbs. tractive effort. She was scrapped in September 1935. Despite her dilapidated appearance, the photograph shows an excellent example of an inside valve, Stephenson-gear engine with the narrow (in between the driving wheels) firebox. As with the 5082, there doesn't appear to be any evidence of a terrible collision, so what happened?

This Tid Bit ends my three part series on the railway scene in and around the Canadian National divisional point of Humboldt, Saskatchewan. I hope you have enjoyed reading it as much as I have in writing it. ☐

CP's Vancouver Area Facilities

by DAVID J. MERIDEW



GP38AC No. 3000 takes a spin on the turntable in front of the 1913-built roundhouse at Coquitlam, B.C., on August 5, 1982. Photo by the author.

Two references are made in the January 1994 **Branchline** to CP Rail System facilities at Coquitlam, British Columbia: 1) the railway's plan to close its work equipment repair and maintenance operations (Page 3), and 2) Dale Whitmee's "Letter to the Editor" indicating that the turntable at Coquitlam may still be in place (Page 23). The following provides an update.

Coquitlam no longer has a turntable. It was removed in the spring of 1986 along with the roundhouse, steam heat building and wye (which surrounded the turntable and roundhouse).

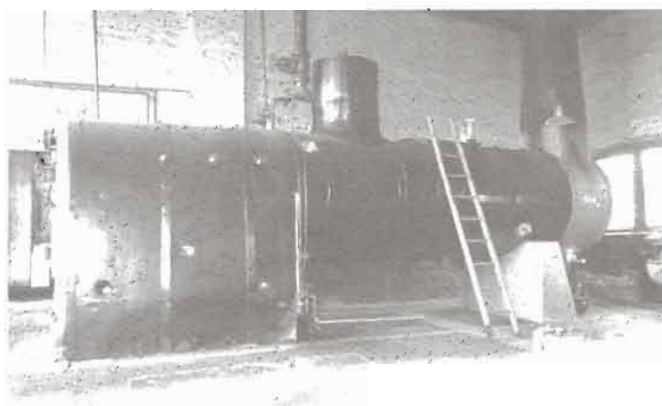
Coquitlam's 12-stall roundhouse and freight yard opened in 1913 as a new divisional point for freight trains only. It replaced Vancouver as the west coast terminus for freights which were now broken up at Coquitlam yard.

The change in divisional points took place in 1913 to reduce rail traffic into Vancouver and also to reduce the number of trains crossing Vancouver streets (to Drake Street yard at False Creek). Trains blocking Hastings Street, etc. were eliminated in 1932 with the opening of CPR's Dunsmuir tunnel under Vancouver.

Although Coquitlam was a new divisional point, passenger trains continued to use the CPR Vancouver Drake Street Yard as a divisional point for CPR/VIA until October 29, 1979. Passengers though, got off at the Station on Burrard Inlet (used since May 1887) and the train continued on to Drake Street yard (beginning mid-1888 and continuing until October 29, 1979).

The last time I was in the Coquitlam roundhouse was in February 1986. A barrier had been placed on the roundhouse floor to prevent people from walking under a roof support beam which had broken away, leaving about 50 square feet of the roof hanging precariously. When I next visited Coquitlam yard on March 25, 1987 everything was gone! No turntable, no roundhouse, no steam plant and no wye. I asked a CP Rail Police Officer when the buildings were removed and he said "Spring of 1986".

CP Rail used to fuel and sand the diesels on the service tracks near the old Coquitlam brick roundhouse, then turn the locomotives on the table. But in the fall of 1982 they shut down the turntable, roundhouse, and diesel service tracks and moved all servicing of locomotives to the new 1981 Coquitlam Shops one kilometre east.



The boiler room in the 1913 Coquitlam roundhouse. Photo by the author.



GP9 8828 and a sister pause at the new Coquitlam shops on June 27, 1982. Photo by the author.

With the opening of the new Coquitlam Shops in December 1981, CPR's Vancouver Shops, roundhouse and all other buildings in Drake Street yard were closed for good. The stable of Alco S-2 and MLW S-3 and S-4 switchers, plus three steam locomotives owned by the British Columbia government (former CPR "Royal Hudson" 2860; former CPR 2-8-0 3716; and former MacMillan & Bloedel 2-6-2 1077) moved out in late November 1981 to allow preparation of the site for EXPO '86.

Vancouver's Drake Street yard track was quickly torn up. When I next visited in June 1982 just the buildings were all that was left. EXPO '86 management was in charge of how Drake Street buildings would look for the World's Fair. The turntable was left alone, but one half of the roundhouse and all the other buildings were torn down before July 1983. Just the Drake Street turntable and the north-west stalls were left standing. The 90-foot turntable was cleaned up and repainted. Out of 22 stalls of the Vancouver roundhouse, only the north-west stalls (all that was left standing) were rebuilt for EXPO '86. Presently, one stall of the roundhouse houses former CP 4-4-0 No. 374, the locomotive that hauled the first passenger train into Vancouver in 1887.

The Dunsmuir tunnel was 'double-decked' for use by Skytrain, BC Transit's automated rapid transit system. ☐



RIGHT: SW1200RSu 1237 (nee 8135) idles at the north portal of the Dunsmuir Tunnel on June 13, 1982. The tunnel, built in 1931/32, leads from CPR's station at Burrard Inlet to the then closed Drake Street Yard at False Creek. The tunnel was 'double-decked' shortly after for Vancouver's 'SkyTrain'. Photo by the author.

CP's Drake Street Yard on May 11, 1980. Poking out of Stalls 2 and 5 are BC Government's former CP 4-6-4 No. 2860 and No. 2-8-0 3716. Heritage Park's (Calgary) 0-6-0 No. 2023 (nee US Army 4012) occupies Stall 1 and BC Government's former MacMillan Bloedel 2-6-2 No. 1077's tender is visible in Stall 4. To the left of the photograph is wrecking crane No. 414320. MLW S-4 switcher 7117 idles beside SD40-2s 5710 and 5716. GP35 5017 idles to their right. The site was vacated in the fall of 1981 to allow preparation for EXPO '86. Photo by the author.



February / March 1971 Snowstorms

by ROBERT SANDUSKY

Your featured articles by people who have worked in the railway business are always of particular interest. The one by George Horner on the 1942/43 'winter of our discontent' (March 1994 **Branchline**) was an example as it mentioned the subject of double-track ploughs and their rare appearances during extreme conditions, which evoked a special memory for me. I did witness another double-track plough in operation in 1971 on the St. Lawrence Region part of CN's Kingston Subdivision.

At that time I lived in the western suburbs of Montreal and travelled daily on the 'Lakeshore Commuter'. After six years of becoming a bit blasé about Quebec winters, I was reminded of their legendary ferocity when on February 24, 1971, Montreal was hit by a severe blizzard. Those of us foolish or adventurous enough to attempt our daily CP commuting ritual were bombarded by snow thrown up first by a passing freight and then by our late-arriving bi-level and when arriving at work we were finally told that we could go home (which only took about five hours).

The following week, on March 4, there followed an equal blizzard with stiff winds. Highways closed and the rail operations were noticeably hampered. The next day our office was closed again, which provided an opportunity to spend some time observing beside the CN & CP Pointe Claire stations. CP midday service was beefed up by appointing a locomotive to each end of the bi-level train. A 10-car train of RDCs was apparently felt to be old enough to trust without brute force (safety in numbers?).

The adjoining CN Kingston Sub. was covered almost at footboard level with drifts encroaching the sides of the line. Before long a plough appeared bearing down from the west with snow flying. From my position on the north side of the line I soon realized that it was approaching on the westbound track. The aerodynamics of the situation were not lost on me as I stepped back for an extra margin of safety. Along came my first sight of a double-track plough. No. 55503, with both wings out, was tossing snow on top of and beyond the eastbound line with a lesser share on the north side. As it passed I caught the muffled sound and outline of M-636 2312 followed by an unidentified wooden caboose. From this entourage I received my baptism in snow.

About 30 minutes after that passage, the 'Super Continental', which must have been waiting at Dorval, came west on the now presentable track with a MLW FPA unit leading.

A few hours later, I revisited the scene with movie camera in tow, just as an eastbound plough approached again, this time on the normal eastbound track. Reprise, with only the right wing out this time, it was 55503 and friends. I assume they must have wyeed at Ballantyne, run back to Coteau and wyeed again for another eastbound run to finish the job.

While remembered as a very impressive spectator's interlude, I'm sure it was one trying task for the railways. ❖



CN double track plough 55503 eastbound on the westbound line at Pointe Claire, Quebec, on March 5, 1971, pushed by M-636 2312. This was cleanup after the second of two major winter storms. The station was shortly thereafter disassembled and moved to the property of a farmer on the south shore of Montreal who somehow never got around to reassembling it. (Photo by Robert Sandusky)



Hopeful, inbound CP commuters await their late bilevel train at Pointe Claire, Quebec, on February 24, 1971, in the middle of a paralyzing winter storm. Hardy souls, these Lakeshore commuters, always confident that CP would come through, defying even the blanket of snow thrown up by a westbound freight which covered them a second after this photo was taken. Photo by Robert Sandusky) [The freight was lead by then almost new M-636 4743 which was retired in December 1993 and un-retired on March 27, 1994]

Annual Slide Contest

June 7, 1994

Time is fast approaching for the Annual Slide Contest to be held on June 7 in the Red Cross auditorium, 1800 Alta Vista Drive, Ottawa.

Eligibility - Open to all members and friends of the Bytown Railway Society Inc., with the exception of the presiding adjudicator and judge.

Slide Categories -

- 1) Passenger Trains
- 2) Freight Trains
- 3) Historical - slides taken before 1970
- 4) Miscellaneous

Limits - Limit of three (3) slides per category. Participants may win in one category only.

Slide Eligibility - All slides must have been taken by a member of the Bytown Railway Society.

Slide Identification - Please identify each slide with the photographer's name to facilitate judging and slide retrieval at the end of the contest.

'Write-in' Submissions - Those not able to attend the contest can participate by sending slides to "Slide Contest", c/o Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, ON, K1N 8V1. Every effort will be made to return submissions, however, the Society assumes no responsibility for lost slides. Please ensure that your name and full address is provided.

Canadian Trackside Guide 1994

The expanded 1994 edition of the **Canadian Trackside Guide** is now available. This, our 13th edition, contains 564 updated and expanded 5½" x 8½" pages.

The only comprehensive guide to Canadian railways:

- Locomotives of CN North America, CP Rail System, VIA, Regionals and Industrials
- Preserved equipment ■ Cabooses
- Urban Rail Transit ■ Passenger Cars
- Radio frequencies ■ Non-revenue equipment
- All CN, CP and VIA train numbers and routes
- Detailed divisional maps and subdivision listings for all Canadian railways and their U.S. components, including station names and mileposts, radio frequencies, talking detectors, siding lengths, location of crossovers and wyes, and more.
- Maps of major cities detailing rail lines.

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THE REGISTER BOOK

ST. THOMAS, ONTARIO: The Elgin County Railway Museum presents Railway Nostalgia Day at the former Michigan Central Railway Shops, Wellington Street between Ross and First Avenue on **May 1** from 10:00 to 17:00. See former CNR 4-6-4 5700 (nee 5703) and a former NYC sleeper under restoration. Train rides on the former London & Port Stanley, operating modular layouts, vendors, etc. Details from Charlie Beckett at (519) 631-0936.

BRAMPTON, ONTARIO: The Platelayers Society will hold The Great British Train Show on **May 28** (10:00 to 18:00) and **May 29** (10:00 to 17:00) at the Greenbriar Recreation Centre, 1100 Central Park Drive. Adults \$4; Seniors and Children \$2; Family of four \$10. The show will include layouts of British Outline with dealers displaying products of U.K. origin. Further information from Peter Scrimshaw (905) 458-8967 or Tony Griffiths (905) 792-7160.

TOTTENHAM, ONTARIO: Take a train trip into yesteryear behind ex-CPR 4-4-0 No. 136 on the South Simcoe Railway, just 35 miles north of Toronto. Trains operate Sunday and holidays from May 22 to June 26; Sundays, Mondays and Tuesdays, July and August, including Friday, July 1; Sundays and holidays September 4 to October 10; Special fall colour days on September 26 and 27 and October 3 and 4. Departures from 10:00 to 16:00. Adults \$7.00; Seniors (65 and over), \$6.00; Students (12 to 18), \$6.00. Children (3 to 11) \$3.00; Family (2 adults and 3 children), \$18.00. For information, contact South Simcoe Railway, Box 186, Tottenham, Ontario, L0G 1W0. (905) 936-5815.

PORT STANLEY, ONTARIO: Ride over a scenic 7-mile portion of the former London & Port Stanley Railway between Port Stanley and St. Thomas. The train runs year round between Port Stanley and Union (daily operation in July and August; weekends at other times); and between Port Stanley and St. Thomas between May and October. For information on days of operation, schedule and fares, call (519) 782-9993.

STETTLE, ALBERTA: Alberta Prairie Railway Excursions offers a full range of day trips aboard a steam-locomotive powered train between May 14 and October 29. All 55 trips scheduled for 1994 originate and return to Stettler and include a full course dinner at the various destinations. Seven of the trips are scheduled to be diesel powered. For information and reservations, write to Postal Bag 800, Stettler, Alberta, T0C 2L0. call (403) 742-2811 or 1-800-282-3994; Fax (403) 742-2844.

SMITHS FALLS, ONTARIO: Opening day for the 1994 season at the Smiths Falls Railway Museum is Victoria Day, **May 21**. The Museum is located in the former Canadian National (née Canadian Northern) Station. Restoration on the station is finally nearing completion after a number of years. A number of rail artifacts are displayed in the station while the grounds - recently purchased from Canadian National - contain an assortment of cabooses, passenger cars, ex-CP S-3 No. 6591 (in operating condition) and ex QNSL 4-6-0 No. 1112 (ex-Canadian National No. 1112, née Canadian Northern No. 1112) which is under restoration. The Museum is looking for donations. Interested parties can contact the Museum, c/o Smiths Falls Railway Museum Corporation, P.O. Box 962, Smiths Falls, Ontario, K7A 5A5. A tax receipt will be issued. (Thanks to John Weir)

DELSON/ST-CONSTANT, QUEBEC: The 1994 operating season for the Canadian Railway Museum begins on **May 1**. The Museum will be open daily, 9-5, from May 1 to Labour Day, inclusive and on weekends from September 10 to October 16. The Museum features operating streetcars on a daily basis with passenger trains scheduled for Sundays and most Holiday Monday afternoons. Steam in the form of replica 2-2-2 "John Molson" will be operated on the Sundays of long weekends plus on May 1, 15 and 29.

A number of special events are planned for the season. On May 15, two exhibits will be opened. One is entitled "Developing Tourism by the Railways". The other is "Model Railway Equipment by the CRM". May 29 is "Museum Day", when there will be free admission. On June 18 and 19, the Museum will feature "M.R. Expo", a model railway and live steam show.

The Museum is located at 120 Rue St-Pierre in Delsion/St-Constant. Take Route 209 off Route 132. (Thanks to John Godfrey)

WINNIPEG, MANITOBA: The Prairie Dog Central steam excursions over CN's Oak Point Subdivision from Winnipeg to Grosse Isle, will operate at 11:00 and 14:00 every Sunday from May 29 to September 25. The train leaves from the CN St. James Station on Portage Avenue, just west of St. James Street. Fares are adults \$13; students and seniors \$11; children \$7. Information from (204) 832-5259.

Along the Right of Way



NORTHERN ONTARIO DERAILMENT:

On March 27, 20 freight cars derailed on the Allanwater Subdivision, just west of Armstrong, Ontario. The derailment resulted in VIA's westbound "Canadian" being backed some 200 kilometres to Longlac, and thence over the Kinghorn Subdivision to Thunder Bay, with a delay of some 16 hours.

TEST RUN FOR REBUILT UNITS:

On March 31, Southern Pacific GP38-2 No. 153 and QNSL SD40-2CLC 305 were seen south east of Montreal on a break-in test run after rebuild at AMF Technotransport in Montreal. (John Godfrey)

FARMER JAILED AFTER GETTING INTO SCRAP WITH TRAIN CREW:

A farmer from Gilbert Plains, Manitoba, spent a night in jail following an altercation with a CN train crew. The incident took place after the farmer discovered that the train had killed 17 of his cows. According to local police, "He just lost it - completely lost it He had to be wrestled, pulled and dragged for 15 minutes until we finally got him in a car." The farmer had gone to the site of the incident, mentally prepared for one or two cattle dead, but not the whole herd. The farmer faces charges of assaulting a police officer, resisting arrest and uttering threats. (Winnipeg Free Press, 09/03/94, thanks to Jim Lewis)

OLD BRIDGE REMOVED:

The old Canadian Northern bridge that crossed Main Street in Winnipeg south of Union Station was razed in early-April to make way for a new bridge. The tracks were removed in 1988 when the yards were redeveloped. (Zak Pritchard)

SPECIAL TRAIN:

On both April 12 and 13, a special train operated from Toronto Union Station to Garnet, Ontario, to show off the ATCS operation on the Hagersville Subdivision which is the prototype for the ATCS operation to be introduced on the 'BC Northline'.

The consist on both days included GP40-2L(W) Nos. 9565 and 9631, Business Car 94, Company Service Car "Coureur des Bois" and Track Inspection Car "Sandford Fleming".

MONTREAL ELECTRIC LINE TO CLOSE FOR SUMMER:

The dates of the summer shutdown of the Montreal/Deux-Montagnes commuter train service have been announced. The line is undergoing a major renovation, with work being performed on the track, electrification and signals. The schedule for this summer:

Apr 9 - May 6 No weekend service between Roxboro and Deux-Montagnes.
May 7 - Jun 12 No weekend service at all. Regular weekday service.
Jun 13 - Jun 26 Weekday rush-hour service only.
Jun 27 - Aug 28 No service.
Aug 29 - Sep 18 Weekday rush-hour service only.
Sep 19 - Oct 30 Regular weekday service. No weekend service.
Oct. 31 : Full service resumes.

A similar shutdown is planned for the summer of 1995. When service resumes in the fall of 1995, there should be entirely new rolling stock in service in the form of 29 pairs of multiple unit cars. So railfans may want to plan a visit to Montreal to have a last look at the ancient equipment now in use, including General Electric boxcab locomotives (built 1914-17), English Electric boxcabs (built 1924-26), GE centre-cab locos (built 1950), Canadian Car & Foundry multiple unit cars (built 1952), CN heavyweight coaches (built 1942), and VIA coaches (built 1954). All this equipment can be seen during the weekday rush hours, so feel free to visit in June or September, during the partial shutdown. Note that June 24 is a holiday in Quebec, so the last day of service before the total shutdown will probably be June 23 this year. (Thanks to Tom Box)

RAIL TRAFFIC CONTROLLER SWITCH:

In late-March, traffic control for lines in Nova Scotia was transferred from Moncton to the Rail Traffic Controllers in Montreal. (Glenn Wallis)

SUBMERGED DIESELS TO BE HAULED OUT OF LAKE:

Worried about a potential danger to its drinking water, the town of

Nakina, Ontario, has persuaded CN Rail to lift four diesels, a flat car and several pieces of pipe from the bottom of Green Lake. Green Lake lies just below another lake which provides drinking water. The units (SD40-2(W) 5278, GP40-2L(W) 9588 and retired C-630Ms 2005 and 2007) plunged into the lake after encountering a washout during a heavy rainstorm on July 19, 1992. The incident claimed the lives of two crew members. The job will cost \$350,000 and will be carried out by North Marine Divers Inc. of Thunder Bay. A CN news release indicated the units will be lifted to the edge of Green Lake using floatation devices, dismantled and hauled away for scrap. (Jim Brock and Bryan Martyniuk)

SPECIAL MOVE:

A special train originating in Chicago was operated on the Grand Trunk Western from Port Huron, Michigan, on April 13. The five-car train, powered by CNNA GP40-2(W) Nos. 9677 and 9498, included C&NW sleeper 410 - "Lake Michigan", privately-owned "Golden Tower" (designated JDNX 638), C&NW Diner 450 - "Cedar River", C&NW Full Dome Lounge 421 - "Powder River" (was previously CN/VIA "Athabaska") and GTW Business Car 15013.



YARD TO REOPEN:

CPRS will reopen its Lambton Yard in Toronto in May. It was officially closed in 1991, but is utilized by Triple Crown for the RoadRailer trains.

NEW USE FOR BRIDGE:

Making news in Winnipeg is a plan to put a restaurant on CP's long-abandoned north bridge over the Red River. The centre and west spans have been purchased by local investors who want to put a restaurant on the west span and a driving range on the centre span. The bridge has not been used by CP for several decades. (Zak Pritchard)

FIFTH ANNIVERSARY:

CP's Rogers Pass tunnel was opened on May 4, 1989. (Dale Whitmee)

TRIVIAL PURSUIT, BREWERIES AND BEAVERS:

What does Sleeman Brewery of Guelph, Ontario, have in common with Canadian Pacific? Give up, it is the company logo. The logo is moulded into their label free bottles and is the same beaver and maple leaf design used by Canadian Pacific. The reason for this dates back to 1933 when the original Sleeman's Brewery closed down, a victim of prohibition and sagging markets. At the time, Canadian Pacific bought the rights to the logo. When Sleeman's got going again in 1988 as a micro-brewery, CP apparently authorized them to use the beaver once again. (Ed Elzinga)

ELSEWHERE

QNS&L 'BUDDS' TO HAMILTON:

On March 22, the four RDC-1 and two RDC-2 units purchased by Quebec North Shore & Labrador from VIA Rail made a trip from Toronto to Hamilton and return. Present were people from QNS&L, Canac and VIA Montreal. The cars have been repainted, but have yet to be renumbered into the QNS&L 9400-series. On April 11, a test trip was made from VIA's Toronto Maintenance Centre to Toronto Union Station. The six cars are scheduled to be shipped by boat from Montreal on May 3.

NEW SLEEPER SERVICE FROM NEW YORK CITY:

Effective with the May 1 schedule change, Amtrak planned to introduce overnight weekend service between New York City and Niagara Falls, where passengers could connect with VIA Rail's "General Brock" to/from Toronto. While the new Amtrak schedule reflects the new service, its introduction has been delayed to June 17. Negotiations are continuing with VIA Rail with the aim to have the new service go through to Toronto.

Friday and Saturday departures of the "Niagara Rainbow" from New York City will be at 22:30 with arrival in Niagara Falls at 07:15. VIA's weekend "General Brock" departs Niagara Falls at 08:30 and arrives in Toronto at 10:21.

VIA's "General Brock" departs Toronto daily at 17:45 and arrives at

Niagara Falls at 19:43. Amtrak's "Niagara Rainbow" will depart Niagara Falls on Saturdays and Sundays at 20:45 and arrive in New York City at 07:45.

The new service will include one '10-6' "River" series sleeper in addition to coaches and a meal car. The present day "Niagara Rainbow" will be renamed. (El Simon, Jr.)

SKYTRAIN EXTENSION OPENS IN SURREY, B.C.:

March 28 marked the start of service on the 4 kilometre, \$150 million, Skytrain extension to Surrey. The new line includes three new stations: Gateway, Surrey Central, and the new terminus, King George.

Because of a shortage of cars, which will not be rectified until the fall of 1995 (20 cars are on order), short-turns are used at peak hours. All service operates to/from Waterfront Station in downtown Vancouver but the eastern destination shifts. Travel time between Waterfront and King George is 39 minutes to cover 28 kilometres. (Ian Fisher)

ONTARIO UNVEILS SCHEME TO BUILD FOUR SUBWAYS:

The Ontario Government will try to persuade (Toronto) Metro Council to build four subway lines by raising \$400 million from the private sector to help finance construction and ensuring no tax increases for three years. In early-March, Metro Council voted to go ahead with subway lines along Sheppard and Eglinton Avenues, but put off extensions to the Spadina subway and the Scarborough LRT. Councillors said building all four lines meant tax hikes for Metro residents.

The \$400 million estimate is based on a private sector study conducted in 1993 for the government on how much could be raised from developers of land adjacent to the proposed four new subway lines. Facing a provincial election within a year's time, Premier Bob Rae's government is determined to get all four lines under construction to create an estimated 60,000 jobs. (The Toronto Star, 16/03/94, thanks to Jeff Geldner)

NOTE: March 30, 1994 marked the 40th anniversary of the opening of the first subway in Toronto, which operated from Union Station to Eglinton Station under Yonge Street. The \$50 million subway system was officially opened by Ontario Premier Leslie Frost and Toronto Mayor Allan Lamport. The first official train included Gloucester-built cars 5092-5099. Cars 5098 and 5099 now reside at the Halton County Radial Railway in Rockwood, Ontario.

REEVE WANTS RAIL DISPLAY RETAINED:

Morrisburg, Ontario, Reeve Gordon McGregor is spearheading a

campaign to prevent the St. Lawrence Parks Commission from transferring ex-Grand Trunk 2-6-0 No. 1008, a baggage car and a coach to the Smiths Falls Railway Museum Association. The equipment is now displayed at Crysler Park, east of Morrisburg, and depicts the one-time GTR "Mocassin", an all-stops local which ran from Brockville to Montreal. The train was discontinued by Canadian National in 1958. The equipment is in an advanced state of deterioration as the Parks Commission can no longer afford to maintain it. Indeed, the Commission estimates that it could cost up to \$500,000 to repair the train and display it properly under some kind of shelter. Local government wants the train retained because it is a tourist attraction. On average, 200 people stop to see it on a daily basis during the tourist season. The train is displayed in front of the former Aultsville Station - which is completely restored and is alleged to date from 1866. (The Recorder and Times, 21/03/94, thanks to J.Norman Lowe)

DERAILMENTS TIE UP CAPE BRETON LINE:

Frost heave is the official reason for a spate of derailments on the newly-formed Cape Breton and Central Nova Scotia Railway. The railway, owned by RailTex, experienced three derailments in four days. On Saturday, April 2, a train of steel ingots hit a frost-swollen switch in the Stellarton Yard and derailed. Traffic was tied up briefly on April 4 after two freight trains were involved in a side-swipe just west of Stellarton's Bridge Street crossing. No one was injured and both trains contained empty cars. Finally, two cars, loaded with caustic soda and carbon, respectively, left the tracks at Westville. (Montreal Gazette, 05/04/94, thanks to David Scott, and Canadian Press, 06/04/94)

WHAT BECAME OF THE "TRAIN OF TOMORROW?":

Further to Bob Meldrum's "Early Morning Memories" (April 1994 Branchline, page 15), after an 86-city tour, the locomotive and four cars were sold to the Union Pacific Railroad on March 31, 1950. EMD E7A No. 765 (built in May 1947, serial 4147) became UP's second No. 988. The locomotive and four cars were put into service between Seattle and Portland (Trains 457 and 458) on June 18, 1950.

No. 988 was traded-in to EMD on E9A 912 in January 1964. Observation car "Moon Glow" was rebuilt in 1958 for midtrain service, and was scrapped in 1965. Diner "Sky View" was cut up in 1961, chair car "Star Dust" was scrapped in 1964, followed by sleeper "Dream Cloud" in 1965. (Ray Corley)

A SELECTION OF PASSENGER CONSISTS

12 Mar 94 VIA #1 - "Canadian" at Toronto, Ontario	15 Mar 94 VIA #76 - "Erie" at Windsor, Ontario	7 Mar 94 VIA #2 - "Canadian" at Jasper, Alberta	23 Mar 94 Amtrak #68 - "Adirondack" at Montreal, Quebec	27 Mar 94 Amtrak #60 - Montrealer" at Montreal, Quebec
F40PH-2 6404 F40PH-2 6405 Baggage 8607 Coach 8104 Coach 8123 Skyline 8512 Diner "Fairholme" Sleeper "Stuart Manor" Sleeper "Fraser Manor" Sleeper "Bayfield Manor" Dome-Obs. "Strathcona Park"	F40PH-2 6444 SGU 15470 Coach 5621 Snack Coach 3220 Club "Mount Royal Club" ----- 7 Mar 94 VIA #6 - "Skeena" at Jasper, Alberta F40PH-2 6449 Coach 8124 Skyline 8517 Sleeper "Dunsmuir Manor"	F40PH-2 6445 F40PH-2 6451 Baggage 8601 Coach 8106 Coach 8129 Skyline 8504 Diner "Alexandria" Sleeper "Rogers Manor" Sleeper "Cornwall Manor" Sleeper "Hearne Manor" Domes-Obs. "Tremblant Park"	F40PH 275 Amfleet Coach 21109 Amfleet Dinette 28305 Amfleet Coach 21144 Amfleet Coach 21126 ----- 11 Apr 94 ONR #698 - "Northlander" at Toronto, Ontario GP38-2 1808 EGU 203 Coach 609 Snack car 702 Coach 612	F40PH 353 F40PH 393 Baggage 1256 10-6 Sleeper 2997 10-6 Sleeper 2892 Lounge 3111 Amfleet II Coach 25077 Amfleet II Coach 25062 Amfleet II Coach 25076

(Thanks to David Barrow, Paul Bloxham, Jeff Geldner, John Godfrey and Rev. S.C. Sharman)

A SAMPLE OF DIESEL LASHUPS

March 28 - CP eastbound at Pointe Claire, Quebec: VIA F40PH-2 Nos. 6458 and 6454, and CP C-424 4240.

March 28 - CP Train 961 at South Edmonton, Alberta: SD40-2 5853 and Helm Leasing GP40 662.

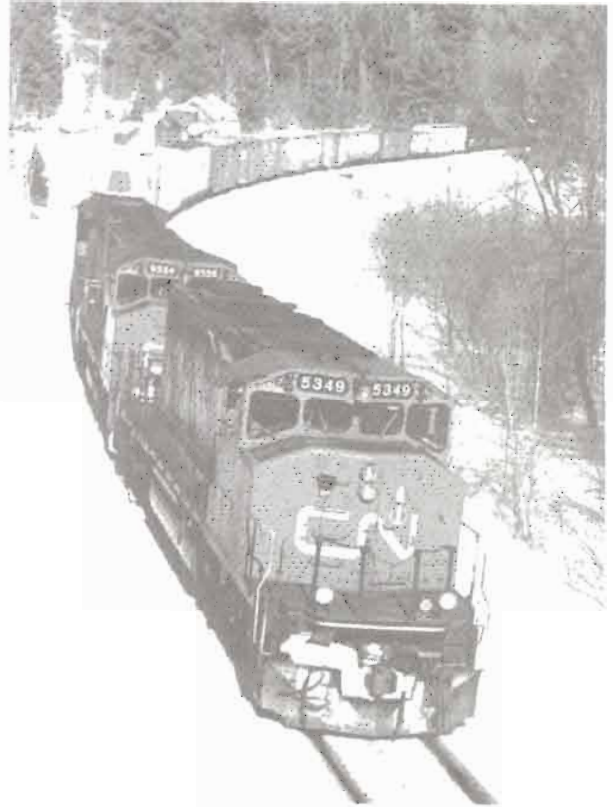
April 2 - CN Train 390 at Oshawa, Ontario: CN GP40-2(W) 9668, and Conrail SD50s 6752 and 6753.

April 2 - CP Train 901 at Cherrywood, Ontario: CP C-424 4236, Illinois Central SD40A 6013 and CP GP9u 8210.

April 6 - CN Train 391 at Montreal, Quebec: CN GP40-2(W) 9675, Conrail B36-7 5000 and Union Pacific SD40-2 3606.

(Thanks to Paul Bloxham, Willie Radford and Glenn Roemer)

LEFT: Leased VIA F40PH-2 Nos. 6454 and 6458, helped by a CP GP38-2, power an eastbound CPRS intermodal train through Bedell, Ontario, on March 29, 1994. (Photo by Michael Shufelt)



CN SD40-2(W) 5349, helped by GP40-2L(W) 9556 and another GP40-2, move 74 cars south over the Central Vermont Railway through Northfield, Vermont, on March 20, 1994. Until recently, six-axle power was generally banned from the Central Vermont Railway. (Photo by Michael Shufelt)



ABOVE: They're Back!!: M-630 4573, the first of CP's 'Big Alcos' to be 'un-retired' (on March 21, 1994), trails GP38-2 3098 on a westbound freight at Bedell, Ontario, on March 29, 1994. (Photo by Michael Shufelt)



"CALIFORNIA, HERE WE COME!": Leased GO Transit equipment on its way to California on March 3, 1994, (Branchline, April 1994) at Bayview Junction, Ontario. CN GP40-2(W) No. 9673 (ex-GO Transit 706) leads five Auxiliary Power Control Units (former FP7A units) and 12 bi-levels en route to Buffalo, New York, via the Grimsby Subdivision. Conrail and Union Pacific completed the delivery. (Photo by Joseph Kazmar)



The Motive Power and Equipment Scene

Our thanks to Bruce Chapman, John Godfrey, Ross Harrison, Kenneth Lanovich and Robert Stonehouse.



CN STORED UNSERVICEABLE: (* added since last issue)

- SW1200RS Nos. 1213*, 1282, 1300, 1311*, 1314, 1328 and 1334 (failures);
- M-636 2337 (frame damage);
- M-420(W) 3524 (engine damage);
- GP40-2L(W) 9427 (burned in derailment at Hornepayne, Ontario, on June 30, 1993 - stored at Transcona Shops in Winnipeg).

IN CANADIAN SERVICE:

At press time, Grand Trunk Western GP38 Nos. 6204 and 6206, and GP38AC Nos. 6211, 6213 and 6216 were in service in Canada.

SOLD:

- Grand Trunk Western SW900 7264 has been sold to Archer Daniels Midland in Decatur, Illinois.
- Grand Trunk Western SW900 Nos. 7265, 7266 and 7268 have been sold to Relco Locomotive in Minooka, Illinois.

LEASED UNIT SUMMARY:

- EMD Leasing GP40-M-2 Nos. EML 200 and 201 (ex-GO Transit 725 and 726; see Rock Island).
- EMD Leasing GP38-2 Nos. EML 763, 772, 775, 790, 794, 795, 800, 806 and 813 (see Conrail).
- GATX Leasing GP40 3702 (see B&O) - payback for use of CN units on St. Lawrence & Atlantic Railroad.
- HELM Leasing SD40 Nos. HLCX 001, 002, 005, 013, 015 and 016 (see Detroit Edison).
- National Railway Equipment SD40 Nos. NRE 869, 870, 872, 878, 882, 886, 889 and 892 (see C&NW).
- Morrison Knudsen SD40M-2 Nos. MKCX 9053-9057 (see UP 3052, MP 3000, UP 3104, UP 3019 and MP 3058 respectively).

NOTE: All leased units, except 3702, are leased to Grand Trunk Western.



Morrison Knudsen SD40M-2 MKCX No. 9054, leased to Grand Trunk Western, lays over at Bedford Park, Illinois, on March 12, 1994. No. 9054 was built in March 1967 as Missouri Pacific No. 3000. It previously operated on the Delaware & Hudson as PLM 3000, before being rebuilt by Morrison Knudsen. Photo by Kenneth Lanovich.

RETIRED CABOOSE MOVE:

CN steel caboose 79340, built by Hawker Siddeley/CN in 1967, has been acquired by Cayuga Quarries in Cayuga, Ontario.



RELEASED:

- CN GP9RM 7249 (March 16) and SW1200RSu 7305 (March 25), both with main generator repairs.
- CN SD40u 6004 (March 31) after modifications.
- Quebec North Shore & Labrador SD40-2 Nos. 304 and 307 (see 232 and 240) from a major overhaul and installation of a CLC microprocessor (March 29). At press time, both units were held in Montreal awaiting the completion of Nos. 305 and 306 - all four will be shipped to Sept-Iles on the same boat.
- Helm Leasing's former CSXT GP40 Nos. 6728 (March 28) and 6536 (April 8), and former UP GP40 882 (ex-C&NW 5519, ex-CR 3031, see NYC 3031 out April 8) respectively have been upgraded to Kansas City Southern Dash-2 specifications and renumbered 4753-4755.
- Canac's former CN SW1200RS 1303 (March 23) after minor repairs.
- Helm Leasing's former CSXT GP38-2 2583 from an overhaul - repainted and renumbered Southern Pacific 153.

WORK IN PROGRESS at press time:

- CN HR616 2109 (crankshaft repair);
- CN SD40u Nos. 6003 and 6005 (modifications);
- CN English Electric Boxcab 6724 (generator changeout);
- Quebec North Shore & Labrador SD40-2 Nos. 235 and 239 undergoing major overhauls and the installation of a CLC microprocessor (to be renumbered 305 and 306).
- Helm Leasing's former CSXT GP40 Nos. 6514, 6520, 6731, 6748, 6768, 6787 and 6791 being upgraded to Kansas City Southern Dash-2 specifications (to be renumbered into the 4756-4762 group).
- Helm Leasing's former CSXT GP38-2 2592 being overhauled - to be repainted and renumbered Southern Pacific 162.
- Helm Leasing's former CSXT SD45-2 Nos. 8950, 8963 and 8970 being repaired for lease to Grand Trunk Western. Units to be renumbered into the HATX 900-910 group.
- Canac's former CN SW1200RS Nos. 1251, 1323 and 1327 (repairs);
- Canac's former CN SW900 402 undergoing minor modifications for sale to Esso Agricultural Chemicals at Redwater, Alberta.

WORK PENDING at press time:

- CN SW1200RS 1362 (cab fire damage - cab of CN SW1200RS 1211 to be utilized for repairs);
- CN GMD1 1914 for various upgrades and repairs;
- CN M-420(W) Nos. 3524 (block damage) and 3537 (fire damage);
- CN GP9RM Nos. 4000, 4112 and 4125 (main generator repairs);
- CN SD40 Nos. 5020 and 5095 (crankshaft repairs);
- Helm Leasing's former CSXT GP38-2 2589 for engine and truck repairs (to be repainted and renumbered Southern Pacific 159);
- Helm Leasing's former UP SD40 3007 to be readied for movement to East St. Louis, Illinois.
- Helm Leasing's former CSXT SD45-2 Nos. 8957 and 8967 to be repaired for lease to Grand Trunk Western. Units to be renumbered into the HATX 900-910 group.



'UN-RETIRED' AND RETURNED TO SERVICE:

- C-630M No. 4503 (April 8);
- M-630 Nos. 4563 (April 8) and 4573 (March 21);
- M-636 Nos. 4704 (March 21), 4706 (March 28), 4709 (April 1), 4713 (April 1), 4716 (March 30), 4723 (April 4), 4730 (April 5), 4734 (March 30), 4736 (March 31), 4738 (April 5), 4739 (April 9), 4742 (April 11) and 4743 (March 27).

NOTE: To follow will be: M-630 Nos. 4511, 4555, 4557, 4559, 4567, 4570, 4571 and 4572; and M-636 Nos. 4707, 4708, 4710, 4712, 4715,

4718, 4719, 4721, 4729 and 4740.

[The planned 'un-retiring' of 34 'Big Alcos' was announced on March 15 as we were finalizing the April Branchline. Being the April issue, the highlighted announcement was construed by some readers as our version of an April Fool's joke. No, the return of the 'Big Alcos' is not a joke!]

RETURNED TO SERVICE:

- SD40-2 675 (nee Kansas City Southern 675) was released from a rebuild at Ogden Shops on March 25, renumbered 5420.
- GP9u 'mother' 1602 and SW900 slug 6713 at Toronto (they are working the Agincourt Yard hump, mated with remote-controlled GP9u 1537).
- GP35 5013 (April 3).
- SD40 5562, upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor, Positive Traction Control and Reset Safety Control, was released from Ogden Shops on March 10.
- RS-23 Nos. 8029 (March 29 as the Angus Shops switcher), 8043 (March 25) and 8044 (March 23);
- SOO GP40 Nos. 2015 (March 24), 2025 (March 22), 2035 (March 29), 2046 (April 8) and 2066 (March 30).

LEASED UNITS PURCHASED:

- GATX Leasing SD40-2 Nos. 2000-2009, leased to the Bridge Line Division (D&H) since 1991, were purchased on March 14, 1994. It is planned to renumber the former Missouri Pacific (3164-3201 series) units to 5422-5431. At press time, No. 2001 was in Ogden Shops for an overhaul.

UNITS STORED SERVICEABLE:

- CP GP35 Nos. 5006, 5008, 5010-5012 (to be returned to service shortly);
- CP RS-23 Nos. 8013, 8015, 8016, 8021, 8031, 8034 and 8040.

UNITS STORED UNSERVICEABLE (* added since last issue):

- CP GP7u 1500 (accident);
- CP GP9u 1517 (accident);
- CP RS-18u 1859 (freeze damage);
- CP C-424 Nos. 4204, 4206, 4232 and 4244 (freeze damage);
- CP GP35 5005 (engine damage);
- CP SD40 Nos. 5537 and 5554* (both for rebuild program);
- CP SW8 Nos. 6700, 6701 and 6708 - [6700 and 6701 are being converted to slugs in Montreal];
- CP RS-23 Nos. 8018, 8020, 8022, 8030, 8032 and 8039 (failures);
- SOO SW1200 Nos. 322, 325, 328, 1207, 1209, 1211, 1213, 1220-1222, 2122 and 2126;
- SOO GP9 Nos. 404, 405, 412, 414, 2404, 2412, 2551, 2555, 4228-4230;
- SOO MP15DC 1543;
- SOO GP40 Nos. 2033 and 2045;

- SOO SW9 Nos. 2112-2115, 2117 and 2119;
- SOO GP38-2 Nos. 4440 and 4507.

LEASED:

- In mid-March the first of 18 former Boston & Maine GP40-2 units (Nos. 300-317) were leased from Helm Leasing. The units have been renumbered into the HATX 500-517 group (not in order), with Nos. 500, 502 and 503 leased in mid-March and 504-507 in early-April.
- Helm Leasing GP40 Nos. HLCX 662, 663 and 664 (ex-SOO 2007, 2020 and 2042, nee Milwaukee 187, 194 and 169) were leased in mid-March.
- Precision National Equipment SD40 Nos. 3011, 3013, 3021, 3026, 3064, 3065 and 3107 were leased on April 4. All were nee Union Pacific (same numbers) except 3021 which was nee Missouri Pacific 3021.
- Helm Leasing GP40 HLCX 301 (nee Rock Island 343) was leased on March 9.

TO BE STRIPPED FOR PARTS:

- In late-March, retired M-630 Nos. 4556 and M-636 4733 and RS-23 8022 (not yet retired) were moved to Angus Shops in Montreal to be stripped for parts.

LEASED UNIT SUMMARY:

- GATX Leasing SD40-2 Nos. GATX 900-904 (nee Missouri Pacific 3216-3220) and CSCX 7359-7373 (nee Missouri Pacific 3164-3201 series)
- Helm Leasing GP40 No. HLCX 301 (nee Rock Island 343)
- Helm Leasing GP40-2 Nos. HATX 500, 502-507 (nee Boston & Maine 300-317 series)
- Helm Leasing GP40 Nos. HLCX 662-664 (nee Milw 187, 194 and 169)
- Helm Leasing SD40 Nos. HLCX 3006, 3015, 3065 (ex-3060), 3066, 3087, 3093*, 3099*, 3105 and 3120 (nee Union Pacific)
- Helm Leasing SD40 Nos. HLCX 3010, 3023, 3064, 4057, 4060-4062 and 4066 (nee Missouri Pacific)
- Helm Leasing SD40u Nos. HLCX 6000 (nee Burlington Northern), 6200 and 6201 (nee Union Pacific)
- Helm Leasing SD40-2 Nos. HLCX 6365-6370 and 6388 (nee Milwaukee 204-209 and 202)
- Helm Leasing SD40T-2m No. HLCX 8507 (nee Southern Pacific 8507)
- Illinois Central SD40A Nos. 6013 and 6015
- Illinois Central SD40 Nos. 6054* and 6058 (nee Gulf Mobile & Ohio)
- National Railway Equipment SD40-2 Nos. NRE 3130 (nee Missouri Pacific 3130) and NRE 6910 (nee Chicago & North Western 6910)
- National Railway Equipment SD40T-2m No. NRE 5402 (nee Denver & Rio Grande Western 5402)
- Precision National SD40 Nos. PNC 3011, 3013, 3021, 3026, 3064, 3065 and 3107 (all nee Union Pacific except 3021 nee Missouri Pacific)
- VIA Rail F40PH-2 Nos. 6438, 6452, 6454 and 6458.

* Temporarily off lease for repairs.



GATX Leasing SD40-2 No. 902 lays over at CP's Agincourt Yard in Toronto on March 15, 1994. No. 902 was built in 1976 as Missouri Pacific 3218. In turn it was renumbered MP 6002 before being absorbed into Union Pacific and being renumbered 3902. It was leased to CPR in March 1994. Photo by Ross Harrison.

Leased by CPRS, Helm leasing GP40-2 HATX 500 pauses at CP's Agincourt Yard in Toronto, Ontario, on March 26, 1994. No. 500 was built in 1977 as Boston & Maine No. 307 and was absorbed into Guilford Transportation Industries. Note the two 'O's on the long hood from the Boston & Maine logo. Photo by Ross Harrison.



HEP-1 PROGRAM UPDATE:

Budd-built coaches 8140 (nee New York Central 2954) and 8146 (nee Atlantic Coast Line 222) were released from AMF on March 17 and March 31 respectively. To follow are Nos. 8131, 8135, 8142 and 8145, the last of 10 coaches originally contracted to Septa Rail that were contracted to AMF for completion after Septa declared bankruptcy.

RECENT DISPOSITIONS:

- Sleeper 1112 - "Edenwold", and Dayneters 5742 and 5743 were sold to a Mr. Hathaway on November 30, 1993, for movement to Portola, California;
- Baggage Car 9654 was sold to a company in St. Irenée, Québec, on November 30, 1993, however, it remained stored at Ottawa Station at press time.
- FP9A 6540 (nee CN 6540), FP7Au 6550 (ex-CP 1400, nee CP 4099) and FPA-4 6789 (nee CN 6789) have been sold to an equipment company in Port Washington, New York. The dates of sale were February 10, February 10 and March 3 respectively.
- FP9A 6557 (nee CP 1409) was acquired by the West Coast Railway Association on April 12 for its museum in Squamish, B.C.,
- The following VIA cars have been sold to a scrap dealer in Laval, Québec:
 - Cafe Lounge 760.
 - '4-8-4' Sleepers: 1122-"Excelsior"; 1124-"Elizabeth"; 1126-"Elliston"; 1131-"Emerald"; 1138-"Englee"; 1141-"Entrance"; 1145-"Erinview"; 1146-"Ernestown"; 1147-"Erwood"; 1148-"Escuminac".
 - '6-6-4' Sleepers: 1163-"Greenmount"; 1165-"Green Court"; 1166-"Greening"; 1168-"Greenshields"; 1178-"Greenbrier"; 1181-"Greenwich".
 - Coach 5534.

ELSEWHERE

OFF LEASE:

The Goderich-Exeter Railway returned Helm GP38 2034 and GATX GP40u 3080 to their owners in late-March. Both were at Sarnia on March 21 enroute to the United States.

DELIVERIES COMMENCE:

In late-March, the first of 31 Class 90 4,000 hp JT46C units for the Freight Rail Division of the State Rail Authority of New South Wales were

shipped over CPRS lines from the General Motors plant in London, Ontario to Vancouver. Originally to be designated Class 93, the first unit was initially numbered 9301, but has been renumbered 9001.

NEW ARRIVALS:

On April 6, GO Transit F59PH Nos. 562-564 were delivered from General Motors in London to CN's Macmillan Yard in Toronto. Sisters 565-568 are to follow.

FROM GE MONTREAL TO GE ERIE:

In early-April, former BC Rail M-630 706, traded to General Electric in 1991, was moved from GE's recently-closed plant in east-end Montreal to GE's plant at Erie, Pennsylvania.

ON THE PRESERVED SCENE

RELOCATED:

On March 10, former Manitoba & Saskatchewan Coal 0-6-0 No. 6166 (nee CP 2166 in 1905) was moved by truck from the Western Development Museum in North Battleford, Saskatchewan, and placed inside the Western Development Museum in Saskatoon, Saskatchewan, the next day. It is to become part of a display that will include former CP wood caboose 436148 which was moved from North Battleford in 1990. Also to be included is a former CP flat car.

NEW ACQUISITIONS AT CANADIAN RAILWAY MUSEUM:

The Canadian Railway Museum in Delson/St-Constant, Québec, has made a number of acquisitions of late:

- General Electric has donated former BC Rail M-630 No. 715 (MLW serial M6055-06, built 1/72). Stored since 1991 at General Electric's Montreal plant, the unit was moved to CN's Taschereau Yard in March and delivered to the Museum by CPRS on April 10.
- Canadian National has donated Plow 55063, (née CNOR 61213, 1919) and an unidentified baggage car, the latter to be used as an interpretive centre.
- VIA Rail, via CANAC, has donated '4-8-4' sleeper No. 1153-"Eureka". ☎

The Canadian Railway Atlas, published by the Railway Association of Canada in 1991, 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 from the Society for \$25 postpaid, plus \$1.75 GST if shipped to a Canadian address.



REMEMBER WHEN?: CPR standard Hudson 2811 performs for the fans on the Winchester Subdivision just east of Smiths Falls, Ontario, on April 17, 1960. The return leg of the excursion featured a high speed non-stop run over the 123.8 miles from Smiths Falls to Montreal West. Within two months, steam was essentially dead on Canadian Pacific. No. 2811 was disposed of in July 1961. Photo by Thomas Patterson.

Bytown Railway Society Inc.
P.O. BOX 141, STATION 'A'
OTTAWA, ONTARIO
K1N 8V1

9501
David Stremes
214 Belford Crescent
OTTAWA, ON
K1Z 7B1

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