

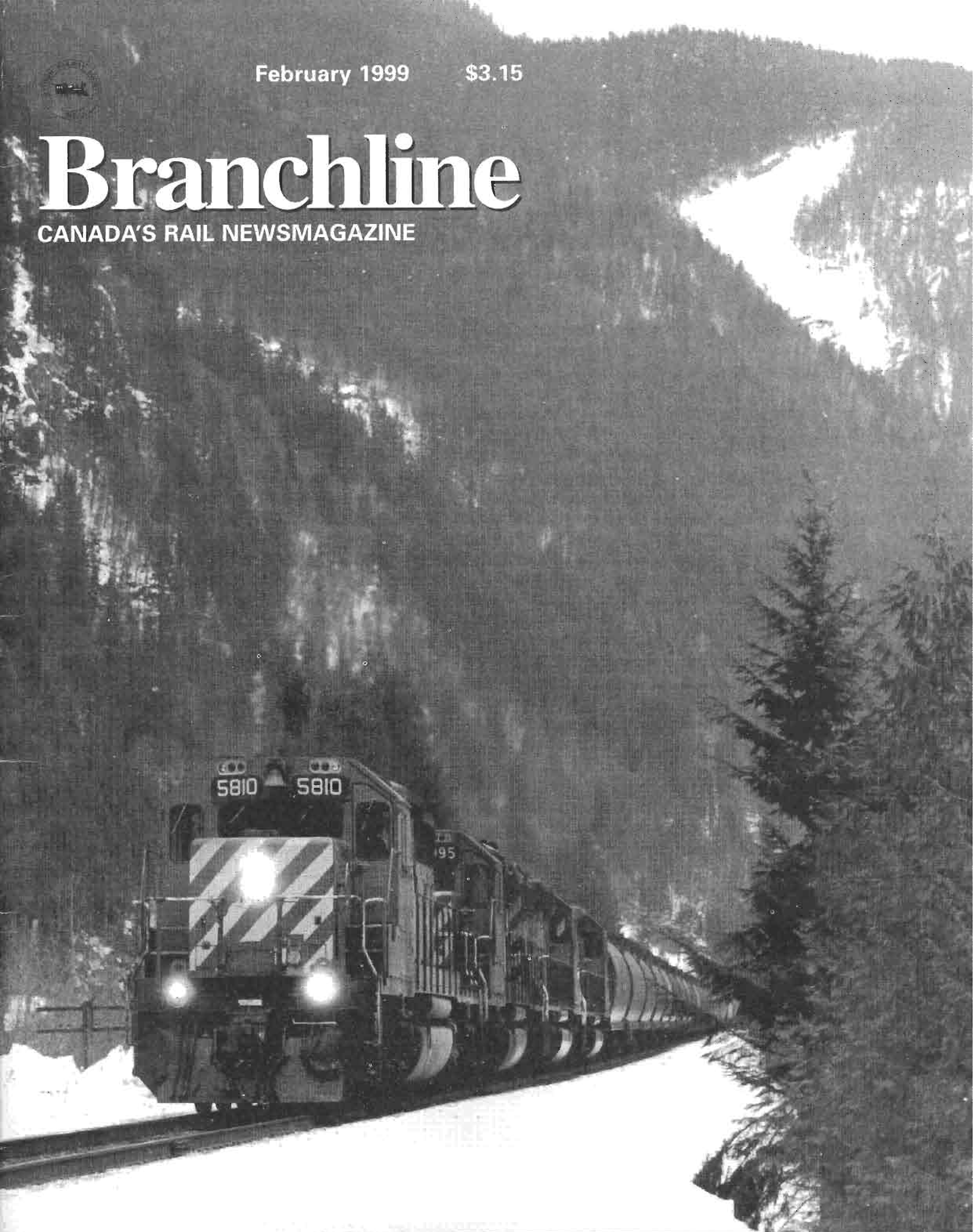


February 1999

\$3.15

# Branchline

CANADA'S RAIL NEWSMAGAZINE



A Limey Rides the Rocket • Identify that Diesel • A Night at Nowhere



# Branchline

CANADA'S RAIL NEWSMAGAZINE

PO Box 141, Station 'A', Ottawa, ON K1N 8V1

**Branchline** is published by The Bytown Railway Society Inc., an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The society operates without federal, provincial, or municipal grants. It owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

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

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We will gladly accept articles in WordPerfect or ASCII text file format on IBM-compatible 5 1/4" or 3 1/2" disk. Please include a printed copy.

The editors thank all who have contributed articles, items and photos for this issue.

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

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**Meetings:** A regular meeting is held on the first Tuesday of each month, except July and August, in Ottawa at 19:30. Please call our answering machine at (613) 745-1201 for program and location details. Coffee and donuts will be available for a small fee.

An informal slide night is held on the third Tuesday of each month, except July and August, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30.

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

**Magazines for Sale:** *Trains Magazine*, 1948 to 1990; *Model Railroader*, mainly 1980s, but some from the 1950s and 1960s; *Railroad Model Craftsman*, mainly 1980s; *Locomotive & Railway Preservation*; *Vintage Rail*. Write for a list at PO Box 141, Station A, Ottawa, ON K1N 8V1, or e-mail: paul.bown@sympatico.ca

**Archives:** The Society maintains its archives at the National Museum of Science and Technology. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

## Ten Years Ago in "Branchline":

■ CN has announced it is getting into the double-stack container business. The concept was pioneered by Southern Pacific Railroad in 1981.

■ Bombardier agreed in principal to sell its struggling rail and diesel operations in east-end Montreal to General Electric Canada. Bombardier suspended production of locomotives in 1985 because of poor world markets.

■ The last CP Rail train requiring the Beavermouth pushers for the climb over Rogers Pass was Train 781/085 on December 23, 1988. With the opening of the Macdonald Tunnel, the last pusher station on CP Rail is no longer needed.

■ The NTA has accepted VIA Rail Canada's application for the discontinuance of Ottawa-Brockville trains 49 and 48. With the withdrawal of the service, the communities of Smiths Falls and Ottawa will no longer enjoy overnight (sleeping car) service to and from Toronto.

**On the Cover:** Canadian Pacific Potash Train 671, powered by SD40-2s 5810, 5995, 6021 and 5979, is west of Clanwilliam, B.C. at mile 11.1 Shuswap Sub. on February 28, 1993. The arrival of GE AC4400CWs starting in 1995 has greatly reduced the sight of four unit lashups of SD40-2s in the west. Photo by Jim Johnston.

Press date for this issue was January 18  
Deadline for the March issue is February 12

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# Information Line



**CN/IC FILING SAYS CN/IC MERGER TRANSACTION IS CONSISTENT WITH PUBLIC INTEREST AND MERITS APPROVAL:** On December 16, CN and Illinois Central Corporation said in a regulatory filing that their merger transaction is consistent with the public interest, meeting the standards for approval administered by the U.S. Surface Transportation Board (STB).

In their STB filing rebutting comments and responsive applications from parties challenging the CN/IC merger transaction, CN and IC said: "The transaction is indisputably 'consistent with the public interest' and should be approved ... Hundreds of parties, mostly shippers, but including governmental entities, labour organizations and competitors, recognize the overall contribution that the transaction will make to the public interest..."

CN President and Chief Executive Officer Paul M. Tellier and IC President and Chief Executive Officer John D. McPherson said again: "We strongly believe that our proposed transaction - the acquisition of control of IC by CN and the integration of their rail operations - will promote the public interest."

CN and IC said a number of parties are seeking conditions on STB approval of the merger transaction. Some are trying to use the STB proceeding to obtain private gains or preferential treatment. Others are attempting to delay increased competition, while other parties are pursuing remedies to some pre-existing conditions unrelated to the transaction.

CN and IC also rejected CPR's attempt to use the STB proceeding to obtain an economic benefit unrelated to any effect of the merger transaction. In its responsive application, CPR is asking the STB, as a condition of approving the CN/IC transaction, to require CN to divest its interest in the Detroit River Tunnel, which it jointly owns with CPR. CN and IC dismissed as groundless CPR's allegation that CN may use its current ownership position in the tunnel to block any future expansion by CPR of the tunnel's capacity that is in the interest of the partnership. CN and IC noted that CPR's divestiture request is outside the STB's jurisdiction because the partnership and all but a small portion of the assets at the centre of CPR's application to the agency are within Canada, not the United States. CN and IC said CN is prepared to sell its interest in the Detroit River Tunnel on a negotiated basis at a fair price and not under duress. (CN/IC Release, 16/12/98)

**AGREEMENT REACHED:** CN and the Brotherhood of Maintenance of Way Employees (BMWE) have reached an agreement to increase the amount of work available to BMWE members during the 1999 work season. For the 1999 season (April to November), CN will increase the amount of work performed internally, such as track dismantling and pick-up, building construction and modifications, and bridge work. CN and the BMWE have also agreed to implement a new "senior may-junior must" approach to seniority, which will reduce employee travel by providing better opportunities for work closer to home locations. (CN homepage, 21/12/98)

**C.A.W. WINS ROUND IN LAY-OFF FIGHT:** The Canadian Auto Workers (CAW) union has won a victory in its fight against CN's plan to lay off 3,000 workers. Claudette Bradshaw, the federal Labour Minister, has agreed to allow the CAW to argue before the Canada Industrial Relations Board that CN bargained in bad faith during contract negotiations last year.

The CAW contends the railway broke the law because it did not divulge during contract talks that it planned to cut 3,000 jobs over two years, including those of 1,075 CAW workers. In October 1998, six weeks after the CAW reached a deal with the railway, CN announced the layoffs. The CAW wants the board to order CN to reopen the contract so it can introduce measures to mitigate the layoffs through such steps as banning overtime in all but emergency situations.

CN says it bargained in good faith and will continue with its layoff plan, which saw 1,600 jobs eliminated last year with another 1,400 to go in 1999.

The minister's decision is a win for the CAW because many, including CN's other unions, doubted the CAW would get anywhere with its bid. A spokesman in the labour department said it is rare for the boards to hear a bad faith bargaining case after a contract has been signed. (Financial Post, 09/01/99)

**BARRIE BUYS PART OF NEWMARKET SUB.:** The City of Barrie, Ontario, has managed to retain rail service to the community by buying rail lands from CN. Mayor Janice Laking says it means the chance to have future passenger train service like GO Transit. It should also increase opportunity for more business and manufacturing. The lands consist of the Newmarket Subdivision from Bradford to Barrie (approximately 21 miles) and the abandoned line around Kempenfelt Bay. The province is kicking in \$2 million toward the purchase price - said to be something less than the \$4.3M asking price. (Canadian Press, 12/01/99)

**CN AND QUEBEC RAILWAY CORPORATION REACH AGREEMENT ON LOWER ST. LAWRENCE LINE:** On January 13, CN announced it had reached an agreement in principle with the Quebec Railway Corporation (QRC) for the sale of its 190-kilometre (118-mile) Mont Joli and Matane Subdivisions linking Matane to Rivière-du-Loup, Québec. The Matane Subdivision is operated by the CN-owned Canada & Gulf Terminal Railway.

In January 1998, QRC acquired from CN the 484-kilometre (301-mile) rail network linking Moncton, NB, and Mont-Joli, Quebec, also known as the Intercolonial Railway (ICR). The acquisition of the Matane to Rivière-du-Loup line by QRC will add the Matane traffic to its network, as well as the Baie-Comeau traffic, which is transferred to the south shore via the Cogema rail-ferry service.

The rail line handles 39,000 carloads of traffic annually and serves major shippers in the aluminum, forest products and newsprint industries. It is also used by VIA Rail Canada Inc. for passenger service to the Gaspé Peninsula and the Maritimes. The new acquisition consolidates and completes the rail network set up by the QRC on the north and south shores of the St. Lawrence River and in eastern Quebec and New Brunswick.

QRC has made an offer to purchase all of the shares of Groupe Cogema Inc. (Cogema), the owner-operator of the railcar ferry operation between Baie-Comeau and Matane. The Cogema vessel serves aluminum, paper and lumber producers in Baie-Comeau. At present, 51% of Cogema's shares (Class A) are widely held, while CN is the sole owner of Cogema's Class B shares, representing 49% of the company. The QRC purchase offer is being made through a wholly-owned subsidiary incorporated specifically for this purpose known as Corporation d'acquisition de Cogema. The Corporation will offer to acquire all Class A shares at \$4 cash per share. CN has agreed to sell all of its shares to the Corporation d'acquisition de Cogema, for \$4 per share, payable in Class B shares of the Corporation d'acquisition de Cogema. Following this transaction, CN will remain a shareholder of the railcar ferry along with QRC. The offer is



conditional upon its acceptance by the owners of at least 90% of the Class A shares and upon completion of the transaction with CN. (CN Release, 13/01/99, and RailLink Release, 14/01/99)



**CANADIAN  
PACIFIC  
RAILWAY**

**OTTAWA-CARLETON REGION APPROVES DEAL WITH CPR FOR LIGHT-RAIL PLAN:** Ottawa papers in mid-December indicated that the Region of Ottawa-Carleton is proceeding with a \$22 million light rail project in Ottawa with CPR as project/operator. The rail system will use three new Bombardier diesel-mechanical "Talent" articulated cars, proposed to come from an order for Denmark, to ferry people from LeBreton Flats to Confederation Heights (5 miles) on existing CPR tracks. Opposing trains will meet at Carleton University, the mid-point on the line, providing a 15-minute service. The agreement is the second step of a three-part process before the pilot project is implemented. The final step will come in March 1999 when council will meet with CPR and decide whether to go ahead. Service is targeted for August 2000. If successful, extensions north to Hull, Quebec, south to the airport and east to downtown are possible. (*Ottawa Citizen*, *Ottawa Sun*, 12/12/98-14/12/98, and Bernie Geiger)

**CPR'S NEW VACUUM TRUCK DELIVERED:** CPR unveiled its new high-tech vacuum truck in Banff, Alberta, in December. In the Banff, Yoho, and Jasper national parks, many animals are killed every year by trains. As grain trains travel across the mountains on their way to the Port of Vancouver, grain inevitably seeps out, leaving a free meal for foraging animals. Once attracted to the tracks as a food source, animals are vulnerable to being hit. Migratory animals also use the tracks as an easy passageway during the winter. In total, about 500 animals have been killed in encounters with trains over the past 17 years - mostly elk, but also bear, mountain sheep, and deer.

The main function of the \$500,000 hy-rail truck will be to clean up grain spilled on the track. The two part nozzle in the front works similar to a commercial vacuum cleaner's beater bar, which beats the carpet to get the dust up. Although it cannot suck up every kernel of grain, the truck succeeds in recovering about 95 per cent of material spilled.

The Banff National Park superintendent congratulated CPR for its concern and investment in addressing the animal mortality issue. Wildlife protection groups, however, said the vacuum truck doesn't go far enough with calls for CPR to adopt new policies to slow trains down in the national parks, especially in high incident areas, and that the problem lies in preventing the grain spills in the first place. Suggestions for the railway include reducing the time the railcars sit in the park, fixing gaskets and seals on leased hoppers as well as on its own cars, encouraging better loading practices, and perhaps putting Velcro diapers on the bottom of the hoppers.

CPR is exploring preventive measures such as varying the sounds of locomotive horns and turning locomotive headlights on and off. The railway will also widen its snowplows this winter, giving animals more room to move off the tracks when the trains go by.

CPR plans to dump the grain it vacuums up at an environmental waste site, or, if it is clean enough, donate it to farmers for livestock feed. (Various reports)

**CWB SUES CPR FOR \$45M OVER POOR RAILWAY PERFORMANCE:** On December 23, the Canadian Wheat Board (CWB) filed a statement of claim with the Federal Court of Canada against CPR for breach of service during the winter of 1996-97, which cost farmers \$45 million. The CWB filed the statement after weeks of negotiation and discussion with CPR in an attempt to reach an out-of-court settlement acceptable to both parties.

"We're disappointed that we couldn't reach a settlement with

CPR. As a result, we're forced to go to the courts to seek restitution for farmers," said commissioner Richard Klassen. "The favourable ruling from the Canadian Transportation Agency (CTA) is the basis for our damages claim and, through this lawsuit, we intend to have farmers compensated for their losses." Detailed in the claim are costs and expenses (which include such items as demurrage, additional carrying charges, loss of premium prices, etc.) totalling over \$25 million, and a claim for \$20 million for financial losses relating to the loss of business, and injury to economic relations, good will and reputation.

CPR has announced it will defend itself vigorously against the lawsuit. "We are disappointed the CWB has begun a long and costly legal process when CPR has offered the possibility of non-binding mediation to reach an out-of-court settlement," Rick Sallee, vice-president of agri-products at CPR, said. Mr. Sallee added CPR has never wilfully discriminated against grain shipments and will vigorously defend that fact.

CPR provided an appropriate and reasonable level of service to grain shippers, performing as well as possible during the winter of 1996-97, when severe weather hobbled transportation throughout Canada and parts of the United States, Mr. Sallee said. The CTA ruled in September 1998 the majority of service impacts during the winter of 1996-97 were weather related and that fault could only be reasonably attributed to CPR for a small number of grain movements during a limited period of time in only one grain corridor. The agency issued no orders against CPR and, at the same time, lauded the performance of railway workers in the face of exceptionally harsh winter conditions.

Among the CTA's findings were: 1) that frequent, severe weather in many regions of Canada and the U.S. significantly slowed shipments of all commodities; 2) that despite the severe impact of a harsh winter, CPR met its service obligations in the movement of grain to Eastern Canada and Thunder Bay; 3) that due to the effects of harsh weather, industry guidelines for grain car unloads at the Port of Vancouver could not possibly have been met; and 4) that any service failure in shipments of grain to the U.S. should be governed by the contract negotiated between the CWB and CPR. (CWB homepage, 23/12/98, and CPR Release, 23/12/98)

**STB CLEARS CP TO BEGIN RAIL SERVICE TO NEW YORK CITY:** On December 18, the Surface Transportation Board (STB) cleared CPR to begin service to New York City after the division of Conrail Inc. assets between Norfolk Southern Corp. and CSX Corp. early in 1999.

The decision establishes the terms for re-creating rail service to the city lost after Conrail was created. New York state and local officials had pressed for restoration of rail-to-rail competition when NS and CSX took over Conrail because much of New Jersey would be regaining two-railroad service as a result of that transaction. The board had directed CSX, which will inherit Conrail's lines in New York City and the east side of the Hudson River, to negotiate terms of trackage rights that were given to CP as a condition of the STB's approval of the transaction.

CP and CSX failed to reach a negotiated settlement, prompting the board to step in and set terms allowing CP to provide service between the Albany, N.Y., area and New York City. The board agreed with CSX and rejected CPR's request to serve intermediate points between those two cities. But the STB allowed CP a wider area of service within the Bronx and Queens, including access to all railyards in those boroughs of New York City.

In earlier proceedings, CSX fought CP's efforts to serve all New York City terminals. However, CSX and CP later agreed on a plan to let CP serve a produce market at Hunts Point, two other railyards in the Bronx and a terminal in Queens for a connection with the New York & Atlantic Railroad, a freight carrier that serves Long Island. (*Journal of Commerce*, 28/12/98)

**STLH INCREASING IRON HIGHWAY SERVICE:** CPR's subsidiary St. Lawrence & Hudson Railway (STLH) will double



capacity on its existing Iron Highway Montreal-Toronto route in February and expand the service to reach Detroit this summer.

The expansion marks a favourable turn for the Iron Highway, the short-haul intermodal concept that was developed, and abandoned, by CSX Intermodal after expenditure of an estimated \$30 million.

STLH, which wants to rename the service, currently operates two trains each way six days a week between Montreal and Toronto. When the expansion begins in that corridor, STLH will double capacity by putting a previously built prototype train into regular service.

The Iron Highway was designed for quick loading and unloading through a portable ramp that avoided the need for expensive terminal facilities. A STLH spokesman said the capacity expansion is designed to attract more motor carriers to use the service. The current train size is not large enough for a large trucker to tender substantial portions of its freight to STLH.

STLH (CP) is spending \$20 million this year on larger terminals at Montreal and Milton (near Toronto) and a new terminal in Detroit, as well as additional equipment. An additional \$80 million is targeted in 2000 and 2001. New equipment will be ordered in February from National Steel Car Ltd. of Hamilton, Ontario, with expected delivery later this year of 240 freight-carrying platforms.

That equipment will enable the start-up of Toronto-Detroit service twice a day in each direction. Each train on both routes will have the capacity to handle 40 trailers more than 50 feet long after new service begins to Detroit, an event now scheduled for July. Later in the year, STLH plans to handle 60 trailers on every train, compared with the 20 per train that have been running between Montreal and Toronto on a regular basis since January 1998. (**Journal of Commerce**, 06/01/99)

**RAILAMERICA TAKES OVER VANCOUVER ISLAND OPERATIONS:** On January 8, CPR and RailAmerica Inc. announced they had completed the transfer of the 290-km (181-mile) Esquimalt and Nanaimo Railway Company (E&N), on Vancouver Island, to RailAmerica's newly formed subsidiary, the E&N Railway Company (1998) Ltd. (ENR).

The transaction includes the sale of a 109-km (68-mile) section of line between Port Alberni and Nanaimo, and the lease of the Victoria-to-Nanaimo and the Parksville-to-Courtenay segments of the E&N network, about 181-km (113 miles).

ENR expects to handle approximately 8,000 carloads of freight during its first 12 months of operation. Commodities moved by ENR include forest/paper products, mineral and chemical products. The VIA Rail passenger service on the ENR will continue to operate as before.

The transfer of the E&N will affect 45 employees, who will either work for ENR or remain with CPR.

CPR and RailAmerica have advised they are committed to working with the Vancouver Island Railway Society (VIRS), all levels of government, VIA and other stakeholders to enhance passenger rail service on Vancouver Island. The two companies will contribute \$25,000 to VIRS in support of its efforts to improve passenger rail service on Vancouver Island.

A summer tourist train could be running between Victoria and Nanaimo by 2000, says RailAmerica ceo Gary Marino. "We feel there's a huge opportunity for an excursion passenger train that would operate out of Victoria to Nanaimo and back," he said. The company has researched the proposal and believes there will be a considerable amount of business. Interest from potential partners has been "overwhelming." Bruce Tunstall of the VIRS says such a train would be popular with tourists, but cautioned against focusing on a tourist train and neglecting basic rail passenger service. (CPR/RailAmerica Release, 08/01/99 and **Victoria Times Colonist**, 14/01/99)



**NO PUBLIC HEARINGS ON VIA RAIL:** There will be no public hearings on the future of VIA Rail, even if rail passenger services are to be substantially modified - even privatized, federal transport minister David Collenette says. Collenette said VIA is in too dire a situation to warrant such a lengthy process. He envisions VIA becoming a holding company, managing contracts and taking on the role of regulator.

The Bloc québécois, unions and Transport 2000, among others, want Ottawa to hold hearings as they fear Collenette's plans will dismantle and finish off VIA. They are also concerned about the future of VIA's headquarters and employment in Montreal. (**La Presse**, 22/12/98)

**VIA UNVEILS REMODELLED DORVAL STATION:** On January 11, Federal Transport Minister David Collenette, VIA's chairman Marc LeFrançois and VIA's president and CEO Rod Morrison unveiled the remodelled Dorval station, a major suburban stop for the Montreal area and VIA's 8th busiest terminal. They also announced the introduction of a new frequency between Montreal and Ottawa which will give riders a choice of five departures every weekday.

VIA Rail recently completed major renovations to its Dorval Station. VIA initiated the project to improve customer service and operational efficiency, and to create a VIA image that can serve as a prototype for future renovations and upgrades to other stations across Canada. The one-storey station was originally constructed in 1967 and subsequently enlarged in 1984. Key elements of the remodelling include new ticket counters, a VIA 1 lounge, a service area which includes ATM and calling card machines, realigned ticketing and seating areas, and the addition of a traditional red-shingled, sloped roof with tower, replicating an historical railway station.

During the ceremony, Minister Collenette stated that "VIA's new initiatives will strengthen the role of passenger rail in Montreal's overall transportation mix. As we move toward the new millennium, I am convinced that the demand for convenient connections from one mode of transportation to another will continue to grow."

In addition, VIA will soon begin offering an enhanced range of services to facilitate rail passengers' access to Montreal's Dorval Airport. In a case of train meets plane, VIA's new AIRCONNECT service will offer passengers from Ottawa the opportunity to connect to and from international flights at Dorval. The service will include baggage handling in both directions between the Ottawa and Dorval Stations, and a shuttle transfer service that will take passengers directly to and from the doorstep of Dorval Airport. The new frequency and enhanced services are effective February 8th. (VIA Rail release, 11/01/99)

**VIA CHANGES ITS COMMISSION SYSTEM:** VIA Rail Canada is making changes to its commission policy for travel agencies. As of February 1, 1999, the rate of commission paid on ticket sales will be proportional to the volume of sales. The new system is deemed to be fairer for travel agencies as it will pay more compensation to the highest sellers. Previously, agencies received fixed rates of commission, which did not always take into account their volume of sales. Along with these changes, an incentive component will encourage agencies to sell more tickets.

VIA is responding to a desire for change expressed by many travel agencies. Most airlines in the United States and Canada have also modified their commission policies in recent months. (VIA Rail release, 11/01/99)

**VIA PREFERENCE FEATURES ON-LINE ENROLMENT FEATURES:** Since November 1998, customers can enrol in the VIA Préférence program and receive their membership number instantly through the VIA Rail website ([www.viarail.ca](http://www.viarail.ca)). All they



need to do is complete and submit the online enrolment form and, within seconds, a temporary card with their name and VIA Préférence number will appear on their screen. New members can then print and use the temporary card until they receive a permanent one. Using the Internet, it is also possible for customers to receive their current point balance, something not overlooked by VIA which sees this as an economy measure in terms of saving the cost of mailing the statements on a bi-monthly basis. Presently, there are 150,000 members in the rail-based version of a "frequent flyer" program. (Vialogue, Volume 20, No. 6)

## OTHER INDUSTRY NEWS

**BOMBARDIER PLANT TO BE EXPANDED:** Bombardier Transportation has announced that its plant in Loyalist Township will undergo a \$5 million expansion. The plant, between Amherstview and Millhaven, Ontario, is being expanded as a result of major contracts landed recently at John F. Kennedy Airport in New York City and the SkyTrain expansion in Vancouver, BC. (*The Heritage*, 08/12/98, thanks to Willie Radford)

**PRICE REDUCTION ON COAL:** Japanese steelmakers have forced Canadian and Australian coal producers to accept a \$9 US per tonne (18%) price reduction. Fording Coal Ltd., which owns and operates the Fording River and Greenhills mines in southeastern B.C., said it will receive \$US 41.45 per tonne of hard coking coal in the year beginning April 1, 1999, down from the current price of \$US 50.45. Fording will ship 1.6 million tonnes, plus or minus 15% at the option of the mills, in the 1999-2000 coal year. The price reduction will almost certainly be forced on other operations as well, such as Teck. Australia's Broken Hill Proprietary also accepted the 18% price cut and says it will be looking to Queensland Rail to play its part through lower freight costs. (*Vancouver Sun*, 16/12/98)

**FEDERAL CONTRIBUTION TO DIRECTION 2006 RAIL SAFETY PROGRAM:** On December 17, Federal Transport Minister David Collenette, together with Bob Ballantyne, president of the Railway Association of Canada (RAC), announced federal funding of \$250,000 to the RAC in support of the Direction 2006 rail safety program. "The objective of Direction 2006 is to reduce grade crossing collisions and trespassing incidents by 50% by the year 2006," said Collenette. "This contribution will help fund a variety of activities that will help us reach our goal." Ballantyne said, "The industry is pleased to play such an active role in this safety program, which will make rail transportation, already an industry leader, even safer." (Transport Canada, 17/12/98)

**PROPOSAL FOR MAJOR EXPANSION OF TRENTON CAR WORKS:** Greenbrier Corporation may spend up to \$18 million to modernize and expand the Trenton Car Works in Trenton, Nova Scotia. The company had earlier announced that it would put \$7 million in the project but has since stated that it was considering the higher amount to handle extra business. Presently, 1,300 are employed at the site with orders for freight cars stretching well into 1999. The plant was recently named an official supplier to Chicago-based TTX Company, the largest freight car buyer in North America. (*Halifax Chronicle-Herald*, 19/12/98, thanks to Douglas L. Courtney)

**TRAIN DRAIN TO THE US:** While some bemoan the brain drain of Canadians to the US, there is also a train drain going on, says a Canadian Press article on CN's and CPR's states-side operations and initiatives. The article claims that the two Canadian railways are increasingly putting their focus on the US, at the same time as they continue to cut jobs and abandon track in Canada. There is no examination of how global economic forces and continental trade flows might be behind the railways' strategic refocusing of their networks.

The article quotes analyst Winnie Siu, of Salman Partners in Vancouver, who says coal and grain shipments by rail are expected to fall, and the North American economy to slow in 1999. However, she

expects railways will do well financially as cost-cutting measures kick in and opportunities in the US start providing new revenues. (Canadian Press, 22/12/98, thanks to Gilles Chevrier)

**ESTEY REPORT HAS 15 RECOMMENDATIONS ON GRAIN HANDLING:** A long-awaited review of how grain is handled and transported in Canada was released on December 30. Justice Willard Estey's report includes 15 recommendations to improve Canada's grain-handling system, including a suggestion that the Canadian Wheat Board back out of its role in grain transportation.

"Apart from sales and marketing, it is recommended that the Board have no operational or commercial role in the handling and transportation of grain," the report says. It also recommends the multi-party group that deploys grain cars to port should be abandoned, and those decisions left to rail companies.

Included among the recommendations are those concerning the rail rate cap, competition among railways, hopper car ownership, rail car allocation, branch line abandonment, final offer arbitration, trucks and road repair, and ports and waterways. The review also recommends a review after the end of the crop year 2000/2001 of the productivity gains actually achieved in the grain handling and transportation system during the period beginning with the crop year 1997/98, and, "more particularly, the flow-through of such gains to the farmer and, where appropriate, to other stakeholders proportionate to their contribution."

A key recommendation calls for the replacement of the rate cap with negotiated contract rates, following the commitment outlined by CPR in its second submission to the Estey review. As for competition among railways, the review recommends the opening up of the Canadian rail system to competition by and between all competent railway operators, including shortline railways. It recommends broadening the application of the running rights provision in the Canada Transportation Act to substitute the words "any person" for the words "railway company," thus offering open access to existing CN and CPR lines provided that fair compensation is paid and that certain conditions are met.

The report also recommends removing or allowing to expire the railways' right of first refusal to buy the government-owned hopper cars; consolidating and clarifying provisions of the CTA to make it easier for shortlines to buy abandoned track and have greater access to main lines; directing some sort of compensation to communities for branch line abandonment; continuing the general principle of final offer arbitration currently provided for in the CTA; directing a greater proportion of federal and provincial fuel taxes to highway maintenance; and upgrading the ports at Prince Rupert, BC, and Churchill, Manitoba.

The federal government appointed Estey in December 1997 to review the grain transportation network after farmers lost about \$65 million the previous winter in penalties and cancelled sales because the railways couldn't handle the flow of grain. "His review is an important element in making Canada's grain system more efficient, viable and competitive," federal Transport Minister David Collenette said. (*Canadian Press*, 30/12/98, *Globe and Mail*, 30/12/98, thanks to Willie Radford, and Transport Canada homepage, 30/12/98)

**PLANS FOR PORT OF CHURCHILL COMMENDED:** Plans for the re-development of the Port of Churchill, Manitoba, have been lauded by retired Supreme Justice Willard Estey. Estey was asked to develop a report on proposals by Denver-based OmniTRAX, owners of the Hudson Bay Railway. In his concluding remarks Estey stated that "National policy and planning should be based upon a recognition that this project appears to have a reasonable chance of commercial success." The plan for economic viability of the port would see the development of inbound traffic by OmniTRAX, coupled with a greater willingness by shipping companies to use the Hudson Bay port for shipping grain to Europe. (*Winnipeg Free Press*, 04/01/99, thanks to Jim Lewis)



### AMTRAK'S NEW TILT TRAINS A BIT WIDE AROUND THE CURVES:

Amtrak's new 150-mph tilt trains, designed to bring a new level of speed and smoothness to the Washington-Boston corridor late this year, were built four inches too wide and will be unable to go around some curves as fast as planned, Amtrak and the Federal Railroad Administration officials confirmed.

The problem means that Amtrak will have to spend up to as much as US\$12 million in track and clearance projects in order to maintain a new three-hour express schedule between New York and Boston promised under the \$710M contract for the trains.

Amtrak said there may be "legal issues" with the manufacturer, Bombardier Inc. of Montreal. A spokesperson for Bombardier said the company is mystified by Amtrak's and FRA's belief that there is a problem. Bombardier believes it has met specifications, and simulations show that a somewhat wider car body "will have no effect on trip time." (Washington Post, 07/01/99)

**IMPROVED SAFETY AT RAILWAY CROSSING:** On January 13, Transport Minister David Collenette announced that the federal government will provide \$1,523,400 in assistance to improve safety at railway crossings across Canada. Transport Canada finances up to 80% of the total cost of the improvements. The balance of funding will be provided by the railways, municipalities or provinces. (Canada Newswire, 13/01/99)

**RAILROADS POST FIRST SERVICE REPORTS:** North American railroads provided the first in a series of weekly performance reports in mid-January that could signal whether carriers accused of giving subpar service are doing a better job for shippers. The first reports, available through individual carriers' Web sites, showed a wide range of performance. The information is provided through a series of four performance measures (total cars online; average train speed; average terminal dwell time; freight cars received without a bill of lading) that will serve as indicators of how well traffic is moving through a railroad's system.

CN claimed the fastest intermodal trains with a 34-mph average, followed by 32 mph on Burlington Northern Santa Fe. Norfolk Southern had the slowest intermodal trains with a 24-mph average. Systemwide train speeds ranged from 15 mph on NS to 25 mph on CN.

The fastest freight car switching was done in Jackson, Mississippi, on Illinois Central Railroad, where it took 10 hours to move a car from one train to another, and on NS in New Orleans where that task required 12 hours. The slowest switching was 85 hours on CSX in Toledo, Ohio.

Several railroads reported that car switching in places such as Toledo and Chicago were slowed by severe winter weather in the region. However, IC reported the average time for switching cars at its Chicago terminal last week was 18 hours.

Carriers and shippers couldn't agree on a year to which current service should be compared. Carrier officials further argued that data were not comparable between railroads because each carrier had its own traffic mix, route profile and operating conditions, such as weather. In addition, railroads cited some variations in the measurements themselves. (PR Newswire, 13/01/99 and Journal of Commerce, 15/01/99)

### BOMBARDIER SELECTS BURNABY AS PREFERRED SITE TO LOCATE ITS B.C. MANUFACTURING FACILITY:

Bombardier Transportation has elected to establish its Centre for Advanced Transit Systems, in Burnaby, B.C. The preferred site is adjacent to the British Columbia Rapid Transit Company Limited maintenance facility. The purchase of the land is conditional to the necessary zoning modifications as well as environmental studies and soil evaluations. Providing all conditions are met, the transaction is expected to be completed by the end of January.

The Centre will include systems engineering as well as manufacturing capabilities in a 5,510-square metre (60,000 square feet) complex and will employ approximately 165 people. Construction is planned to begin in March and operations are scheduled to start by year-end. (Bombardier release, 18/01/99) ♦

## Annual General Meeting - 1999

by Duncan du Fresne, President

The 34th Annual General Meeting of the Bytown Railway Society, Inc., was held at the National Museum of Science and Technology in Ottawa on January 5, 1999. The meeting was presided over by the president, Duncan du Fresne.

Duncan informed the members present that at the close of 1998 the Society's executive committee was comprised of: Duncan du Fresne, President; David Stremes, Vice President; Leslie Goodwin, Treasurer; Raymond Farand, Secretary; Robert Cummins, Jean-Louis Ozorák and Earl Roberts, Directors.

Duncan informed the meeting that he had only been notified of three nominations for office: 1) Director, to replace Earl Roberts, who has retired from the position. Earl nominated member Jeff Parker to fill the vacant position and he was elected, unopposed. 2) Secretary Raymond Farand, also retired from his position. Nominated for the position of Secretary were members Bertram Titcomb and Stéphane Bisson. An election took place which elected Bert Titcomb to the position. Congratulations to Bert and Jeff, and welcome aboard! Also, congratulations to Stéphane for his willingness to run for office, it's the first real election the Society has had in a number of years. We hope to see more of Stéphane from here on in.

Therefore, the Society's "board" for 1999 is: Duncan du Fresne, President; David Stremes, Vice President; Leslie Goodwin, Treasurer; Bertram Titcomb, Secretary; Robert Cummins, Jean-Louis Ozorák and Jeff Parker, Directors.

A recent written appeal by the president for help, and a request to local members to take a more active role in the running of Society activities, has had the following results: Jeff Forgrave has become active and is assisting in the historical research and publications area. Long time past president Bruce Ballantyne is also assisting in historical research and publications. Both of these members are working with past president Paul Bown who heads up this activity. Bob Heathorn has agreed to help as an ex. officio member of the executive in areas where he is needed. Similarly, Trevor Heavens has decided to become active - it is yet to be decided as to where we can best use his administrative skills. John Land has already become active as a result of the appeal and is working in the shop on rolling stock and equipment restoration. Several other members have indicated their willingness to serve where needed. The thanks of the executive go out to all who have come forward.

Perhaps our biggest challenge in many years has been that of relieving Director and **Branchline** Managing Editor Earl Roberts of some of the workload he has been carrying. As a first step, executive members Les Goodwin, Bob Cummins and Ray Farand have taken over some of Earl's previous duties. Earl's retirement as a Director will also result in lessening his workload. Earl will now have more time to concentrate on **Branchline**, **Canadian Trackside Guide** and our other publications. Society members owe Earl a real debt of gratitude for the tasks he has taken on and performed over the years. I've said it many times in the past and I'll say it again, "Earl is the only guy I know who has worked seven days a week for BRS", and he's done it for years.

This re-organization, and with the help of the general membership, will perhaps result in our being able to get back to the point where we used to be when Society activities were pretty much run by non-elected members who served under the general direction of "board" members. The Bytown Railway Society is every member's Society, we all need to take an active role in running it.



# She's Back!

by DUNCAN DU FRESNE

At what was just a few months short of the end of the steam era on Canadian Pacific, Christmas Eve of 1959, the last run of one of C.P.'s justly famous Hudson class 4-6-4s left Ottawa for Montreal on M & O sub. passenger train No. 234. That was the last time, ever, that the company operated a Hudson out of Ottawa (see **Branchline** Tid Bits, May 1997). That Hudson was class H1b, No. 2816.

During 1998, almost 39 years since that Christmas Eve event, Canadian Pacific decided, to absolutely everyone's surprise, and delight, that the 2816, which had stood out in the weather during all those intervening years at Bellows Falls, Vermont, and Scranton, Pennsylvania, home of "Steamtown U.S.A.", that she was to be brought back to Canada for (possible) live steam operation.

If all comes to pass, and at the moment no one knows that it will, I suppose we all owe a debt of gratitude to one Nelson Blount, the founder of Steamtown, U.S.A., who was, more than anyone else, responsible for obtaining the 2816 from C.P. for his Bellows Falls "museum" collection, which, oddly enough, was overrun with Canadian Pacific and Canadian National steam locomotives. It is most unfortunate that Nelson Blount, who owned the company that produced "Ocean Spray" products, was killed prematurely in the crash of an aircraft, otherwise his project and his funding of that project at Bellows Falls might have turned out quite differently. 2816 might have even got a roof over her head.

A story of the trip that brought the 2816 back to Canada, and to her destination, the B.C. Rail steam shop in North Vancouver, appeared in the November 1998 **Branchline**, and elsewhere, - it is after all a major rail event, and I'm not going to deal with it here. It has been suggested that, rather, I write about the only C.P. Hudson in existence, excluding ex-C.P. 2839, 2850, 2858, and 2860 which are "Royal" Hudsons. I'd like to say that I "know" the 2816 personally, but I can't remember ever having worked any trips on her. The 2803, 2810, 2814 and several other members of the H1a and H1b sub classes and I were acquainted way back then, my memory is a little short on all the numbers, - I failed to keep written records.

Those first 20 Hudsons, 2800-2819, non-streamlined, or "standard", or non-Royal, whatever, may look a whole lot different than their Royal sisters, but they're really not that different technically. What really counts is much the same, if not identical. I get the feeling that modern day motive power enthusiasts think there is a big difference between the standard Hudsons and the Royal Hudsons, so to set the record straight let me categorically state that there isn't. Oh sure they look different, outwardly, but like the man says looks are only skin deep.

If we go to the heart of the matter, and on a steam locomotive that heart is its boiler, we find they're very close. The boiler on the standard Hudson is, basically, the same as that on its newer sisters, but there are a couple of subtle differences. One is that the standard engines had 62 two and one quarter inch tubes while the Royals had 58. 2800-2819 had a total heating surface of 5,475 square feet versus 5,333 on the Royals. Class H1a and b engines had steam domes while the later engines had domeless boilers. All the engines used the Elesco boiler feedwater system and all the engines had the Elesco type "E" superheater. They all had combustion chambers, front end throttles, and all, except 2860-2864, were coal burners as built. Grate area was 80.8 sq. ft. and boiler pressure on all engines was 275 PSI. Engines 2820-2864 weighed a little less than 2800-2819 did in working order, 355,000 lbs. versus 360,000, but all carried the same weight on drivers at 194,000 lbs.

All 2800s were built on the one piece Commonwealth cast steel engine bed, with cylinders and valve chests cast integral - a vast improvement. All engines used the Walschaert valve gear with the C.P. design "short throw" eccentric crank, and longer link foot. The H1a-b engines kept their older Westinghouse schedule 6 ET brake equipment

while their newer sisters got the superior 8 ET equipment. 2800-2819 kept their Standard BK stokers while the H1c engines, 2820-2849, which started life with the BK stoker, were retrofitted with the more modern HT equipment. As built, engines 2800-2819 had a manually operated screw reverse gear. They lost that in a few years in favour of the CPR "air motor" reverse gear, in either the "old" (and slow) model or the more modern version of the same machine.

As the years went by there were many small modifications made to the engines, like gauges, which our enginemen saw, and like smoke deflectors, which everyone saw. And speaking of stuff the enthusiast didn't see was that at 91 feet, 1 5/8 inches in length, the standard Hudson was 3 and 5/8 inches longer than her Royal sisters.

And now I'm going to mention a difference between the engines I didn't appreciate. The steam whistle on H1a's, b's and c's was located right in front of the cab on the left hand side. Despite shielding, that whistle could all but take the ears right off the side of your head, especially on the H1c's. One major difference in the whistles though was on the H1a and b engines it was operated manually, not pneumatically, so it could be made to "wail". It sounded something close to a Mississippi steam boat rounding the bend. On the H1c, d and e engines the whistle was pneumatically operated.

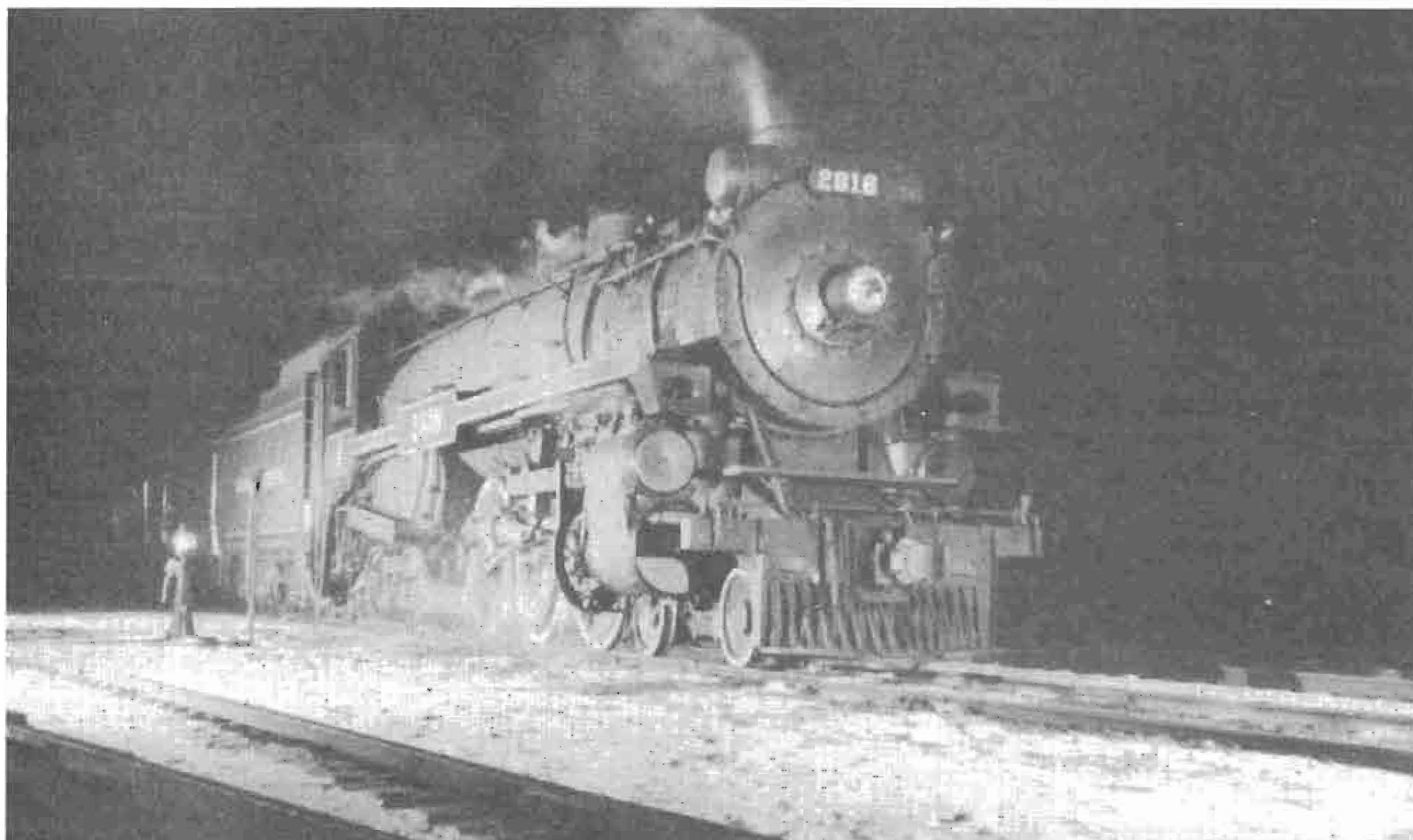
Pay wise - is there another reason for railroading? - they all paid the same per class of service as they all carried the same weight on drivers. I personally liked working on the older engines, although it was usually in freight service. I do remember the 2803 in passenger service though. We had her on train No. 503 out of Ottawa to Montreal first thing in the morning (the business man's train). That old girl could scoot right along with the best of them, she was a dandy engine and could easily make Montreal (111 track miles) in two hours with three stops, with very little fuss. One thing about all those C.P. Hudsons, the harder you worked them the better they steamed, the mark of a modern steam locomotive. It was sure a pleasure to not have to fight for steam when the hogger really "went after" the engine.

The 2810 was an interesting engine. She was the only 2800 to get roller bearings on her trailing truck when she was built. I am told it was experimental in nature, can't imagine why, it certainly was the way to go. All but the first ten engines got roller bearing engine trucks as built, the H1a's got them later on in a retrofit. Similarly they all, eventually, got roller bearing tender trucks. But in true C.P. fashion they did not get roller bearings on their driving axles. Just think of what a machine they could have been if that had happened, along with roller bearing light weight Timken rods!

But the most interesting thing to happen to the 2810, and I don't mean those ugly "elephant ear" smoke deflectors, was the modification that put a (single guide bar) Dean crosshead on her left hand side and left that big double guide bar Alligator crosshead on her right hand side. Endless speculation in bunk rooms by "the boys" said it would unbalance her, but I can say from personal experience working on the '10, she never even knew it was out there. That engine could run like the proverbial scalded rabbit. Why was this done? I haven't the slightest idea, a test of some sort perhaps, I can only guess.

But, of even more interest, and I didn't know about this until 1986, there was another member of class H1b treated the same way. It was none other than the 2816! For those who have a copy of Omer Lavallée's book "Canadian Pacific Steam Locomotives", if you refer to page 175 you will see a picture of the 2816 standing beside heavy Pacific 2710. The 2710 has an Alligator crosshead on her left side, exactly what the 2816 had as built. Look at the Dean crosshead on the 2816, and, no doubt she, like the 2810, has an Alligator crosshead on her right side. Surprise, surprise, what do you think the 2816 had on there at the





Class H1b 2816 has just been turned on the wye at Rigaud, Quebec, on a frigid early-January 1960 night. In the morning she'll haul commuters to Montreal, 40 miles away. Photo by Steve Ward.

end of her service life? An Alligator crosshead of course, that's what she arrived in North Vancouver with. Why? I still don't know, perhaps Joe Howard or some other student of C.P. steam power out there can enlighten all of us on this one.

So the 2816 is in North Vancouver, - now what? In a recent telephone conversation I had with the Steam Shop's man in charge, Al Broadfoot, he tells me it will be sometime in February of 1999 before the locomotive is dismantled to determine whether or not they've got an operable steam locomotive or not. That's the way it is with steam locomotives, you have to take them apart to determine their exact condition, especially their boilers. Al and his team are the experts, they've rebuilt Royal Hudson 2860, rebuilt and modified Consolidation 3716 and several other engines, they know what they're doing.

A few things are known for sure. The 2816 will have to have all her asbestos boiler jacket insulation removed in accordance with the provincial regulations governing the handling of asbestos. A brand new cab will have to be built, and the tender will require all new top plating and interior baffles, at the very least. The coal firing stoker equipment will have to come off and an oil burning conversion done. The #6 ET air brake equipment will disappear in favour of diesel era 26L equipment, exactly what has already been done on 2860 and 3716.

A massive job lies ahead and God only knows what else they'll find, good and bad, as they dig into her, and God isn't conferring with Al. All we can do is wish Al, his crew, BC Rail, and Canadian Pacific the best of best wishes on this project. Who knows, with a lot of hard and dirty work, and a little luck, we may all be witnesses to the reincarnation of the last remaining C.P. (standard) Hudson, see her in steam again, and listen to 14Ls from her distinctive whistle.

P.S. A tip of the old Tid Bitters cap to member Tim Pomeroy of Hanover, Pennsylvania (formerly of Cavan, Ontario) for suggesting this article. ♦

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# A Limey Rides the Rocket

by LAWSON LITTLE

It's 8 p.m. on September 15, 1981, and I'm sitting in the brightly-lit station waiting room at Prince George, B.C., waiting the arrival of VIA Rail's late-running westbound No. 9, which is to take me on the next leg of my 2,500-mile rail exploration of Western Canada.

No. 9, carded as the "Skeena" but known to most people as the "Rupert Rocket", had just reverted from a daily to three-times-weekly schedule following the end of the summer service, and I commented to the burly middle-aged Canadian who shared my waiting-room bench that such a sparse timetable hardly justified the splendid modern station in which we were sitting. Recognising my English accent, my companion introduced himself as Ralph Albert, from Smithers, B.C.; like most Canadians of his age group, Ralph had seen service in Europe during World War Two, and we were soon sharing reminiscences about the places he had visited during his time overseas.

Our train was scheduled to arrive at 10.35 p.m., departing for Prince Rupert on the Pacific coast at 11.15, but it was nearly 11.30 before the blunt nose of a single borrowed CN F7Au appeared out of the darkness, hauling its short consist of blue and yellow cars. As we moved to join the train, Ralph casually mentioned that he was the engineer for the next leg of the journey, and would I care to join him in the cab? Needless to say, I was soon being introduced to Ralph's fireman, Terry Harris, before climbing the steps for my first view of the interior of an F-unit.

Station duties were soon complete, and Ralph eased No. 9175 out of Prince George some 30 minutes down on the advertised. The track for the first few miles was in poor shape, and the locomotive rolled and swayed noticeably, despite our speed being held down to no more than 35 m.p.h. Ralph told me that the state of the track was one reason for the continued use of older units on this section, and I asked if he was concerned about running a passenger train on a remote single-track main in the middle of the night with only one locomotive for power. He reassured me - despite their 30-odd years of service, the F7's used on the "Skeena" were very reliable, and certainly the old 567 chanting away behind us sounded contented enough.

Terry had generously relinquished the left-hand seat to me, and I

noticed that he appeared to have very little to do, apart from disappearing into the engine room occasionally or checking the steam-heater car coupled to our drawbar. After a while I offered to take over the horn chores from Ralph, and it was typical of the laid-back attitude of most Canadians that he simply nodded, without even enquiring if I knew the crossing code!

Eventually I took a spell standing in the centre of the cab, from where I could see the ammeter in front of the engineer; it was mostly registering no more than 200/300 amps, compared with over 900 when in Run 8. Fortunately the state of the track began to improve, and Ralph eased the speed up to 55/60, promising that we would make up the arrears before reaching Smithers.

In this remote part of British Columbia, towns are far apart, and we had covered 69 miles before reaching our first stop at Vanderhoof. Half-an-hour later, as we approached Fort Fraser, we passed unseen in the darkness the site of the last spike ceremony, held here in April 1914 to mark the completion of the line by the Grand Trunk Pacific Railway.

The route now took us along the north bank of the Endako River, its dark waters glinting in the moonlight. On the other side of the track, headlights marked the passing of an occasional vehicle on the parallel Highway 16, and I noticed that whenever an eastbound truck came into view, Ralph would extinguish the headlight, and each trucker dipped his lights in response.

As we rounded a curve Terry drew my attention to a large black bear standing at the trackside; it blinked at us before lumbering away into the darkness. Otherwise we saw little sign of life, apart from an occasional lumber yard on night shift, each marked by a glowing beehive slash-burner spewing sparks into the night air.

Slowly the night drew on, and the sky behind us was starting to lighten before, promptly at 5.15 a.m. and just as he had promised, Ralph brought us into his home town of Smithers, 240 miles from our starting point. I was unsure of my reception from the relieving crew, and in any case my empty bunk was beckoning, so I said my thanks to Ralph and Terry and joined the train for what little remained of the night.



*A wayside halt for the eastbound "Skeena" on September 17, 1981. photo by Lawson Little.*

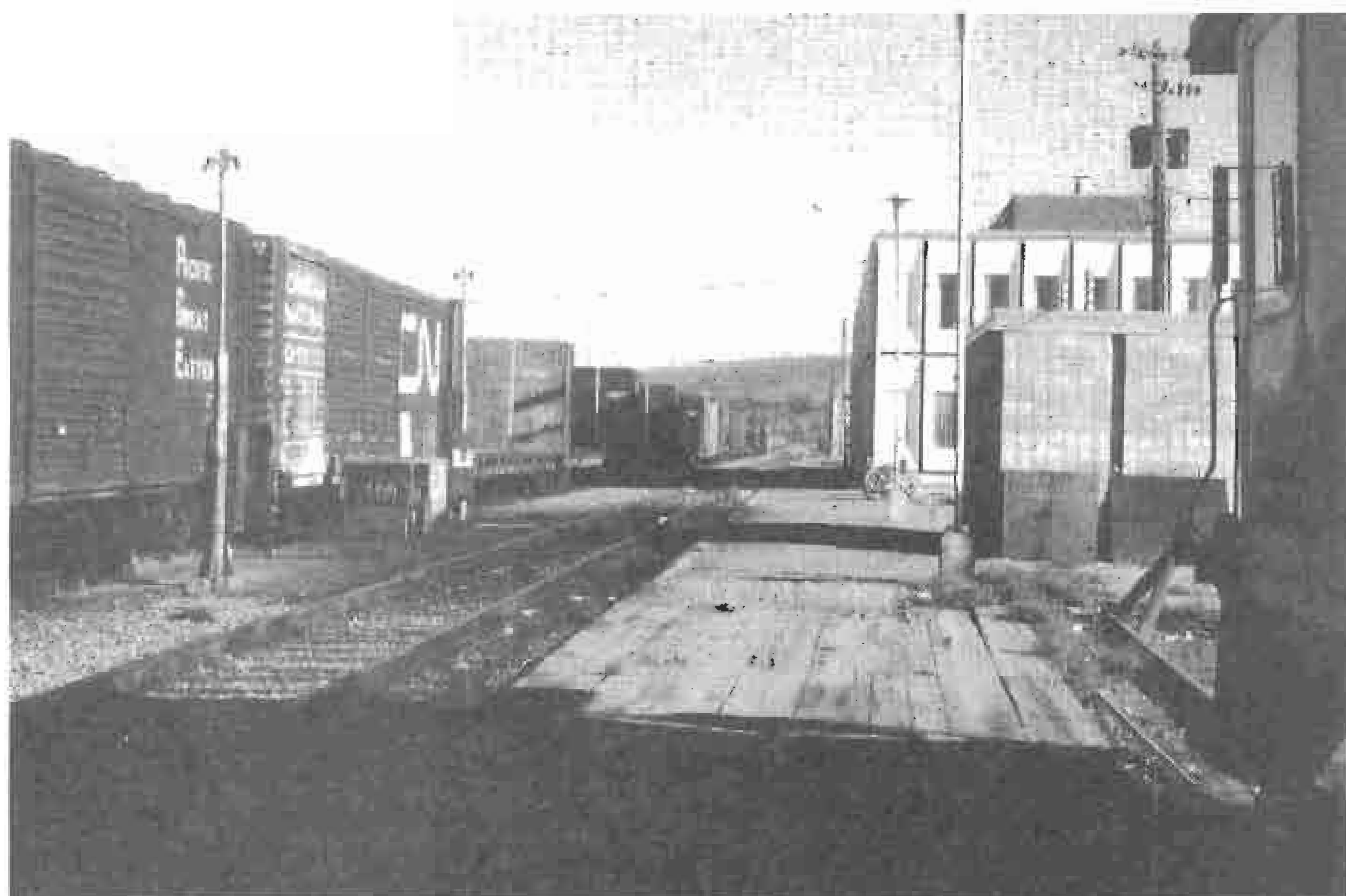




*Mount Robson from the train on September 17, 1981. Photo by Lawson Little.*



*Prince George Station, September 15, 1981 - a fine modern facility with six departures a week! Photo by Lawson Little.*



Three hours later I was awakened for breakfast; we were now following our namesake Skeena River, but the clear night had been followed by a dull, overcast day. It was raining when we finally drew into Prince Rupert, and misty too; a resident later told me, not entirely joking, that it rained there every day of the year! I did have time to check out the consist before the F7Au backed it out of town to turn; two steam-heater cars (one dead-heading) were followed by Baggage/Dormitory 9476, Coach 5452, Diner 1346, Sleeper 1180 "Greenwood", and Sleeper/Observation 1099 "Bedford", the last car being a private charter.

After a quick lunch I checked out the engine terminal; this was a familiar layout to me, being laid out exactly like a typical English 'Engine Shed' - a straight four-road single-ended building with the two outer roads shortened at their inner ends to accommodate a boiler room and an office respectively. There was little sign of life; a pair of wide-nose GP40-2s shared the yard with an F7A+B set and a couple of switchers, and an old steam locomotive Vanderbilt-style tender was also standing nearby, painted grey all over and apparently in use as a water carrier. Its axleboxes were dated 1947, indicating a short life in its original role.

Perhaps because of the weather, Prince Rupert didn't appeal very much, and I was glad to be leaving town again at 5.15 that same evening. After the excitement of the previous night, I went to bed early, and by the time I woke next morning we were through Prince George and approaching the Rockies. The private party in the rear car was still

fast asleep so I was able to ride the rear platform undisturbed as we jogged steadily through endless miles of forest.

After traversing Yellowhead Pass and passing Mount Robson, I enjoyed a splendid lunch (bacon, parsley and vegetable omelette, my notebook recorded) before we ran into Jasper at 2.45 p.m., just a couple of minutes late. The hot sunny weather with temperatures in the nineties was a marked contrast to that at the coast, and I was glad to say goodbye to the "Skeena" and retire to my hotel for a clean up.

Later that afternoon I returned to the station and once more my English accent got me special treatment - this time a conducted tour of the yards and an hours switching with a set of SD40s - but that's another story.

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Seventeen years on, the "Skeena" still runs between Jasper and Prince Rupert, though nowadays it's an all-daytime journey with an overnight stay at Prince George. F40PH-2's have taken over the head-end, and old 9175, after a spell on snowplow duties in eastern Canada, has gone to the scrapyard; Ralph Albert has also long since retired and moved back east. I still remember that overnight journey, though, and one day I'll ride the "Rocket" again. ♦



# A Night at Nowhere

by BILL COLE

Here is story about something that you would never see repeated today, for more reasons than one. First off, it goes back to the steam era on Canadian National, profiling a situation that in some ways doesn't make sense. Secondly, I doubt if today's railroader would put up with such a situation, seeing as how things have changed so very much over the passing years. You be the judge as I relate this tale.

It's a good thing that I checked my old time books for a few facts and figures because, after all these years, I was of the opinion that I had spent this memorable "night at nowhere" on CN 2-8-0 No. 2659 but no - my book says that it was CN 2-8-0 2588, the only 2500 that I had the distinct joy to fire in my railroad career.

I was firing for veteran engineer Grant Saunby and we were the regular assigned engine crew on regular manifest freight train No. 411 from Hornepayne to Jellicoe in June of 1951 (exact date inexplicably left out in the time book). We would be double-heading as lead engine with a Mikado (2-8-2 No. 3276) on this hot June afternoon.

Being the regular crew, we were honoured with the lead engine, No. 2588, as CN always placed the smaller engine in front when double-heading. I was 19 years old at this time and wasn't overly thrilled with being on the business end of a coal scoop. But, this was a job and, at that time, a real good job. All went well with our trusty old hand-fired locomotive, leaving most of the work for the stoker-fired "Mike" pushing us merrily along.

Suddenly, around 19:00, a couple of miles east of Gamsby, a siding 60 miles west of Hornepayne on the Caramat Sub., there was a loud bang on the right side of the engine and, a shuddering, shaky sensation ran through the old 2588. My hogger whistled frantically to the second engine's hogger to shut off steam and quit pushing, and he applied the automatic brake valve in emergency. We came to a screeching stop and, after a brief inspection by both engine crews, we discovered one of the side rods broken on the right side, making the 2588 totally inoperative.

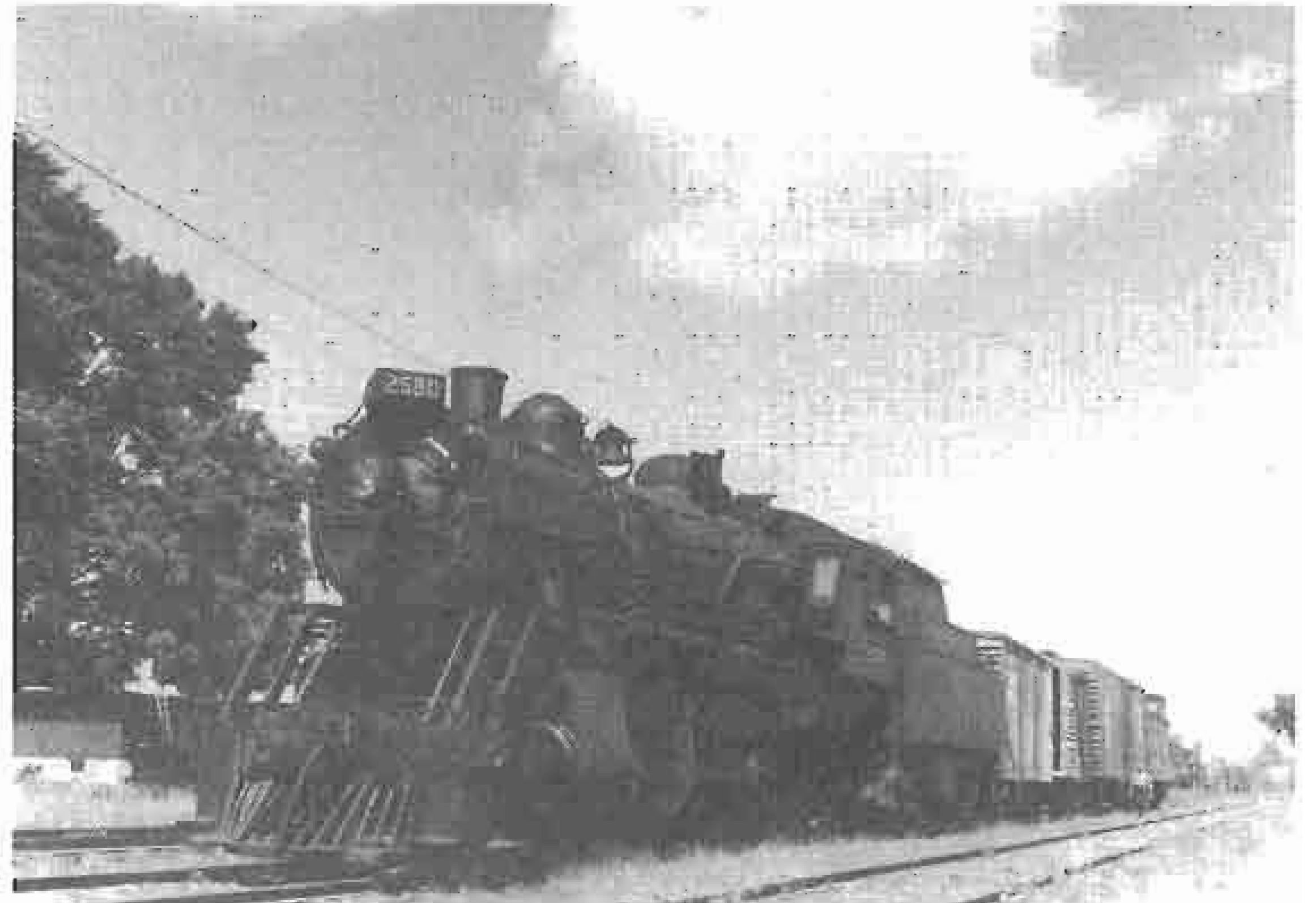
I don't remember what rod it was. At that time, with less than a year's experience firing, I was lucky to even realize what had happened, let alone know the name of a faulty part.

The Mikado then pushed us very carefully, after removal of loose and broken parts, the couple of miles to the east end of Gamsby siding where the train dispatcher was notified of our plight. Now came the moment of wisdom. Our conductor was advised to push the "lame duck" into the siding at Gamsby and leave it there for the night where it would be picked up in the early morning on a manifest freight No. 404, bound for Hornepayne. The ultimate shock was that my engineer and I were to remain with the trusty locomotive while the second engine's crew would take the train to Jellicoe. We were pushed into the clear and, just before darkness settled in, our train departed, leaving us all alone in the middle of nowhere.

Are you aware just how silent that silence can be? Other than the odd thumping of the air pump, the hiss of the open cylinder cocks and the whine of the dynamo, all was very, very quiet. On the advice of my hogger, I put a huge bank of coal in the centre of the firebox, banked up the back corners and inside the firedoor and then filled the boiler full of water with the injector, knocking down the steam pressure to about 125 lbs. I believe the 2588 carried 180 lbs of steam in the boiler but a lot about that particular engine and that trip has been forgotten - for good reason.

We dined heartily on sandwiches, cold beans and fresh fruit with hot tea from our tea bottles or ice water from the water pail. Now in total darkness, under those beautiful stars and with no one around for ten miles, we settled down for the night. Grant shut off the whining dynamo because we didn't need any lights in the cab and then the tomb-like silence engulfed us.

Night time in the northern bush in hot weather naturally brought



*CN N-4-a class 2-8-0 2580, 2588's sister, arrives in Lindsay, Ontario with the Belleville wayfreight on August 8, 1958. She was built by MLW in 1907 as Grand Trunk Railway 724. Paterson-George Collection.*

up the black flies and mosquitoes so we had to keep the side windows closed and close up the side canvas curtains. There was no closed-in vestibule cab on the 2588. Finally, the inside cab curtain which ran across the cab behind the engineer's seat and hooked in place behind the fireman's seat had to be closed as there were always a few of the hungry night bugs that got into the cab around the side curtains.

Latching the firebox door halfway open also helped reduce the bug supply as they always seemed to seek that extra warmth. The cab seats were not like diesel cab seats but were very hard and rigid and extremely difficult to get comfortable on for having a good night's sleep. At least, thanks to Grant's advice, I didn't have to touch the fire during the night, as the bank of coal supplied enough heat to maintain the low steam pressure all night and very little water in the boiler was used as a result.

To this day, I don't know who authorized the brilliant move of leaving us all night with that engine and, being young and unaware of some of the foolishness which transpires on railroads, I never questioned the decision. (As if it would have made any difference.) Today, I wonder why we couldn't have dumped the fire, secured the locomotive in the siding and deadheaded on our train to Jellicoe for our return trip on our assignment on the following day. I guess that would have been too easy and maybe there was more to it than meets the eye.

At any rate, we spent a long and lonesome night, sometimes swatting mosquitoes and black flies. It was rather nice to see daylight upon us and rather early as it was still in the month of June.

Around about 06:00, Train 404 happened on the scene with Mikado 3399 and they backed on to us and lifted us on to their train behind their engine. They were a welcome sight to say the least. According to the note in my time book, the 3399's engine crew were engineer J. Goulette and fireman Wilf Madden.

The rest of the trip is now a blur in the memory bank. We couldn't work our engine to help on the way home to Hornepayne but I did break up the bank in the firebox a little and got about 175 lbs. of steam on the hog to at least make it look good.

I never saw the 2588 again and never saw another 2500 class locomotive other than the odd photo of one. They were all hand-fired engines to my knowledge other than a few out west that were converted to oil firing. They did not impress me.

So much for a typical night in the big city of Gamsby, population - Nil. We can thank our lucky stars for that. ♦



## Identify that Diesel

This Tid Bit is intended to fill a need for those readers who are "new-to-the-game", and for those who have asked me to decode, into plain English, those alpha numeric characters that are associated with diesel-electric locomotive designations. I've been asked many times, as I'm sure many of you have, or have had to ask, as I have, what sort of a locomotive is that I just saw? It used to be a lot easier in the steam era when one could look at a departing train and simply say: "Oh, look, they've got a Mikado on 411 tonight". Yeah, well it's not so simple anymore. Today you're more likely to hear someone say: "Oh, look, they've got one of those big GE Dash 8-40CMs on 411 tonight". What does all this gibberish really mean, does this guy really know what he's talking about or is he just trying to impress us? Well, we might as well start by trying to decipher that mouthful.

In the first place it's a General Electric locomotive (GE), I guess you have to recognize this on sight because there isn't a three foot high "GE" illuminated sign on the side of the thing flashing on and off. Because it has been designated "Dash 8" by GE, it means, by omission, that it is a Direct Current (DC) machine (DC traction motors). The "40" means (in hundreds) that it has a 4,000 H.P. diesel engine. Remember my Tid Bit on electric and diesel-electric locomotive wheel arrangements (September and October 1998 **Branchline**)? Here is where we find the meaning of the "C", indicating the locomotive has 3 axle trucks, with all axles powered. The "M" means that the car body is of the full cowl type and that it includes the "Draper taper" feature (tapered sides behind the cab for improved rear facing visibility developed by a Mr. Draper of C.N.). If the above locomotive had been a "GE Dash 9-44CWL", it would have been very similar except for the "WL" suffix and 4,400 H.P. engine. This suffix means that the locomotive has a Wide nose and Long cab with a regular "walk around" type car body (at one time called a "hood" unit) but otherwise is similar to a Dash 8. The Dash 9 is one technology level higher than the Dash 8 (principal difference is in truck design). The reason for the Long cab is to provide needed space for the conductor on cabooseless trains.

What about the designator "AC4400CW"? First of all, again by omission, this is a GE locomotive, somehow or other you're supposed to recognize this on sight, and I don't know how anyone just getting interested in this field would be able to do this but if you are that interested you can purchase the "2nd Edition" of "The Contemporary Diesel Spotter's Guide", a Kalmbach publication. You can also buy a copy of the Society's annual publication "Canadian Trackside Guide" for \$19.95). The GE AC4400CW locomotive is powered by 6 alternating current (AC) traction motors, its diesel engine produces 4400 H.P. and, as the "C" indicates, has 3 axle trucks. The "W" indicates a wide nose cab and a regular "walk around" type car body. Many AC4400CWs are upgradeable to 6000 H.P. in the future. This figure appears to be the new industry standard max.

So far so good. What about VIA Rail's 6400 number series locomotives that are a common sight in "main line Canada". They were all built in Canada by General Motors Diesel of London, Ontario (GMD) and are designated by the builder as: F40PH-2, VIA has classed them as: GPA-30a, GPA-30b and GPA-30c. Believe it or not the prefix "F" used to mean freight, or "FP" Freight/Passenger type carbody. It used to mean that F or FP units had 4 wheel trucks, but if you run through the EMD/GMD catalogue you'll find F units on six wheel trucks. In any event these are passenger locomotives with a 3000 H.P. engine, which, when encumbered by all its auxiliaries, may produce as little as 2300 H.P. for propulsion. The "40" designation is a GMD identifier and just to confuse you it has nothing to do with H.P. The "PH" suffix means that it's a passenger locomotive that is



CN Dash 8-40CM 2409, shown at Coteau, Quebec, on August 12, 1992, carries the Draper Taper carbody which is tapered behind the cab to provide some rear facing visibility. Photo by Pierre Ozorák.



CN Dash 9-44CWL 2516 pauses at Sarcee Yard in Calgary on September 7, 1995. She carries the wide nose cab, and "hood" type carbody.



CP AC4400CWs 9599 and 9678 emerge from a road underpass near Carlin, BC, on October 25, 1998. The GE units produce 4400 hp. and are powered by six AC traction motors. Photo by Jim Johnston.



equipped to provide "Head End (electrical) Power" to the passenger cars behind. The final suffix "2" indicates the level of electrical/electronic and other advanced equipment being employed. VIA still operates some older GMD passenger locomotives that they received from C.N. in 1978, these are the GMD FP9Au or FP9ARM units. First of all you have to "know" that these are GMD locomotives (back to that again), the FP (Freight/Passenger) designation "tells" you that. Some of these machines, by the way, also have a following "u" suffix to indicate that they've been upgraded electrically or mechanically, or both, and some have a "RM" suffix to indicate that they have been remanufactured. The "9" is a GMD type designator, and the "A" means it is a cab (control) unit (as opposed to a cabless "B" unit).

Not too difficult so far? Lets look further into GMD/EMD. For some reason or other this company decided to use designators that are, basically, not too meaningful, unless you're an addict of this stuff and really into it. For example: The older, and very popular, GP9 road switchers. The "GP" prefix is used by GMD/EMD and simply means "General Purpose" (can be a yard engine, road switcher, or main line locomotive), the "9" designation is used to indicate which model of GP locomotive it is. Frequently, you will see a Canadian National GP9 with the following suffix: "RM". This simply indicates that the unit has been remanufactured with more recent "state of the art" features.

On the cab sides you will also see painted: "GR-418b" or "GY-418b". Let's break this one down and see what we've got. The "G" means that the unit is built by GMD/EMD. The "R" means that it is a road (switcher) unit, "418" means that it has 4 wheel trucks and an 1,800 H.P. diesel engine. In the case of "GY", the unit is intended for yard work and has gearing and other special electrical equipment applied to make it more suitable as a yard engine. The suffix "b" is C.N.'s way of designating which sub class (or order) the locomotive belongs to on C.N. Still with me? Good!

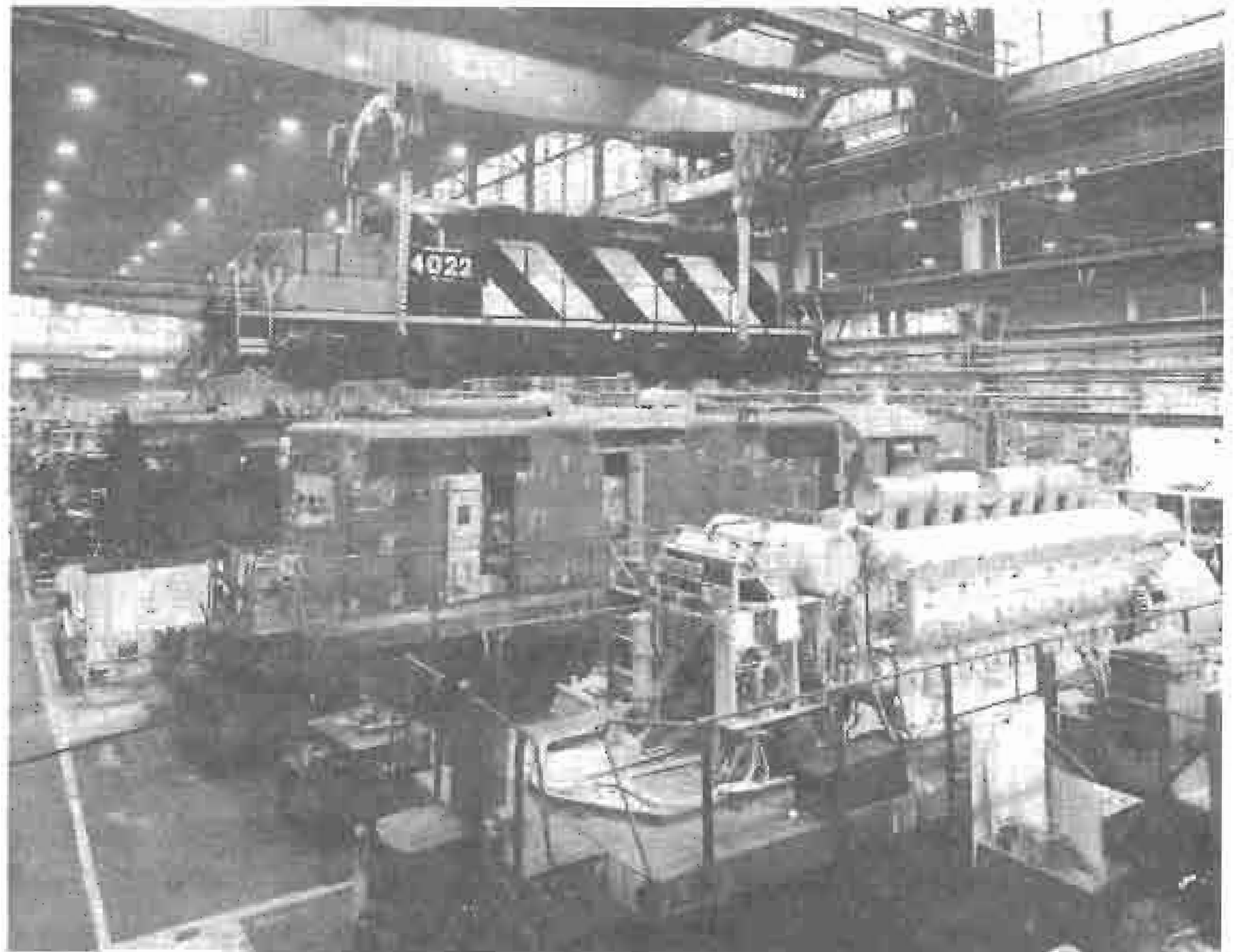
Perhaps, at this point, it would be a good time to point out that builders put designations on their lines of locomotives that are universal. That is to say that a GP9 is a GP9 on any railway, the railways, however, who buy their locomotives from more than one builder, put their locomotives into various "classification" systems, with sub-classes, that are peculiar to that railway, only, so don't get locomotive builders designators and railway company classifications confused. Railways did something very similar during the steam era. Perhaps an example is in order.

Take CP for instance, they, from the start, classed their diesels as: DP, DRF, DRS, and DS. The "D", of course, means Diesel, they haven't had steam around since 1960, so just to make absolutely sure there's no possibility of confusion they still use the "D" prefix. DRF means Diesel-Road-Freight (main line unit), DRS is a Diesel Road-Switcher, and DS is a Diesel Switcher. In those days when C.P. was in the passenger business certain, but not all, "streamlined" A and B units assigned to passenger service were classed as either "DPA" or "DPB". This included EMD/GMD units with builders designations such as; FP7A, FP9A and F7B, the famous three E8As, the only ones to be operated by a Canadian railway, and ALCO/MLW FPA and FPB units. C.P.'s "D"iesel prefixes are always followed by a suffix such as "-30c" which means that the unit is a 3000 H.P. machine and is identified as coming from order "c".

Let's consider the EMD/GMD line of "SD" locomotives. To begin, the prefix SD means "Special Duty", nothing more complicated than that. All the SD offerings (so far) employ six wheel trucks with all axles powered. Isn't it nice to see something in all this that follows some convention or other! One of the most numerous, and most famous of the SD line, especially in Canada, is the SD40-2, and its not nearly so successful ancestor, the SD40. What's the difference? The SD40-2 has a vastly improved wheel slip detection system, a modular electrical system for easier maintenance, a redesigned and longer life turbocharger, and the application of high adhesion trucks. Well, we now know what SD indicates, and what -2 indicates, so what does "40" indicate? It indicates a GM model rated at 3,000 H.P. (SD40 being on six axles and GP40 being on four axles)



VIA FP9Au 6312, remanufactured from FP9A 6523, approaches Pointe aux Trembles, Quebec, on September 9, 1994, enroute to Jonquière. Photo by Pierre Ozorák.



CN's newly-remanufactured GP9RM 4022 is lifted at CN's Pointe St. Charles shops in Montreal, Quebec, in 1984. Sister 4024 nears completion. CN photo.

GMD has also provided Canadian National with 60 units designated as SD50F. These are 3600 H.P. units with the "Draper Taper" Full width carbody. And, also, 64 SD60F units of 3800 H.P. with the "Draper Taper" Full width carbody. If that isn't enough they've also provided C.N. with 26 SD70I units of 4000 H.P., the "I" indicates that these units have an "Isolated" (quiet) cab. To top that off, C.N. also had 140 units (lost one in a wreck), classed by C.N. as GF-643a and b, - you know, "G" for GMD, "F" for freight, "6" for 6 wheel trucks, 4300 H.P., sub class "a" or "b". GM designates these units as SD75I, and, as you can see, the railway's classification scheme tells you a whole lot more about their locomotive's anatomy than the GM designator does.

GMD is also providing C.P. with 61 "SD90MAC" units. Again, these are Special Duty machines, they are rated at 4300 H.P., and as the "M" indicates, have the wide nose, and also alternating current (AC) traction motors. "90" is GMD's number





CP 5597 is one of over 500 'standard' SD40-2s on CP's roster. CN acquired 123 wide-nose SD40-2s between 1975 and 1980, designated SD40-2(W). Photo by Ross Harrison at St-Luc Yard in Montreal on May 17, 1989.



CN SD70I 5609 lays over at Bedford Park, Illinois, on October 8, 1995. The 26 SD70Is, followed by 140 SD75Is, feature an isolated cab to reduce noise in the cab. Photo by Ken Lanovich.

designation for these units in their SD lineup. These units are upgradeable to 6000 H.P., as an option for the future. In the meantime C.P. has also ordered 20 more of these units, identical to the original order for 61, except that they are to be delivered with the 6000 H.P. engine. The most powerful single unit, single engine locomotives on the planet.

I've always been fascinated by General Motors designation system for their switchers (yard engines), probably because I never got to work on them, - I lived in Alco territory. It all started out innocently enough, if you bought a GM (EMC) switcher it had a 600 H.P. diesel engine. Now the first letter in six hundred is "S", so the first prefix letter is "S". For some reason or other, GM, in all its wisdom, decided to break this down further by adding another letter to indicate whether or not the unit had a Welded steel frame or a Cast steel frame, so the unit was either an "SC" unit or an "SW" unit. Then came the 900 H.P. switcher. The first letter in nine hundred is "N", so we have "NC" or "NW" (Cast or Welded frame) units, with sub classes such as NC1 or NC2, or NW1 and NW1A. These sub classifications only meant that there were, generally, some technical changes in each group, otherwise they basically all looked alike.

After the second world war this designation scheme started to unravel in the U.S. with the NW4 and NW2 designations. Locomotives within this group should have had a 900 H.P. engine shouldn't they? No they didn't, they had a 1000 H.P. prime

mover. Oops! GM also produced SW8, SW600 and SW900 switchers, 800, 600 and 900 H.P. respectively. No problem here except why wasn't the SW8 an "SW800"?

Now let's muddy the waters a bit. Between 1949 and 1951 G.M. also produced an SW7, - did it have a 700 H.P. engine? No it did not, it had a 1200 H.P. engine (none were bought in Canada). Between 1951 and 1953 their SW9 model produced 1200 H.P. and 29 of these units were purchased in Canada. Then, between 1954 and 1966, the SW1200 came along, and so did reality, - well in part anyway, for this machine followed the original convention as it had a 1200 H.P. engine. But it was still prefixed "S", which originally meant 600 H.P., and "W", which meant welded frame, which it did have. Popular belief is that the contemporary SW prefix simply means "SWitcher". Could be, but can't seem to find anything official about this. More than 1,000 of these very popular switchers were built with 287 belonging to Canadian roads. Some of these Canadian units were intended to work outside yard limits so were designated as "SW1200RS" (Road Switcher) and had the G.M. B-B "Flexicoil" trucks.

By the way, the application of cast frames to GM switchers didn't last long as GM found it much more economical to fabricate welded frames in their own plant instead of buying the castings from an outside supplier (General Steel Castings).



CP SW1200RS 8103 rides on B-B Flexicoil trucks for road operation. Photo by Bruce Chapman in the 1960s.

There's so much more to the subject of EMC/EMD/GMD switchers but let's not get into it here. Before we close the door on the subject though let's mention the 101 Canadian built and Canadian used, only, light road switchers designated GMD1. These light RS units, bought by C.N. and the Northern Alberta Railways, were intended for use in light rail territory and, with the exception of 18 C.N. units, (originally) rode on A1A Flexicoil trucks. The 18 units noted rode on B-B Flexicoil trucks and were (originally) equipped with steam generators in their short hoods.

There you have it, in a nutshell, a very brief starting point to get you going in the right direction if you wish to follow up on this subject. While it may not be obvious to the neophyte, I've only scratched the surface of this subject for this is, after all, only a Tid Bit. What you need are photographs of all the various permutations of all the various types from all the various builders so that, hopefully, you will be able to recognize all of them on sight - a few are included. I really recommend that you get yourself a copy of the illustrated book: "Diesel Spotters Guide" from your Hobby Shop, or by mail order, and examine all the current designs. If you're lucky enough to pick up older copies of the Diesel Spotters Guide (it goes back to 1967) you can go right back to the early days of the diesel era (early 1930s) and learn about their forefathers as well, it's a most fascinating subject. If you mourn the passing of the steam locomotive you owe it to yourself to read about the marvellous machine that did it. ♦



# Lots of Nap Time .... Very Little Sleep Time

by PHILIP DURGIN

Back in the 1920s and 1930s, our family would spend a summer vacation in the Chicoutimi, Quebec, area. As expected, we would use the train to get there.

At the time, Canadian National's traffic pattern involved routes from Quebec City to Rivière-à-Pierre and Chicoutimi and Quebec City via Hervey Junction and on to Cochrane, Ontario. Meanwhile, traffic from Montreal's Ste-Catherine Street East station to Chicoutimi made connections at Hervey Junction with the Cochrane train and at Rivière-à-Pierre with the train from Quebec City.

Over the years, the traffic patterns changed and, when the Quebec City to Chicoutimi passenger service was discontinued, both lines to Cochrane and Chicoutimi originated at Central Station in Montreal. At the end, for a short time, when Quebec City to Cochrane service was still available, passengers would take that train to Hervey Junction and make connections with the Montreal to Chicoutimi night train.

With this as background, I would like to share with you a typical journey into the wild woods of Quebec aboard Canadian National's night sleeper train from Quebec City to Chicoutimi.

Until late in 1929, Chicoutimi trains departed from Parent Square Station which Canadian National had inherited from the Quebec and Lake St. John/Canadian Northern Railways.

Our family would arrive in Quebec at Palais Station and we would walk over to the Parent Square Station as my parents thought that it was too short a ride in a taxi or on the trolley. Once we arrived at Parent Square, my father would attempt to reserve sleeping car space. It was not too much of a problem, generally, but there were times when the ticket agent would not assign space right away due to the fact that we were travelling on passes which meant a low priority for obtaining upper and lower berths. Friday nights were always a problem as traffic was quite heavy, especially during fishing and hunting seasons.

So, try to imagine yourself waiting in a crowded waiting room on a hot and humid summer evening, fighting off the mosquitoes and flies while waiting for the announcement that the Chicoutimi train was ready to receive passengers. Such was the scene at Parent Square, a station that was far removed from the grandeur of Canadian Pacific's Palais Station. For that matter, Parent Square hardly measured up to the mundane terminal of the Quebec Railway Light and Power Company Railway (QRLP) located in the same general area on St. Paul Street.

Once we were through the gate and trainside, we would look for our sleeper. The Attendant (Porter in those days), smartly dressed in his formal uniform [grey salt and pepper textured wool with silver buttons, quickly relieved us of our baggage and showed us to our assigned spaces. It was late evening when we boarded, meaning that all the berths were made up, bedding turned down, reading lamps in the corners turned on, and the netting strung from corner to corner.

A brief description of a Canadian National sleeper in the 1920s is appropriate, particularly for anyone who has never experienced travelling in that period. CN's sleeping cars were big, heavyweight, rugged and well appointed. Most of them were configured as 12 section and 1 Drawing Room.

They rode well but the space in the middle of the car was preferable to riding over the trucks. I hardly need to point out that air conditioning equipment was not included in those days. Sleeping cars were configured to have two windows in each section. The windows were equipped with screens, so a window could be opened to get fresh air even though the fine wire mesh screen could not keep out all of the soot and cinders. On the outside of the cars, each two-window section had a baffle plate which served to help prevent soot and smoke from coming in.

We would be bedded down asleep when, at departure time, a crew member would, in the manner symbolic of train operations on Canadian National, use the signal cord to communicate the departure signal to the head end. Amid the creaking and clatter of slipping

switches and crossovers, we would ever so slowly inch our way across the bridge over the St. Charles River toward our first stop at Limoilou Junction, a distance of 0.5 miles.

The big question was why did we have to stop at Limoilou at such a late hour? Maybe it was to pick up dead-heading railroad personnel. Maybe it was to pick up an occasional passenger from Boischatel, Rivière-du-chien or Ste-Anne de Beaupré who had got off a QRL&P train from east of Limoilou and would not have had time to transfer in Quebec City. In all probability, it was an operational stop to obtain a train order and/or clearance card as the Chicoutimi train was headed for Rivière-à-Pierre and the junction with the Linton Subdivision.

Leaving Limoilou, it was possible to doze off shortly after passing the junction with the Lorette Subdivision and before we got to St-Raymond. With good luck, one could sleep until the train got to Rivière-à-Pierre. At this point, beyond doubt, one would awaken and it would be still and quiet. Lifting the curtain would tell you at an instant whether the Montreal connection had arrived or not. A lack of action meant that this job was late.

My other impressions are of railway personnel walking along the platform. I often thought that they probably hardly ever realized that they might be disturbing the passengers. Of course, it was almost possible to sleep right through the Rivière-à-Pierre stop. I say almost because it was an even bet that the noise from any of the arrival of the Montreal connection and the shifting of cars or the shunting of engines was enough to wake all but the soundest of sleepers.

The switching ritual finished at Rivière-à-Pierre, we would hear the conventional 'signal' to depart and the enlarged train would ease out of the station in the direction of the north woods en route to Mount Edouard along the Linton Subdivision. For the next 120 miles, with only 3 or 4 scheduled stops in 4 hours, it was possible to get periods of real, sustained sleep. Of course, this was not always a certainty as added to the regular stops was the potential of 40 flag stations. If some were made and one was a light sleeper, the journey was split into a series of little naps.

Many of these stops were at fishing and hunting camps or organized sporting clubs. The Canadian National timetable had a symbol identifying that many of these potential stops could only be made for sleeping car passengers. What a clever way to sell sleeping car space. With no transportation alternative, the fishermen and hunters from the city were forced to conform to requirements. As a result, as mentioned before, it was difficult to obtain sleeping car space on a Friday night.

The regular stops included Linton - for train orders; Fairie, a point 9 miles beyond Linton and the site of a scheduled meet with the southbound train. Indeed, pulling into the Fairie siding and quietly waiting for the other train to pass and then getting back to the mainline probably created enough noise and commotion to break up one's dreams of catching one of those big fishes if you were headed for one of the lakes along the line.

With good luck and no stops from Fairie to Lac Edouard, one could get back to sleep again. Lac Edouard was a five minute stop, confirmed by the welcome silence and the escape of the constant rhythm of the clicking and clacking of rail joints.

Continuing on toward Chambord, it was not unusual to make some of those symbol stops. Many of these were 1.0, 2.0, or 3.0 miles apart like Lizotte to Mink Lake at 3 miles, Kiskisink to Van Bruyssels at one mile and only 3 to 5 minutes of travelling time. The shortest interval was the one-tenth of a mile between Kiskiskink and Metbaetchouan Club which also included a stop for mail. The next longest version was the 0.6 miles between Lac Long and Lac Long Camp.

Arrival at Chambord saw a repeat of the shunting at Rivière-à-Pierre as equipment was set off for the run to Dolbeau on the Roberval Subdivision. It was guaranteed that these movements



were guaranteed to disturb sleep you may have got since Lac-Edouard.

If there are a number of stops to be made during the night on the way to Chambord, the porter would be busy making wake-up calls for passengers in plenty of time prior to their detraining. Needless to say, he got very little nap or sleep time. By the time we would leave Chambord, further napping or sleeping would be a lost cause. Thus, to avoid the morning rush in the washroom, it was a good time to get in there to rid yourself of the grime that had seeped in through the windows. Fortunately, Canadian National supplied enough soap, linen towels and hot water to make a decent job of things. If a number of passengers had detrained during the night, the porter would make up berths for day use so that there were places to sit even though your own space was not made up.

Beyond Chambord, the next significant stop was Saguenay Power, about an hour up the line. Awaiting our arrival would be the mixed train of the Alma & Jonquière Railway which ran to St-Joseph d'Alma and Isle Mailinge. Saguenay Power was a 10-minute stop, ostensibly to transfer head-end traffic and passengers.

Leaving Saguenay Power, it was 1.4 miles to Labarre and only 3.4 miles to Larouche. Both of these stops were referenced stops in the timetable, as stops for sleeping car passengers and as stops for the exchange of mail.

Another 28 minutes and 12.9 miles would have us arriving in

Jonquière for a 15-minute stop. From there, it was Arvida and 1.1 miles further along, we would cross the railway crossing at grade with the Roberval and Saguenay Railway at Ha Ha Bay Junction. Not too long after passing the junction, the rail line went around a curve. From there, you could look across the river and see the lighted cross at the church on the hillside in Ste-Anne-de-Chicoutimi, the ultimate destination.

As the train slowly descended the grade around West Chicoutimi, it encountered 11 grade crossings during the last 1.5 miles, one of them, Le Basin, even being listed as a stop in the timetable. Invariably, inbound trains would find themselves halted there. Fortunately, the stop did not handle outbound passengers.

Detraining in Chicoutimi, it was not too long before we would take a taxi and head for the house of relatives where we would be staying and where a hot and robust breakfast would be awaiting us. The night train did not have dining or buffet service between Quebec and Chicoutimi because of the lateness of its departure. The day train, however, was a different situation and always carried either a diner or buffet parlour car. A day trip was a real treat. Indeed, my father would sometimes book us out of Montreal (Ste-Catherine Street) to Chicoutimi or the reverse. Going north, we would get dinner going out of Montreal and coming south, we would get breakfast leaving Hervey Junction...

Happy memories. ♦

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<b>Vancouver Island Railroads</b> by Robert D. Turner. This is an updated version of Robert Turner's first work. Some corrections and amendments have been made to the original text, a new chapter and preface have been added bringing the work up-to-date. This has included the addition of a number of colour prints. This work covers all operations found on Vancouver Island (E&N, CNR, Victoria & Sydney, BCER, and the many logging and colliery lines). Hard cover autographed edition only, 186 8 1/2" x 11" pages, photos, diagrams, maps.	50.00	4.50
<b>CN/CP Steam on the Move 1959:</b> Produced by Village Station Productions. This video covers the end of steam in regular service in the Central Ontario area plus the CP commuter action in Montreal. Also featured are some of the early excursion runs both in and around Toronto, on the GTW, and in the Ottawa and Montreal regions. One run featured is an NRHS trip out of Toronto featuring three sets of doubleheaded power. Lots of great material. The clarity and colour retention are good considering that the video is mastered from 8 mm rather than 16 mm film. Colour, some dubbed sound, narration. 55 minutes.	24.95*	4.50
<b>Prairie Rails</b> (video) - a view of railroading on today's prairies. A look at mainline and branchline action in Manitoba and Saskatchewan. See motive power from SD75ls to GMD1s. A view of the future and a past that is fast disappearing. Colour, sound, narration, 57 minutes.	28.95*	4.50
<b>Canadian Railway Station Guide:</b> Produced by the Bytown Railway Society, the recently-published Guide provides a province by province inventory of all know stations, regardless of present use, eg. passenger stations, museums, residences or simply abandoned. Soft cover, 304 8 1/2" x 5 1/2" pages, colour covers. A handy companion to the <b>Canadian Trackside Guide</b> ®.	19.95	4.50
<b>Canadian National Railways - An Annotated Historical Roster of Passenger Equipment 1867-1992:</b> Edited by Gay Lepkey and Brian West. This work is a reference guide on the equipment and not an historical narrative. Includes complete rosters of CNR, CV, GTW, Nfld. Ry., CNoR and subsidiaries, CGR and subsidiaries, Intercolonial, GT including Canada Atlantic, GTP, and PEI Ry. Each car entry has original road number, builder, date built, lot number, physical description and technical data, all re-numberings, rebuildings and modifications, plus date and place of final disposition up to December 1992. Hard bound, 504 8 1/2" x 11" pages, 240 photographs, 130 diagrams with a colour dust jacket. (\$59.95 US plus \$7.00 shipping to US addresses, in US funds)	69.95	7.00
<b>Branchline - Canada's Rail Newsmagazine:</b> some 1994 to 1998 back issues are available - write for details.		

Note: ■ All items, and associated shipping charges, are subject to 7% GST when shipped to a Canadian address except in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ The 15% HST applies to all items and associated shipping costs to an address in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ All items identified with an asterisk (\*) are subject to 8% Ontario Retail Sales Tax when shipped to an Ontario address (the Ontario tax does not apply to shipping charges). ■ U.S. orders in U.S. funds, please, to cover higher shipping charges, however, please deduct 20%.

When ordering more than one item, please include the highest shipping charge for the first item, plus 50 cents for each additional item.



# Who Can Remember the Rutland?

by F.H. (JOE) HOWARD

In the good old days, which is to say before World War II, there were three trains each night to get to New York City (not yet the Big Apple) from Montreal.

One way, the classy way, was over the Delaware & Hudson on the "Montreal Limited". The nabobs would board this all-Pullman train at CPR's Windsor Station, depart with appropriate decorum, and join in the New York Central's Great Steel Fleet at Albany for the trip down the Hudson after forwarding from Troy, NY. The train would likely have an Anglo-styled Pacific, the only engine on L.F. Loree's D&H with a trailing truck; on freight power such a device was deemed to dilute the weight needed for traction and was omitted.

Another way was from CNR's wretched old Bonaventure Station, without much decorum, over the Central Vermont, behind a handsome light Mountain with an 8-wheeled tender, on the "Washingtonian". This train wouldn't take the awkward curve at New London onto the New Haven, but would use the Boston & Maine from White River Junction down through Springfield and Hartford. It would barely stop in New York, in great Penn Station, patterned after the Baths of Caracalla in Rome, but much grander. In wintertime this train carried sleepers

between Quebec City and Miami; how about that?

Ah, but there was a third way, out of Bonaventure Station too. This was the "Mount Royal" over the Rutland, probably behind a ten-wheeler, or maybe a Pacific on occasion. A short train, with maybe only two sleepers, it wandered over the Central Vermont to Noyan Junction, then on the Rutland down the spine in Lake Champlain and over to Burlington on dry land. Then through its namesake handsome city and south to North Bennington and a transfer to the Boston & Maine for Troy and most often inclusion with the "Montreal Limited" for the dash to Grand Central Terminal, that Baroque beauty. Their day train, equally modest, was the "Green Mountain Flyer".

The D&H and the Rutland entered New York on DC, but the Central Vermont was on AC.

What's left of the Rutland is today's Vermont Railway, best known for its peripatetic piggyback trailers all over America, but there remains the engine terminal at Burlington, no St-Luc for sure, but wistful nonetheless. At right angles to all this was the Rutland line to Ogdensburg via Rouses Point. The poor old fellow used to bring a lot of milk to the big cities, but was struck and folded in the early-1960s. ♦



*Delaware & Hudson 4-6-2 609 is leaving Canadian Pacific's Windsor Station in Montreal in the 1940s destined New York City. Photo courtesy Canadian Pacific, Photo 9458.*

*The Rutland Railroad yard at Alburgh, Vermont, through which the "Mount Royal" passed through, on July 13, 1947. Photo by E.A. Toohey, CRHA Achives Negative 47-54.*





# Product Reviews

by PAUL BOWN

Last year was a bountiful year for Canadian Railway publications. It started off with the excellent ***"Color Guide to Canadian Pacific Passenger and Freight Equipment"*** by Morning Sun publications (still available from the Society at \$59.00 plus \$4.50 postage and \$4.45 GST, or \$9.53 HST). The CNR fan had to wait a while longer but two exciting publications were still to come.

***"Steam at Allandale"*** by Ian Wilson was released in August and it was well worth the wait. If you are a fan of the CNR in the 1950s you must have this book. It is a contemporary history of the CNR Division Point of Allandale and the subdivisions radiating out from that point. The book, which is written as though you were there, takes you back to the mid-1950s and follows trains as they travelled on the various subdivisions radiating out of Allandale.

Subdivisions covered include the Newmarket, Milton, Alliston, Meaford, Penetang, Newmarket (to Washago) and Huntsville. Of course there is coverage of Allandale as well. The reproduction and selection of the black and white photos in the volume are spectacular. Dave Shaw handled the printing of the photos and it must have been a labour of love as they are excellently done. You really get a feel for the area and the time. As you travel the various divisions, each chapter is loaded with plans of the various stops. You can easily relate the story in the text to the diagrams and get a visual picture of where the crew was going as they went about their tasks as they entered each town. This aspect of the book is a real boon to the model railroader. While a bit more of the history of the lines might have been nice that is not what this volume is trying to achieve. It really puts you into the 1950s as steam and branchline services were winding down. The competition from private vehicle and trucks was taking over the passenger and LCL business and the diesels were making inroads.

The book is easy to follow and was well laid out by Ian Cranstone. Layout is so important in making a book presentable and Ian has done an excellent job in this regard. If the book has any short comings it is with the colour photo section. While the photo selection was great some of the reproduction is not up to the same standards as the B&W photos in the book. I suspect this may be due to the scanning or printing process. While the colour reproduction is okay, I use the Morning Sun books as colour standard and this effort is not quite up to that level.

The book contains a "Modellers' Appendix" which gives an excellent description of what freight traffic was handled to various stations along the lines. It also includes freight schedules and locomotive assignments. This is a real benefit if you want to do an accurate modelling of any part of the various divisions. The rail plans throughout the book are also a great help for this modelling aspect.

I cannot say enough positive things about this work. It is probably one of the best Canadian volumes I have seen come out in a long time, and it definitely sets a new standard for layout and photo reproduction. If you are a CNR fan, or a fan of railroading in the 1950s, you need to have this book in your library. I hope this is just the first of many volumes to come from Ian.

The book is hardbound in 12" x 9" format, 192 pages and loaded with photos and diagrams. This work is available from the Society's Sales Desk at \$54.95 plus \$4.50 for postage and \$4.16 for GST (or \$8.92 HST if shipped to NB, NS or NFLD).

The CNR fan was treated very well late in the year as the first book publication from the CN SIG was released in late-November. This was ***"Across the Canadian Shield - CNR Main Line Railroading in the mid 1950s"*** by Alan Lill and Robert Wanner. BRS member Robert Wanner joined the US Air Force in 1954 and was assigned to the US Radar Station at Armstrong, Ontario, in 1955. Well, there is really not much to do in Armstrong, Ontario, unless of course you are a railfan, and Bob was a railfan extraordinaire (some of his photos have appeared in **Branchline** from time to time).

Bob was in Armstrong at a pivotal time of change for the CNR.

The summer of 1995 saw the introduction of the "Super Continental" (to compete with the CPR's new "Canadian") and the train saw quite a mix of the various diesel builders new power. There were MLW FPA-2s/FPB-2s, CLC CPA16-5/CPB16-5 and GMD FP9As/F9Bs and Bob caught them all on film. As the year went on the CNR seemed to standardise on the GM power, but in the early days all the major builders got a kick at the cat.

The mixed trains operating out of Armstrong are covered as well and these were all steam powered at this point in time. The manifest freights were in transition and there was a mix of both steam and diesel power. Bob was there in the transition period. Western steam power was being converted to oil and there were engine swaps between the western and central divisions as more modern steam power was sent to Transcona for conversion to oil (several of the newer 6060 series Mountains) while the older coal burning 6000 series locomotives were shipped east.

The book does not confine itself to just Armstrong as the author did venture west to Winnipeg on a couple of occasions. There are shots of the Winnipeg Station, Transcona and even a couple of photos of the Winnipeg Transit Company streetcars.

As with other CN SIG publications Alan Lill presents a lot of detail about the equipment that could be seen in the photos. Overall the photo reproduction is well done. Some of the photos are a little muddled but this may have been due to the scanning process as the subject material for the photos was excellent. There are 30 plus pages of colour photos and some appear a little off. This appears to be due to the printing process as I have seen differences from one book to another in the colour reproduction. Still, this may be caused by some colour variations that occur over time in photos.

The book contains a number of appendices. Bob had loco spotting notes and listed are the engines he saw while he was in Armstrong. There is a listing of CNR Central and Western Region locomotive assignments in 1955, a sample of a train register, a CNR passenger car listing from April 1956, a CNR freight car roster as of July 1955 (prepared by Ian Cranstone, he gets around), plus a number of station plans.

Overall this is a most enjoyable book and one that I was pleased to add to my library. A good first effort from the CN SIG gang. Hardbound, 11" x 8.5", 208 pages with both colour and B&W photos, diagrams etc. It is available from the Society's Sales Desk for \$49.95 plus \$4.50 postage, plus \$3.81 GST (or \$8.17 HST if shipped to NB, NS, or NFLD).

Another offering that appeared in December was the latest volume in the Morning Sun Trackside Series. This is ***"Trackside in the Albany N.Y. Gateway 1947-1949 with Gerrit Bruins"*** by Len Kilian and Jim Odell. This series features the work of individual photographers of either specific railroads or specific areas.

In this case Gerrit was a railfan from Albany without a car. As a result the photos are all from the Albany area. The volume features the major railroads that served the Albany area, the New York Central and the Delaware & Hudson. Gerrit was a passenger train and car aficionado and most of the shots feature these aspects of railroading. It certainly brought back some memories for me as I can vaguely remember taking the D&H train to Albany from Montreal, probably at the age of four or five, to visit my grandmother who lived there. I can remember the switching of cars at Albany and the Union Station. All of this is featured in this book.

The book is about 2/3 NYC and 1/3 D&H so if you are a fan of either road it will be of interest. Hardbound, 128 pages, all colour photos, 8.5" x 11" format. This book is up to the usual high standards that Morning Sun is noted for. Available from the Society's "Sales Desk" at \$59.00 plus \$4.50 postage, \$4.45 GST (or \$9.53 HST if shipped to NB, NS & NFLD). ♦





*Ottawa Central Railway RS-18u 1828 (ex-CP 1828) idles outside the former CN car shop at Walkley Yard in Ottawa, Ontario, on December 28, 1998. The Ottawa Central acquired CN's Beachburg Sub. from Federal (Ottawa) to Pembroke, as well as the Walkley Line within Ottawa, on December 13, 1998. The Ottawa Central also operates daily between Ottawa and Coteau, Quebec, over VIA's Alexandria Sub. through running rights, to connect with CN's Kingston Sub. Photo by Charls Gendron.*

## *Photo Corner*

*Kansas City Southern SD40-3 6607 (nee CN SD40 5091) passes through South Holland, Illinois, on December 19, 1998. The 6607 is one of forty CN SD40 units being upgraded at ALSTOM in Montreal. Plans are to have the units operate on KCS in the summer and on CN during the winter. Photo by Ken Lanovich.*



*Goderich-Exeter GP40 4046, in Virginia Southern livery, is at Illinois Central's Woodcrest Shop in Chicago on November 27, 1998, enroute to southwestern Ontario. GEXR took over operation of CN's Guelph Sub. on November 16, 1998, and operates into CN's Macmillan Yard through running rights. No. 4046 was originally Missouri-Kansas-Texas 206. Photo by Ken Lanovich.*

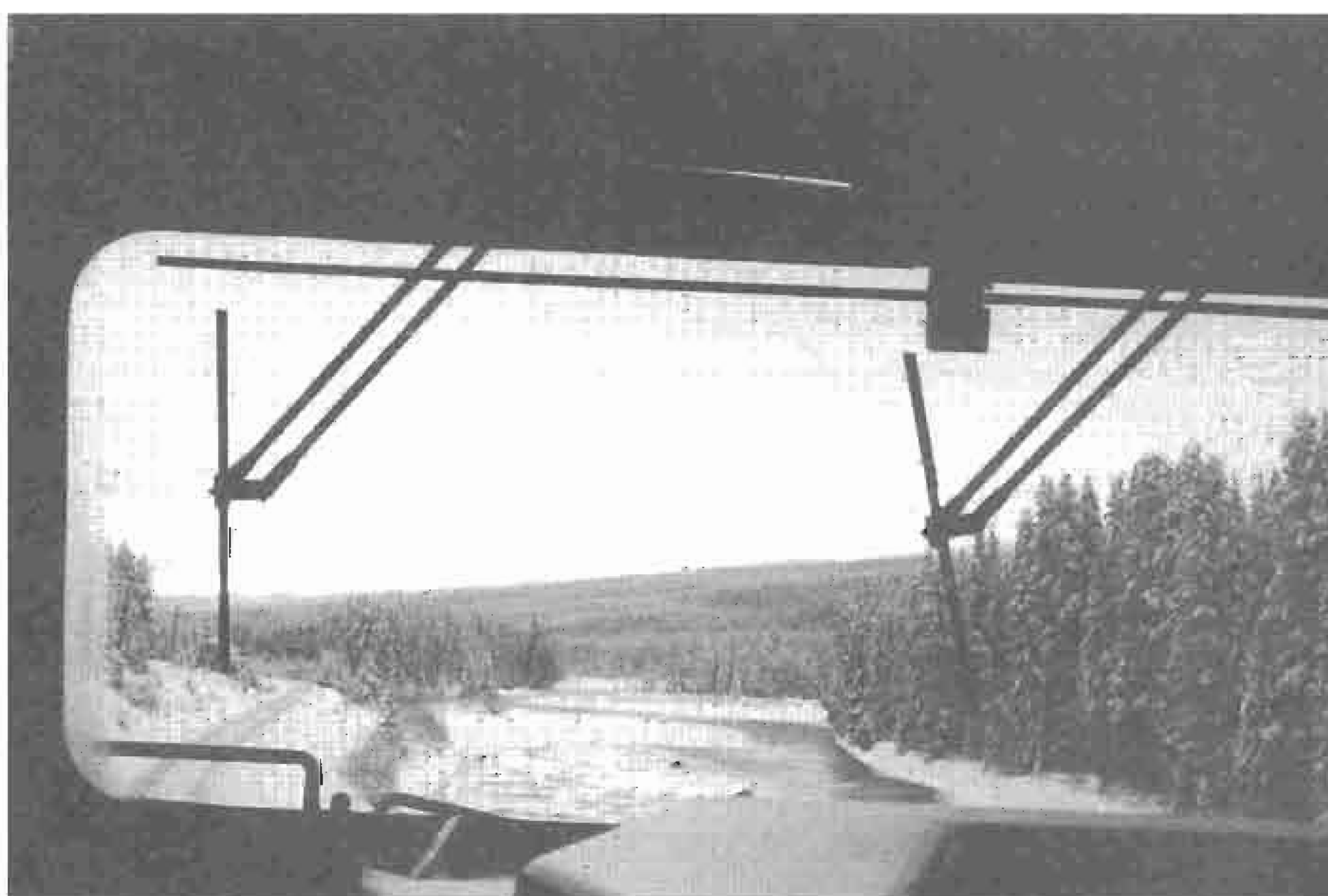


The Dauphin Rail Heritage Society's recently-acquired former CN caboose 79727 was put on display on the former "garden track" beside the CN station in Dauphin, Manitoba, in the summer of 1998. The Society has been given the mission to make the station building viable. Plans include a museum, restaurant and information office on the main floor with the second and third floors for office and other rental space. The station, built in 1912 by the Canadian Northern Railway, has been federally listed and also has been provincially designated as a historic site. The Society also owns wooden CN caboose 78654 and the 85-foot turntable on which it sits, a half-mile west of the station. The 15-stall roundhouse is now the City's Public Works Garage. Photo courtesy of the Society.



The Cape Breton & Central Nova Scotia's eight former CN MLW C-630Ms and two of its four former CN RS-18s await an uncertain future at the CBNS yard in Sydney, Nova Scotia, on November 28, 1998. All are in CBNS livery except former CN 2028 at the far end of the line still in CN paint. Photo by Cliff Holder.

The view through the hogger's window. Looking east, we're aboard CP AC4400CW 9586 as it and sister 9542 power 97-car Train 998 on the Laggan Sub. near Lake Louise, Alberta, on December 4, 1998. Photo by Dave Durant.





# Letters to the Editor

**ON WORKING FOR NOTHING:** Donald Grove ended his interesting story (So You Want to be a Brakeman - December 1998 **Branchline**) with the question: "I wonder how many of the people hired today would even consider spending two weeks working for nothing to get a job?"

I did just that, in the summer of 1982 following my first year of engineering. I'd spent a generally unrewarding summer begging for odd jobs, so my dad suggested I offer to work for free at the National Research Council in Ottawa. I think dad figured I could get some lab experience and a leg up for being hired the following summer.

Instead, I ended up spending two weeks sandblasting the inside of the "Alonzo B. Cornell" (former New York Central RPO) at NRC's railway lab. They were planning to turn it into an instrument car. My efforts didn't provide much brain food, but I got hired on by NRC the following summer - as a labourer! [Morgan Brown, Pinawa, Manitoba]

**NEW RULES:** In Don Grove's article "Buying a Watch" (January **Branchline**), reference is made to today's Uniform Code of Operating Rules (UCOR). The UCOR has not been used since 1990. The Canadian Rail Operating Rules replaced the UCOR, and was last revised in 1996. [John Godfrey, Montreal, Quebec]

**STILL EXTANT:** Doug Ainslie mentions in his article "Railways: A New Brunswick Memory" (January 1999 **Branchline**) that the station at St. Andrews was demolished when he was young. While the **Canadian Railway Station Guide** does not list it, last summer I received word that the St. Andrews station still exists in Passamquoddy Park in St. Andrews where it is used as a park building. Something does survive from Doug's childhood visits at St. Andrews! [Bruce Ballantyne, Kanata, Ontario]

**CORRECTION TO NEWS ITEM CONCERNING HIKING TRAIL IN HAMILTON:** On page 24 of the November 1998 **Branchline** in the "Along the Right of Way" section, there is a news item "Land Sold to Hamilton for Trail" which, while otherwise essentially correct, contains a comment that the land involved was "a one time interurban line." The Spectator [Hamilton] articles do mention this and none of my reference books on local electric lines show such an installation ever occurred. As far as I know the land mentioned has always been used by the CNR as a sort of service road for their mainline tracks, perhaps extending from the now-vanished Strachan street on the north side of the Stuart Street Yards. The nearest electric line would have been a local branch streetcar line connecting to James Street north that served and ended at the old Stuart Street station on the south side of the yards. Keep up the good work, great magazine. [Percy W. Browning, Hamilton, Ontario]

*[Mr. Browning is absolutely correct. Your News Editor got a little confused and thought that the land in question was an old interurban line out of town in the direction of Ancaster that CN abandoned several years ago - its last customer being an Ontario Hydro transformer station. Our apologies for the confusion and thanks for setting the record straight!]* ♦

**Can you spare a ...?** Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses. Kindly forward them to our address.

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

*Bytown Railway Society, PO Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.*

## Precious Moments

*The following is from an address by Jeannine Rioux, wife of retired CPR enginner André Rioux, to the North Bay Heritage Miniature Railway's Fall Dinner.*

My husband, a locomotive engineer, worked for the Canadian Pacific Railway for 40 years, from Chapleau to Cartier to White River, Ontario. As a young bride, my knoweldge of railroading was very limited. I would like to share a few of my "moments" with you.

One of the first calls I took for my husband was "André is called deadhead." My response was "Oh yeah! And what do they call you?"

One day, when he came home from work, he told me his foot was aching from the deadman on the engine. "I know some of the guys you work with are lazy, but this is a bit much, isn't it?"

One of our friends, having just been hired to call crews, had to go to the local hotel during the night to wake up the train crew. As she was coming out of the hotel, an OPP officer asked her what she was doing there at that time of the night. She proudly announced that she was the new CPR Call Girl! She had some explaining to do.

I had some problems understanding the 24-hour system used for calls. When I was told that "he's called for naught, naught, naught five," I wasn't about to ask what time that was, so I woke André up at midnight and told him he was called for naught, naught, naught five, deadhead on the yard engine!

(Our thanks to Colin Vezina)

## The Register Book

**NEPEAN (OTTAWA), ONTARIO:** Capital Promotions, DHT will hold its 10th Annual Train & Toy Show on **March 6** (10:00 to 17:00) and **March 7** (10:00 to 16:00) at the Nepean Sportsplex, 1701 Woodroffe Avenue (2 km south of Highway 417). Operating layouts in several gauges, Meccano operating layout, model and toy train vendors, videos, books, teddy bears, military miniatures and more. Photo opportunity with 1/2 scale "THOMAS" tank engine, weather permitting. Adults \$6, Seniors/Teens \$3, Under 12 \$1.50. Info from Ted Steele, Box 3A-10, Centreville, ON K0K 1N0; (613) 378-0309.

**COBOURG, ONTARIO:** The Northumberland Model Railroaders will sponsor the Cobourg Model Train Show at the Lions Community Centre, Elgin Street East, on **March 6**, from 10:00 to 16:30. Adults \$3, Seniors \$2, Children \$1. Information from Ted Rafuse, 181 Armour Court, Cobourg, ON, or (905) 372-8375.

**TORONTO, ONTARIO:** The Toronto & York Division, CRHA will hold its 24th Annual Toronto Model Railway Show on **March 20** (11:00 to 18:00) and **March 21** (10:00 to 17:00) at the Toronto Congress Centre, 650 Dixon Road. Adults \$9; Seniors \$6; Children 6-14 \$4; Children 5 and under free; Family Rate \$25 (5 persons, not more than 2 adults). Operating layouts, live steam, demonstrations, 150 vendor tables, and more. Free parking, easily accessible by TTC bus. Information from Jack Bell at (416) 249-4563.

**KAMLOOPS, BRITISH COLUMBIA:** The Kamloops Model Railway Club is organizing the 1999 NMRA/PNR spring meet "High Country Rails 99" from **April 2-4** at the Best Western Kamloops Towne Lodge. The best in model railroading. Information from Al Kline at (250) 376-5463 or e-mail: [akline@city.kamloops.bc.ca](mailto:akline@city.kamloops.bc.ca)

**SAINTE-FOY, QUEBEC:** The third annual Railway Seminar dealing with the challenge of mainline and shortline carriers in Quebec will be held at ARCN-VIA, 3400 rue du Domaine des Retraites on **April 27** starting at 08:30. Information from Louis-François Garceau, 6243, avenue des Generations, Charny, QC G6X 2H5.



## A SELECTION OF PASSENGER CONSISTS

19 December 1998 VIA #1 - “Canadian” at Edmonton, Alberta	24 December 1998 VIA #79 - “Mohawk” at London, Ontario	26 December 1998 VIA #15 - “Ocean” at Halifax, Nova Scotia	27 December 1998 VIA #57 - La Salle” at Coteau, Quebec	13 January 1999 VIA #693 - “Hudson Bay” at The Pas, Manitoba
F40PH-2 6449 F40PH-2 6441 Baggage 8609 Coach 8122 Coach 8110 Skyline 8501 Sleeper “Lorne Manor” Sleeper “Brant Manor” Diner “Imperial” Sleeper “Amherst Manor” Sleeper “Dawson Manor” Sleeper “Cameron Manor” Dome-Obs. “Glacier Park” —————	LRC-2 6905 LRC Club 3465 LRC Coach 3322 LRC Coach 3362 LRC Coach 3325 LRC Club 3461 * LRC Coach 3308 * LRC Coach 3356 * LRC Coach 3315 * LRC Coach 3324 * LRC Club 3463 * F40PH-2 6411 * F40PH-2 6428 * LRC Club 3462 * LRC Coach 3311 * LRC Coach 3344 * LRC Coach 3331 * LRC Club 3460 * * deadhead —————	F40PH-2 6456 F40PH-2 6432 Baggage 8619 Coach 8143 Coach 8142 Coach 8124 Skyline 8506 Coach 8112 Coach 8130 Diner “Louise” Sleeper “Chateau Richelieu” Sleeper “Chateau Dollard” Sleeper “Osler Manor” Sleeper “Douglas Manor” Sleeper “Chateau Cadillac” Sleeper “Chateau Salaberry” Dome-Obs “Evangeline Park” —————	F40PH-2 6423 F40PH-2 6418 Baggage 8618 Club 4006 Coaches 4111, 4106, 4116, 8135, 4118, 8100, 4109 Club 4002 —————  29 December 1998 VIA #2 - “Canadian” at Vancouver, BC  F40PH-2 6438 F40PH-2 6444 F40PH-2 6439 Sleeper “Laird Manor” Baggage 8616 Coach 8127 Coach 8106 Coach 8129 Skyline 8515 Sleeper “Brant Manor” Diner “Empress” Sleeper “Elgin Manor” Sleeper “Franklin Manor” Sleeper “Dunsmuir Manor” Dome-Observation “Prince Albert Park”	FP9Au 6313 FP9Au 6311 Baggage 8602 Coach 8105 Coach 8109 Diner “York” Sleeper “Chateau Rouville” —————  13 January 1999 VIA #692 - ‘Hudson Bay” at The Pas, Manitoba  FP9Au 6304 FP9Au 6302 Baggage 8600 Coach 8108 Coach 8104 Diner “Princess” Sleeper “Chateau Viger” —————  3 January 1999 VIA #645 - “Rideau” at Greater Napanee, Ontario  F40PH-2 6406 LRC Club 3472 LRC Coaches 3353, 3312, 3358, 3361, 3308
25 December 1998 ONT #698 - “Northlander” at Toronto, Ontario		25 December 1998 VIA #33 at Dorval, Quebec		
GP38-2 1805 EGU 204 Coach 615 Snack Car 702 Coach 602	26 December 1998 Amtrak “Adirondack” at St-Lambert, Quebec  P32-AC-DM 709 Baggage 1850 Coaches 7004, 7615 Lounge 3127 Coaches 7611, 7606	F40PH-2 6408 LRC Coach 3456 LRC Coach 3317 LRC Coach 3323 LRC Coach 3354 LRC Club 3474 HEP-II Coach 4110		

(Thanks to Douglas Bardeau, Paul Bloxham, Stuart Grossert, Harm Landsman, Jeff Parker, Alan Proctor, Willie Radford and André St-Amant)

## A SAMPLE OF DIESEL LASHUPS

Dec 1 - STLH eastbound at Bedell, ON: HLCX GP40CLC 4403 and CP GP9u 8211.  
Dec 12 - STLH eastbound at Perth, ON: SD40-2 5574, SD40 5558 and SD40-2 5575.  
Dec 14 - CP eastbound ‘hospital’ train at Calgary, AB: GP38-2 3099 and SD40 5504, hauling wrecked GP9u 1606 and SD40-2s 5938, 6032, 5660 and 5738 between idler cars destined Mandak Metals in Selkirk, Manitoba.  
Dec 17 - CP westbound at Calgary, AB: SD90MACs 9124 and 9122 (GM owned under test), and GP38-2 3078.  
Dec 18 - CN 713 at Edmonton, AB: GCFX SD40-3 6075, CN SD75l 5728 and CN SD50F 5441.  
Dec 20 - CN westbound at Toronto, ON: SD75l 5679, SD40 5235, retired CN GP9RM 4105, CN SW1200RM 7305 and GTW GP9 4520.  
Dec 21 - CN 446 at Edmonton, AB: SD75l 5659, Dash 9-44CWLs 2504 and 2515, Dash 8-40CM 2412, SD60F 5524, SD50F 5444 and SD60F 5502.  
Dec 22 - CN hump set at Edmonton, AB: GP38-2m 7520, HBU-4s 516 and 515, and GP38-2m 7515.  
Dec 23 - CN 449 at Beaconsfield, QC: CN SD50F 5515, CN SD40u 6008 and OCRR RS-18s 1842 and 1815.  
Dec 27 - CP 461 at Kamloops, BC: AC4400CW 9600 and SD40-2 9000.  
Dec 28 - GEXR at St. Columban, ON: NECR GP38 9539, GSWR GP7u 2127, GEXR GP7 slug 4161, GEXR GP35m 3834 and GEXR GP9 177.  
  
Dec 28 - NBEC 402 at Campbellton, NB: NBEC RS-18u 1841, CN SD40s 5141 and 5233, CN SD40-2 5395, and RS-18u’s 1854, 1858 and 1866.  
Dec 28 - STLH 501 at Toronto, ON: STLH SD40-2 5447, CP SD40-2 5606 and STLH SD40 5524.  
Dec 29 - CN 225 at Toronto, ON: SD75l 5668, SD50F 5440, SD60F 5556, SD40-2(W) 5334, RLK GP9 1759 and RLK GP20 1751.  
Dec 30 - CN 367 at Toronto, ON: CN SD40-2(W) 5244, CN SD50F 5442, ONT SD40-2 1737 and retired CN M-420(W) 3514.  
Dec 30 - CP eastbound at North Bend, BC: SD90MAC 9100 and SD40-2s 5825, 5863 and 5824.  
Dec 31 - STLH 930 at Beaconsfield, QC: CP SD40 5512, CP SD40-2 5421 and CDAC GP40 40.  
Jan 2 - CN 550 at Edmonton, AB: GP38-2(W) 4791, GP38-2 4722, and GP38-2(W)s 4781 and 4796.  
Jan 2 - CP eastbound at Calgary, AB: CP SD40-2 5806, CP AC4400CWs 8501, 8533 and 8546, SOO SD40-2 758 and CP SD40-2 5812.  
Jan 2 - OCRR at Ottawa, ON: RS-18u 1838, C-424 4204, and RS-18u’s 1824 and 1842.  
Jan 3 - QGRY at Gatineau, QC: GP35E 2500, GP38 2004, GP35E 2503, GP38 2005 and GP35E 2501.  
Jan 6 - CDAC 902/930 at Sherbrooke, QC: CP 5626, HATX GP40-2 515, BAR GP38-3 352, HATX GP40 417 and Amtrak F40PH 364 and 365.  
  
Jan 6 - BCOL northbound at Prince George, BC: B36-7s 3611, 3603, 7489 and 3610, B40-8 3903, and M-420(W)s 641 and 647.  
Jan 9 - GEXR at London, ON: GEXR GP38 3835, EMDX GP40s 205 and 204, and CN GP40-2(W) 9661.  
Jan 10 - CN 419 at Edmonton, AB: CN SD75l 5678, SD40-2(W) 5290, RLK GP18 1807 and CN SD40 5074.  
Jan 11 - STLH 511 at Detroit, MI: CP SD40-2 5595, CP AC4400CW 8545 and NS C40-9 8775.  
Jan 12 - CP 431 at Dorval, QC: SD40M-2 5495, SW1200RSs 8122 and 8119, SD40A 6408 and SD40-2 6001.  
Jan 13 - CP 401 at Thunder Bay, ON: AC4400CW 8566, SD40-2F 9000 and SD40-2 5958.  
Jan 13 - BCOL JN-13 at Murdale, BC: Dash 9-44CWL 4642 and SD40-2s 751 and 756.  
Jan 16 - CP 330 at Winnipeg, MB: SOO GP60 6042 and CSXT GP40-2 6060.  
Jan 16 - CDAC 904 at Sherbrooke, QC: BAR GP38-3s 360, 361 and 364, HATX GP40 416, BAR GP38-3s 357 and 366, and HATX GP38 175.  
Jan 17 - CN 216 at Toronto, ON: GCFX SD40-3 6079, CN SD40 5230, SP SD45E 7527, SP GP60 9615, CN GP40-2L(W) 9454 and SP B30-7 7867.  
Jan 18 - STLH 923 at Smiths Falls, ON: CP SD40 5550, CP SD40-2s 5642, 5703 and 5604, CP SD40 740, CP SD40-2 9009, CP SD40 741, CP SD40-2 5485.

Legend: BAR = Bangor & Aroostook Railroad; BCOL = BC Rail; CDAC = Canadian American Railroad; CN = Canadian National; CP = Canadian Pacific Railway; CSXT = CSX Transportation; EMDX = Locomotive Leasing Partners; GCFX = GEC Alsthom; GEXR = Goderich-Exeter Railway; GSWR = Georgia Southwestern Railroad; GTW = Grand Trunk Western; HATX/HLCX = Helm Leasing; NBEC = New Brunswick East Coast Railway; NECR = New England Central Railroad; NS = Norfolk Southern; OCRR = Ottawa Central Railway; ONT = Ontario Northland Railway; QGRY = Quebec Gatineau Railway; RLK = RailLink; SOO = Soo Line; SP = Southern Pacific; STLH = St. Lawrence & Hudson Railway.

(Thanks to Steve Adamson, Justin Babcock, Douglas Bardeau, Wayne Bennett, Paul Bloxham, John Eull, Ross Harrison, Paul Huene, Jack Johnson, Brian Kimmons, Eric Kruse, Harm Landsman, Bryan Martyniuk, George Matheson, Bill Miller, Stan Smith, André St-Amant, Jon Snook, Adrian Telizyn, Mike Tessier and Ed van Pelt)



# Along the Right of Way

**CONSTRUCTION STARTS ON NEW STREETCAR ROUTE:** On November 24, the Toronto Transit Commission officially broke ground on a \$13 million streetcar line along Queens Quay from Spadina Avenue to Bathurst Street (800 metres). The extension will allow for service from Union Station to the Canadian National Exhibition (CNE) scheduled for August 2000. Currently streetcars go south from Union Station, west on Queens Quay, and then north on Spadina (route 510). To the west, streetcars proceed south on Bathurst, and then west on Fleet Street (route 511). The new connection is not only for the CNE but for the National Trade Centre at Exhibition Place and all development along Harbourfront. (**Toronto Star**, 25/11/98, thanks to John Thompson)

**GOOD NEWS FOR "PRAIRIE DOG CENTRAL":** The "Prairie Dog Central" (PDC) steam tourist train operation is set to roll in 1999 following two years of uncertainty as Winnipeg's Vintage Locomotive Society sought to raise enough money to purchase a portion of CN's recently-abandoned Oak Point Subdivision. For a time, it looked as if the Society would be unable to continue operations but, hard work and perseverance have seen the raising of \$1.2 million from a variety of sources including the federal and provincial governments. The PDC features 4-4-0 No. 3, built in 1882 as Canadian Pacific No. 22, and five wooden passenger cars built between 1906 and 1913. If all goes as predicted the little engine will proudly steam its way into its third century, between Moore and Warren, Manitoba (19 miles). (**Winnipeg Free Press**, 21/12/98, thanks to Jim Lewis)

**CPR TO PUT BUSINESS CARS UNDER GLASS IN CALGARY:** Eight CPR business cars will be housed in the glass-domed pavilion in Calgary. The project by The Cohos Evamy Partners is designed to give CPR a western face that's a mix of the modern and historic, said company spokesman Ian La Couvee. "It's a turn-of-the-century look for a new turn of the century," he said.

Construction is to start early in 1999 and be completed by late summer or early fall. While the facility will be private, "we're looking at options for public access. It has yet to be determined," said La Couvee. Designed to be evocative of a Victorian railway station, the shelter will include a 12-metre-high glass dome over 1st Street S.W. The domed grand vestibule atop the 1st Street railway bridge will be part of a 3,000-square-metre private-car shelter that can hold 10 cars. It is proposed that a circular grand staircase similar in style to the Palliser Hotel's marble staircases will connect the hotel and grand vestibule.

The cars are used for track-inspection tours by management, as sites for entertainment events for customers and for special events in towns across CPR's network. Of the nine business cars owned by the CPR, only the "Mount Royal", assigned to the St. Lawrence & Hudson Railway, will remain in Montreal. In Calgary will be: "Assiniboine", "Killarney", "Lacombe", "Mount Stephen", "Shaughnessy", "Strathcona", "Van Horne" and "Wentworth", built between 1916 and 1929. (**Calgary Herald**, 22/12/98)

**STATION SOLD TO TOWN:** The Town of Rigaud, Quebec, and CPR have reached an agreement for the sale of the station in Rigaud. The land that the station, and an adjacent garage, stands on will be rented from CPR for an initial period of five years, a lease which is renewable. If in the future CPR no longer needs the land (e.g. if the Metropolitan Transit Agency cuts the one weekday train service between Rigaud and Dorion, as is being considered), the land will be offered for sale to the Town of Rigaud at its market value. Should the Town not want to purchase the land, it would have to move the station elsewhere, unless the new land owner is prepared to keep the station in place. There are no specific plans for the use of the station. It will continue to be used by commuters for as long as the train service continues. (**The Hudson**

**Gazette**, 22/12/98, thanks to Gilles Chevrier)

**JAPANESE ORIGINAL BULLET TRAINS TO BE RETIRED:** Once the world's fastest rail cars in the world, Japan's original bullet trains will make their final runs in 1999. The trains will be gradually replaced by a new, faster express.

Billed as the "super-express of the century" when introduced in 1964, the first-generation trains travelled between Tokyo and Osaka at more than 200 km/h. New routes have been added since then, and a total of 3,216 cars of the original model were built by the defunct Japanese National Railways.

Sleeker, faster trains have also been introduced, including the "Nozomi", which travels the 400 km between Tokyo and Osaka in just 2.5 hours, compared with four hours for the original train. A new version of the Nozomi, with a maximum speed close to 300 km/h, will debut in March 1999. (**Globe and Mail**, 31/12/98, thanks to Ray Corley)

**AMTRAK SEES OBSTACLES TO WHITE ROCK STOP:** Amtrak is confident it will have a second train operating between Seattle and Vancouver this year. However, Amtrak is not promising that it will give White Rock, BC, the passenger stop it has spent three years lobbying for. Amtrak's plans to add a train which will depart Vancouver in the morning and go to Seattle with a mid-morning arrival. Amtrak has stated that the need for customs and immigration checks poses a major problem with establishing a passenger stop at White Rock.

The current service leaves Seattle at 07:45 and arrives in Vancouver at 11:40 with a return journey leaving Vancouver at 18:00 and arriving at Seattle at 21:55 which allows passengers to make a day trip up north. The new service will allow passengers boarding in Vancouver to make day trips to the U.S. (**Vancouver Sun**, 05/01/99)

**LINE EMBARGOED:** Traffic on Algoma Central's 26-mile Michipicoten Subdivision from Hawk Jct. to Michipicoten, Ontario, was embargoed on January 6. ACR is in the process of applying for discontinuance of operations in accordance with section 146(1) of the Canada Transportation Act. Stations affected are Siderite, Helen, Wawa and Michipicoten.

**GROUP PROMOTES TOURIST TRAIN TO LITTLE CURRENT:** John Morgan is one of three men spearheading the idea of a tourist train between Espanola and Little Current, Ontario, a line he, Dale Wilson and Mike Lehoux are sure will be abandoned by CPR. Dubbed the Algoma Eastern Railway Heritage Group (AERHG), the three men announced their plans via news release early in January. The group believes that CPR, owner of the trackage south of Espanola, sees no current or immediate future use for it and will want to abandon and dismantle the line if no other business or level of government agrees to take over the line. If the line can be "saved" with the rail infrastructure intact, future costs can be minimized if the line might once again be required to carry freight. They want to get the word out to see if there is interest in the project and then take it from there. They expect a public-private partnership. (**Sudbury Star**, 07/01/99, and AERHG Newsletter, 01/99)

**PROGRESS RAIL TO OPERATE FACILITY AT ST-LUC YARD:** On January 8, the St. Lawrence & Hudson Railway (StL&H) and Progress Rail Services Corporation announced that they have signed a letter of intent regarding Progress Rail operating a maintenance and repair shop at StL&H's St-Luc Yard facilities.

Progress Rail will open a new maintenance and repair shop for railway cars and locomotives which shop will primarily serve the Quebec, Ontario and Northeastern U.S. markets. Progress



Rail will occupy a portion of the St-Luc Yard facilities which includes part of the present Locomotive Repair Shop and additional space in the rail yard.

Progress Rail is one of the largest integrated processors of railroad materials in the U.S., and is a leading supplier of new and reconditioned freight car parts, rail, rail welding and trackwork components, railcar repair facilities, railcar and locomotive leasing, and maintenance-of-way equipment. It has facilities in 20 states, Canada and Mexico. (StL&H Release, 08/01/99)

**TWO CPR SASKATCHEWAN LINES EMBARGOED/ ABANDONED:** All of the Wood Mountain Subdivision [from Ogle (mile 0.0) to Mankota (mile 64.9)] was abandoned on January 6. Stations affected were Ogle, Wood Mountain, Glentworth, McCord, Ferland and Mankota. A community group from west of Assiniboia, SK, was unsuccessful in negotiating conversion of the branch line into a shortline railway.

The Assiniboia Subdivision between a point east of Assiniboia (Mile 108.0) and the end of line at Pangman (Mile 36.5) has been embargoed until January 31. Stations affected are Willows, Readlyn, Verwood, Viceroy, Horizon, Glasnevin, Ogema, Amulet and Pangman. The Red Coat Short Line Ltd. is working with CPR to rescue the line from scheduled abandonment. The municipalities, including the towns of Ogema and Pangman, are putting up a share of the equity cost, with provincial and federal programs also putting up a share. Most of the purchase price would be funded by loans. The Red Coat business plan shows the line can be viable if half the grain produced by farmers is delivered to elevators on the line. (**Moose Jaw Times Herald**, 09/01/99)

**SEVERAL SNOWSTORMS LEAVE TORONTO AND AREA IN CHAOS:** Canada's largest city found itself at war with the elements in mid-January after being hit with its fourth major snowstorm in two weeks. The total accumulation of some 130 cm in early-January was the greatest experienced in over a century.

The city struggled to deal with the snow and the problems it created - including the collapse of much of the city's mass-transit system, which normally carries 1.4 million people each day. Commuters found that large parts of the system had been knocked out by the storm. Canadian Forces troops and equipment were called in from Petawawa to assist in the cleanup and provide emergency services.

Toronto Transit Commission track crews worked for five days, some days experiencing -50 degree centigrade windchill, to dig out the 50 km of above ground subway third rail (power rail) that was buried with drifts up to six feet. About half of the third rail is in the subway storage/service yards. Subway service by January 13 was more or less limited to the underground portion of the network. Some open cut sections of the subway and the Scarborough Rapid Transit line were out of service for close to a week with bus shuttles provided for all closed parts of the subway line.

GO Transit experienced many delays and cancellations due to frozen switches and snow buildup. The trains that did run experienced extended delays. To minimize the movement of switches, trains on the Lakeshore route attempted to operate every half hour between Pickering and Oakville, however, many delays were experienced. Service on the rush hour only lines was spotty and travel times were significantly extended. All Lakeshore GO train service was cancelled for the weekend of January 16-17 to allow for track crews to remove accumulated snow and allow GO Transit to service its equipment. All regular GO service resumed on January 18.

VIA Rail operated trains on all its intercity routes in Ontario and Quebec during the storms, but with many on modified schedules. There were fewer departures than normal on some routes, which were offset by longer-than-normal trains to accommodate the additional demand. In some cases, buses were substituted for trains where equipment was unduly delayed and in order to restore operations. Some eastbound VIA trains from Toronto carried local passengers to Guildwood (Scarborough), normally a pick-up point only on trains to

Montreal and Ottawa, to help offset the difficulties experienced by travellers using Toronto public transit services.

Airline service was shut down for several lengthy periods. VIA agreed to a request by Air Canada whereby VIA accepted passengers holding valid airline tickets for passage from Toronto to Montreal, Ottawa, south-western Ontario and other points served by both carriers. (Various)

**CAPE BRETON & CENTRAL NOVA SCOTIA UPDATE:** In mid-January, either GP18 4700 (nee GTW 4700) or GP9 62 was working the coal shuttle from the ship-side stockpile at Auld's Cove to Tupper, the small yard at the east end of Port Hawkesbury. There, the other unit pushes on the end of a 10 car cut which both units lift up the steep grade to the discharge facility at the Nova Scotia Power Plant at Point Tupper. The coal originates in the US and is taken by ship from Baltimore to Auld's Cove. Formerly some coal was hauled by CBNS from Auld's Cove to Sydney but the coal loading pier in Sydney has been converted to load or unload. The new pattern has seen a self-unloading ship partially unloaded at Auld's Cove and then continue to Sydney to discharge the balance of the cargo.

The other switcher at the Strait, a.k.a. Port Hawkesbury, is RS-18 3716. The other operational RS-18, 3842, continues to switch the yard in Sydney. GP9 5967 and one of the GP50s are in Stellarton for the locals in the Trenton/New Glasgow area, notably the Trenton coal plant and the Michelin and Kimberley-Clark plants on the branch west of Stellarton.

Through trains east of the Strait are normally run only westbound on Sunday, Tuesday and Thursdays. For example, on January 14, the westbound had GP50s 3102 and 5004 and 23 cars including 14 cars of rail. Westbound from the Strait it had added 24 box cars, usually paper from Stora and wallboard from the Louisiana-Pacific mill. Typically, the train runs westbound from the Strait daily except Saturday. Connections are made with CN at Truro in the wee hours after a recrew in Stellarton. Stellarton to Truro is done as a turn by a Stellarton-based crew.

All eight former CN C-630Ms (2003, 2016, 2028, 2029, 2032, 2034, 2035 and 2039) and former CN RS-18s 3627 and 3675 are in the dead line at Sydney, likely to be scrapped. Former Georgia Southwestern GP7u 2160 and 2176 remain stored, never having been used since arrival in early-1998. Mainline freights are handled by former Indiana & Ohio GP50s 3102 (to be renumbered 5002), 3108 (to be renumbered (5008), 5000, 5004, 5007 and 5009.

In mid-January, Loram rail grinding train RG-17 visited the Cape Breton & Central Nova Scotia Railway. The RG-17 consists of two articulated grinding units with control cabs, two tank cars, a generator car, instrument car, observation car, and a crew car. (Martin Boston and Bill Linley)

**OPENING CEREMONY:** CPR officially handed over operation of its Okanagan Subdivision to OmniTRAX's Okanagan Valley Railway in a ceremony in Vernon, BC, on January 15. Present for the ceremony was CP GP38-2 3069 (in the new Canadian Pacific livery), an Okanagan Valley GP10 (one of three on the railway), CPR and OmniTRAX officials, as well as civic and provincial dignitaries.

The Okanagan Valley Railway provides rail service from the CPR main line at Sicamous, with running rights over the 48-mile CN-owned southern section of the line, between Vernon, Lumby and Kelowna. CN will continue to operate via long-established running rights with CPR between Armstrong and Vernon.

**'FUN TRAIN' TO TORONTO:** Amtrak's "International" arriving in Toronto on January 16 was powered by Amtrak F40PH 374, one of three F40PHs painted for the shortlived Florida Fun Train.

**GREMLIN:** A typo crept into the "Port aux Basques Revival" article in the December 1998 **Branchline**: ... the 143-long Port aux Basques Subdivision connected this **break** (not bleak) bulk port with .... ♦



# The Motive Power and Equipment Scene

Our thanks to Bruce Chapman, Paul Crozier Smith, Doug Cummings, James Green, Ross Harrison, Patrick Hind, Roland Legault, Carl Schnurr, Jon Snook and Dale Whitmee.



## RETIRED: (dd/mm = date removed from roster)

- CN SW1200RS 1350 (06/01), 1352 (06/01), 1388 (06/01).
- GTW GP9 4138 (14/01).
- CN SD40 5031 (06/01), 5058 (06/01), 5063 (06/01), 5077 (15/01), 5162 (14/01), 5227 (14/01).
- GTW SD40 5915 (14/01), 5918 (14/01).
- GTW GP40 6405 (14/01).

## TRANSFERRED:

- Vancouver (Surrey) to Edmonton: GP9 slug 215; GP9RM 4008.
- Edmonton to Vancouver: GP9RM 7062.
- Winnipeg to Toronto: GP38-2 4730.
- Winnipeg to Vancouver: SD40 5013, 5015, 5025, 5028, 5049, 5083, 5096, 5217, 5229, 5230, 5239.
- Montreal to Toronto: SW1200RM 7305.

## LEASED OUT:

- 8 to Quebec Railway Corp. (for New Brunswick East Coast Railway/Matapedia Railway/Chaleur Bay Railway): CN SD40 5101, 5141, 5178, 5218, 5233, 5235; SD40-2 5388, 5391.
- 7 to RailLink-Mackenzie Northern: CN GP9RM 4000, 4016, 4017; SD40 5060, 5074, 5210, 5215.
- 5 to RailLink-Southern Ontario: CN SW1200RS 1348, 1359; GP38-2(W) 4771; GP40-2L(W) 9468, 9622.
- 3 to St. Lawrence & Atlantic (Quebec): GP9RM 4106, 7014, 7071.
- 2 to Ottawa Central Railway: GP9RM 4102, 4107.
- 1 to Goderich-Exeter Railway: GP40-2(W) 9661.

## SOLD:

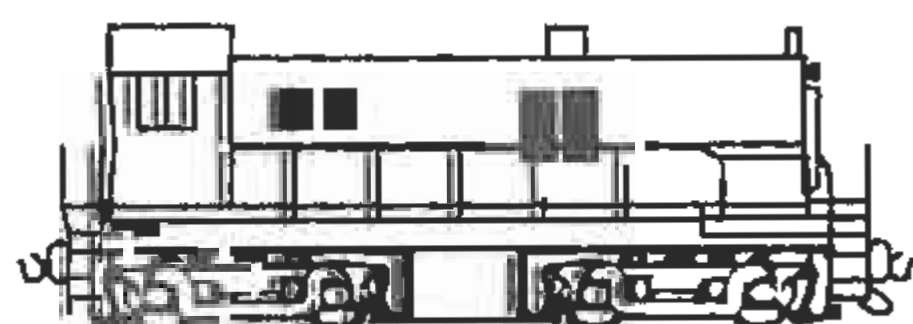
- Retired CN GMD1m 1143, 1151, 1155 and 1159 to the 4.8-mile Dardanelle & Russellville Railroad in Dardanelle, Arkansas.
- Retired CN GP40 9302, 9303, 9307, 9308 and 9310 to Progress Rail, Birmingham, Alabama.

## STORED SERVICEABLE LONG TERM: (\* = added since last issue)

- CN GMD1m 1150\*, 1160\*, 1163, 1180, 1181.
- CN SW1200RS 1339, 1343, 1357, 1364, 1366, 1371, 1379, 1381, 1386, 1387, 1396.
- CN GP9RM 4010-4012, 4119.
- CN GP38-2 4705, 4706.
- GTW GP38-2 4927, 4930.
- CN SD40 5016, 5020\*, 5040\*, 5072, 5121\*, 5129\*, 5232.
- GTW GP38-2 5812, 5818, 5820, 5825, 5828, 5833, 5835, 5844, 5846, 5859, 5861.
- GTW SD40 5924.
- GTW SD40-2 5936.
- GTW GP38 6200.
- GTW GP40 6403, 6404.
- GTW GP40-2 6408, 6413.
- CN GP9RM 7016, 7031, 7073, 7240, 7259.
- CN SW1200RM 7306.
- CN GP40-2L(W) 9428, 9430, 9436, 9485, 9524-9526, 9534, 9547, 9560, 9595, 9603, 9604, 9606.
- CN GP40-2(W) 9636\*, 9659, 9660, 9662, 9663, 9668, 9670, 9673, 9675.

## STORED UNSERVICEABLE:

- CN GMD1m 1172.
- CN Dash 8-40CM 2430 (at Alstom for wreck repairs).
- GTW GP38-2 4914, 5813, 5848.
- CN GP38-2 7518.



CANADIAN  
PACIFIC  
RAILWAY

## ADDED TO ROSTER: (dd/mm = date added)

- CP AC4400CW 8534 (28/12), 8536 (15/12), 8537 (16/12), 8552 (15/12), 8564 (03/11 - date correction), 8579 (15/12), 8580 (16/12) - assigned to St. Paul, MN. - (8576-8578 to follow).
- CP SD90MAC 9104 (29/12), 9105 (13/01), 9106 (29/12), 9107 (13/01), 9108 (11/01), 9109 (11/01), 9113 (17/01), 9122 (16/12), 9123 (17/01), 9124 (16/12), 9125 (24/12) - assigned to Winnipeg (Nos. 9104-9109 assembled by GM in London, Ontario, and painted by VMV in Paducah, Kentucky; Nos. 9113 and 9122-9125 assembled and painted by CPR in Calgary).

## SOLD:

- CP C-424 4210, 4219, 4230, 4235, 4238, 4243 to the Quebec Railway Corp. on December 22 (moved to New Brunswick East Coast Railway in mid-January) - (note: 4238 previously retired).
- CP retired GP9u 1606 and retired SD40-2 5660, 5738, 5938 (all wreck damaged) to Helm Leasing - delivered to Mandak Metals in Selkirk, Manitoba, for scrapping on December 17.
- CP SD40-2 6032 (wreck damaged) sold to Helm Leasing on arrival at Mandak Metals for scrapping on December 17.

**PENDING SALE TO HELM LEASING:** CP SW9u 1202; SW1200RSu 1206; GP35 5008, 5023.

## STORED SERVICEABLE (\* = added since last issue):

- SOO SW1200 328.
- SOO GP7 378\*.
- SOO SD40 738\*, 739\* and 745\*, and CP 749\* (stored on Wheeling & Lake Erie Railway).
- CP F7B Slug 1018, 1019.
- SOO SW1200 1200, 1203-1205.
- CP GP9u 1520, 1521, 1526, 1557, 1559.
- SOO SW9-Slug 2118.
- CP SD40 6411\* (stored on Wheeling & Lake Erie Railway).
- CP SW1200RS 8105, 8110, 8119\*, 8122\*.

## STORED UNSERVICEABLE (\* = added since last issue):

- SOO GP9 401.
- SOO SD40 750.
- SOO SD40-2 773\*.
- CP [STLH] C-424 4237.
- SOO GP38-2 4421\*, 4436\*, 4514.
- SOO GP39-2 4599\*.
- SOO GP40 4600\*.
- CP [SOO] GP40 4607, 4617, 4618.
- CP SD40-2 5422.
- CP SD40 5535\*.
- CP SD40-2 5685 (collision accident at Savona, BC, on 20/08/95).
- CP SD40-2 5710\*.
- SOO SD60 6021.
- SOO SD40 6401.
- SOO SD40-2 6609.
- CP SW1200RS 8100, 8115\*, 8138, 8147 [STLH].
- CP [STLH] GP9u 8236.
- CP [SOO] GP9 8275.

## LEASED OUT:

- CP [STLH] SW9u 1204 and SW1200RS 8132 to Inco Metals, Copper Cliff, Ontario.
- CP SW1200RSu 1212 to Abitibi Consolidated, Kenora, Ontario.
- CP SW1200RS 8107 leased to Conagra, Nokomis, Saskatchewan.

**TO THE SCRAPPER:** Four Erie-built former Pennsylvania "B" units formed part of the Smiths Falls (Ontario) continuous welded rail plant, numbered CP 404395-404398, until its closure in 1989. No. 404397 was moved to the CWR plant in Winnipeg, and the other three were scrapped in 1994, however, their 6-wheel trucks were saved for possible use under two of the former Delaware & Hudson PA-4s reposing in Mexico. On December 18, the 404397 (nee PRR 9474B), less trucks, was shipped to Mandak in Selkirk, Manitoba, for scrapping.

**SUB-LEASED UNITS RETURN:** The following 37 units leased from Helm, sub-leased to Union Pacific in late-1998, returned to CPR service in January:

- HATX SD40-2 750, 751.



- HLCX SD40-3 6061-6069, 6090-6092, 6500, 6504.
- HLCX SD40-2 6202, 6204-6213, 6215-6219, 6221, 6225-6227.
- HLCX SD40M-2 6401.

## ALSTOM

### RELEASED:

- GO Transit F59PH 522 from mid-life overhaul, truck work and repainting.
- Kansas City Southern SD40-3 6609-6622 remanufactured from CN SD40 5157, 5094, 5164, 5108, 5117, 5155, 5093, 5097, 5225, 5221, 5188, 5186, 5171 and 5175 respectively.
- Caltrain (California) F40PH-2 907 and 914 from mid-life overhaul, truck work, addition of dynamic brakes and repainting.
- AMT former GO single-level cab car 106 and former GO single-level coaches 1079, 1083 and 1084 from various repairs and upgrades.

### WORK IN PROGRESS:

- CN Dash 8-40CM 2430 for wreck repairs.
- Assembly of CN SD75I 5766-5773 (8 of 35 being assembled by Alstom for General Motors).
- Caltrain (California) F40PH-2 902, 903, 914 and 915 for mid-life overhaul, truck work, addition of dynamic brakes and repainting.
- GO Transit F59PH 525, 527, 529 and 533 for mid-life overhaul, truck work and repainting.
- Retired CN SD40 5006, 5100, 5102, 5131, 5133, 5142, 5145, 5150, 5182, 5183, 5185, 5191, 5203, 5205, 5209, 5224 and 5240 for remanufacture to SD40-3 (to be painted and lettered Kansas City Southern in 6623-6639 group - will be leased to CN part of year).
- New York Susquehanna & Western B40-8 4006 for wreck repairs (*damaged in a washout near Port Kent, NY, on June 26, 1998*).
- Former Ferrocarriles Nacionales de Mexico GP38-2 9275 for upgrading and overhaul to Locomotive Leasing Partners GP38-2 2203.
- AMT former GO single-level cab car 100 and former GO single-level coaches 1091, 1092, 1093, 1095 and 1099 for various repairs and upgrades.

### WORK PENDING:

- Retired CN SD40 5010, 5021, 5040, 5057, 5065, 5080 and 5087, and former GTW SD40 5926 for overhaul for New Brunswick East Coast Railway.



**LEASED OUT:** F40PH-2 6451, 6452 and 6458 are leased to Agence Métropolitaine de Transport (Montreal commuter service).

**RETURNED TO SERVICE:** F40PH-2 6437, the lead unit in the September 3, 1997, derailment of the "Canadian" near Biggar, Saskatchewan, returned to service in December. Sister 6447, the trailing unit and cause of the derailment, is undergoing repairs.

**OVERLOOKED:** The January issue included the sale of six pieces of rolling stock to FCM Rail Ltd. of Michigan. Overlooked was the number of the steam generator unit - 15481, the last SGU on VIA's roster.

## BCRAIL

**SOLD:** M-420(W) 642 has been sold to Genesee Valley Transportation Co., headquartered in Batavia, New York. Sister 645 went to Genesee Valley Transportation in March 1997.

**ONLY SIX:** Only six MLW/ALCO powered units remain on the roster: C-420 631 and 632, and M-640(W) 641, 644, 646 and 647 utilized at or out of Prince George; the last MLW-powered RS-18 (630) is undergoing conversion to a Caterpillar engine.

**UPGRADED:** Recently-acquired former GECX B40-8 8002, renumbered 3903, was released from Squamish shops on December 22 with a cab upgrade, engine enhancements and featuring the new blue carbody with silver trucks and frame and diagonal reflective white stripes on both ends and white BC Rail logo on the long hood.

**LEASE CHANGES:** HLCX SD40-3 6083 (ex-HLCX SD40 5048, nee PC/PRR 6097) was added on December 15. The 6083 joined six other units leased from Helm: HLCX SD40-3 6056, 6060 and 6074 (added 03/12), HLCX SD40M-3 6518, and HLGX C36-7Es 6801 and 6803.

**IN THE WORKS:** Six C36-8E (upgraded C30-7s units being acquired through Helm Financial, to be numbered 3621-3626, are expected in the spring of

1999 from Metro East Industries, East St. Louis, Illinois. Former numbers are HLCX C30-7 6701, 6703, 6708, 6709, 6707 and 6705; nee Conrail 6601, 6603, 6608, 6609, 6607 and 6605 respectively.

### ON THE SHORTLINE SCENE

**CANADIAN AMERICAN RAILROAD:** In December, Canadian American took delivery of Amtrak F40PH 254, 364, 365 and 397 at Delson, Quebec. The units are expected to operate into Montreal on intermodal trains 930 and 931.

**CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY:** Former Indiana & Ohio GP50 3100 has been renumbered CBNS 5000.

### ESQUIMALT & NANAIMO RAILWAY (ENR):

- The January 8 takeover of CPR's operations on Vancouver Island saw the use of ENR GP38 2813 (ex-NS 2813), E&N Railfreight GP38AC 3005, CP GP38AC 3011, and CP GP38-2s 3045 and 3046.
- ENR GP38 2796 (ex-NS 2796) and 3809 (ex-Kiamichi 3809) were moved to Vancouver Island on January 11, followed shortly after by leased Southern Railway of British Columbia (SRY) SW900RSm 910 and 911, releasing the remaining CP units.
- ENR GP10 1001 and 1002 remain at the SRY shop in New Westminster for work.

### GODERICH-EXETER RAILWAY:

- GEXR GP38AC 3843 (*ex-North Carolina & Virginia (NCVA) 3843, exx-NCVA 5142, exxx-CSXT 2141, exxxx-SBD 6232, nee L&N 4011*) was added in mid-January.
- Leased EMDX GP40 204 is named "Richard T.", rather than "Richard D." as reported last issue.

### OTTAWA CENTRAL RAILWAY:

- Former CP RS-18u 1815, 1828, 1838 and 1842 and former C-424 4204 were delivered in late-December after repairs and painting at CAD Railway Services in Lachine, Quebec.
- Merrilees' former Blue Mountain & Reading U33B 3300, previously leased to Chemin de Fer Baie des Chaleurs, moved to the Ottawa Central in late-December.

### RAILINK:

- GP9 1700 (nee GTW 4139) was added in early-January, assigned to RailLink-Mackenzie Northern.
- GP10 1702 (ex-CR 7524, exx-CR/PC 7400, nee NYC 6000) was added in early-January, assigned to RailLink-Mackenzie Northern.
- GP20 1751 (nee CB&Q 902) was transferred from RailLink-Ontario Southern to RailLink-Lakeland & Waterways in early-January.
- GP9 1759 (nee GTW 4135) was added in early-January, assigned to RailLink-Lakeland & Waterways.

**REDIRECTED:** Former CN M-420(W) 3514, sold to National Railway Equipment, has been acquired by the Quincy Bay Terminal in Quincy, Massachusetts.

### ON THE INDUSTRIAL SCENE

**GONE STATESIDE:** Donohue Inc. (at Baie Comeau, Quebec) SW9u 6056 (ex-Conrail 9137) has moved to Roach Machine Works, Greenville, South Carolina.

**RELOCATED:** A. Merrilees (dealer) has relocated former CP C-424s 4229 and 4234, and its SW9 0177 (nee C&O 5244) from its facility near Laval, Quebec, to Dragon Forge at the Dominion Bridge plant in Lachine, Quebec.

### ON THE PRESERVED SCENE

**CRANE DONATED:** A Model 30 Burro crane, has been donated by Pacific Northern Rail to the Alberta 2005 Centennial Railway Museum Society of Calgary. The former CP crane, built in 1956, is being held at the Pacific Northern Rail yard in Cochrane, Alberta.

### ON THE TRANSIT SCENE

**MORE SUBWAY CARS DELIVERED TO TTC:** As of December 31, Class T-1 subway cars 5000-5161 had been delivered by Bombardier to the Toronto Transit Commission. The original Class T-1 order includes 216 cars with final deliveries scheduled for 1999. An option for 156 additional cars has been exercised, with deliveries to commence in 1999.

**RETIRED:** The first retirements of Class M-1 subway cars, built by Montreal Locomotive Works in 1963, have been made: 5314-5315 (23/11), 5318-5319 (16/10), 5332-5333 (21/11) and 5334-5335 (19/10). One pair is destined to the Halton County Radial Railway in Milton, Ontario.





**REMEMBER WHEN?":** CP Rail GP30 5000 and GP35 5015 arrive at Courtenay, BC, the northern end of CP's Esquimalt & Nanaimo Railway, with the once-a-week Courtenay Turn on November 22, 1988. In the 1990s, the E&N was served mainly by GP38AC and GP38-2 units. Alas, operations were taken over by RailAmerica on January 8, 1999. No. 5000 has been acquired for preservation, and No. 5015 was sold to Helm Leasing in late-1998 and moved to VMV in Paducah, Kentucky, for remanufacturing. Photo by Glenn Roemer.

**Bytown Railway Society**  
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