ISSN 0824-233X

BRANCHLINE

CN MIXED TRAIN #323 on the Marmora Subdivision -the line from Picton to Lake St. Peter Ontario- pauses in Bancroft on Saturday April 12, 1952. The engine is CN #1223, class H-4-a, a small 4-6-0 built in 1906 by the Canadian Locomotive Co. (Kingston) for the Canadian Northern Railway. #1223 was renumbered 1520 in 1956 and lasted almost to the end of steam on the CN. Note the engine shed in the distance at right with a false front no less. Photo was taken by Omer Lavallée. More of Omer's pictures and a story appear in this issue.

BRANCHLINE

P.O. Box 141, Station A
Ottawa, Ont.
K1N 8V1

Volume 23 April 1984 Number 4

Notice of Meeting

The next meeting of the Bytown Railway Society will be held on Tuesday, April 3 at 7:30 pm in the auditorium of the Museum of Science and Technology on St Laurent Boulevard.

Our guest will be Rob Wright, domestic locomotive sales representative for General Motors Diesel Division. He will discuss the development and construction of the electric locomotives recently delivered to British Colombia Railways, and also will tell us about the line itself, the first electric line to be built in Canada in recent times.

On May 1, we will have Dennis Atedaile of CP Rail. Our annual slide contest will be on June 5. All of our monthly meetings have refreshments and a sales stand.

Slide shows continue on the third Tuesday of each month, with a surprise every time. In March we saw Morocco, Switzerland and the Algoma Central through and beyond the Agawa Canyon.

The 1984 Trackside Guide is now available. In addition to an up-to date roster of Canadian mainline and industrial locomotives, it contains a rapid transit section and a list of all Via passenger cars. Indispensible to any serious railfan, it is only $8.50 at any meeting, or add $1.00 postage if you order by mail.

Restoration is proceeding on all fronts. The paint crew at the museum works every Saturday morning in the locomotive bay and has scraped enough so that we can start painting and make things look better. The two large CP engines look great in their new grey jackets. Duncan even comes in on Monday evenings to carry on. Interior work is continuing on car 27 at Thurso, and almost all of the interior paint has been stripped. . We now have the hydraulic system for our hy-rail car so we can put it back together now. Finally, we would like to steam the crane on July first when the Museum celebrates Dominion Day, so we will have to get a boiler inspection and otherwise get it ready.

If you are interested in any of these activities, do not hesitate to come to the museum Saturday morning or get in touch with the one of our executive members.

In June 1984, locomotive 1201 will be 40 years old. Branchline will celebrate with a special issue of 1201 features, covering its service with CP before retirement as well as its subsequent career as an excursion engine. If you have pictures or information, especially of the engine in CP service, please get in touch with our news editor, Philip Jago.

-- Inside Branchline --

LUNCH STOP AT GOODERHAM

by

Omer Lavallée

On the evening of Holy Thursday, 10 April 1952, I left Montréal on the CPR's overnight Train No. 21 for Trenton, Ontario. My companions included Ken Chivers, Tony Clegg and Forster Kemp, and we were headed for an Easter weekend visit to the legendary "I.B. & O." in the Haliburton Highlands of Ontario. The initials stood for Irondale, Bancroft & Ottawa Railway Company, which had been incorporated in 1880. Its main line, extending 86 km (53 miles) from Howland Junction to Bancroft, Ont., was opened for traffic in 1898. Eventually, it was gathered into the boundless bosom of the Canadian Northern system, then into Canadian National in 1918.

In those dear, dead pre-Highway 401 days, the Montréal-Toronto trains were, literally, jammed on holiday weekends. Second No. 21, on which we embarked, was no exception. Forster Kemp got on at Montréal West, and found a good seat in an almost-empty coach. Chivers, Clegg and I, in embarking at Windsor Station, were not so fortunate and as the train departed, we found ourselves in a leather-upholstered colonist car pressed into service, as was customary, as a coach. Most of the upper berths in this car had been let down by the occupants so that they could be used to store sundry children for the night. While Clegg and I managed to get a few hours' sleep, Ken Chivers kept one eye cocked open to ensure that none of the junior occupants of the berth above us (belonging to passengers seated elsewhere) fell out of bed during his/her sleep. The odd arm or leg would slip out or dangle over us periodically. Ken would get out of his seat and patiently throw the errant human member back into place. In this wise, we spent a noisy, hot (the steam heat was on full blast) and unsettled night. Bleary-eyed, we were deposited onto the platform at Trenton, Ont., about 4:45 AM on Good Friday morning.

An hour or so was spent finding an all-night restaurant on Highway 2, where we fortified ourselves with breakfast. Then we found our way to Canadian National's town station in Trenton, not too far from the CPR station, but 2.5 km (1.6 miles) from the CN station at Trenton Junction on the former GTR Montréal-Toronto main line. The first daylight hours were spent watching railway operations get under way for the day. First to appear was a CN class E10 2-6-0, which was being readied for its daily run to Picton. Periodically, an 0-6-0 amused itself in the small yard, switching cars. Eventually, CN class H6g 4-6-0 No. 1406 (MLW #52601, 1913) was taken out of the former Canadian Northern roundhouse, moved up to the station, then coupled on to the head end of our mixed train, No. 313, for the 160 km (100-mile), six-hour run to Bancroft. The town station from which it departed had been built by the Central Ontario Railway, a fact attested to by the COR monogram on the waiting room door. This line had been built from Trenton to Coe Hill in 1883, then extended from Ormsby Junction, to Bancroft in 1900, where connection was made with the IB&O.

There were a lot of opportunities to photograph No. 1406 in action, as well as a variety of station structures. Late in the afternoon, just before 6:00 PM, we arrived at Bancroft more or less on time. After watching No. 1406 being put away into the enginehouse, we repaired to a nearby country hotel, where both food and accomodations were eminently satisfactory.

After breakfast on Easter Saturday morning, we went back over to the station to prepare for the second stage of our journey from Bancroft to Lindsay. Over at the enginehouse, already receiving attention from engineman Thompson and fireman Callaghan, was Canadian National class H4a 4-6-0 No. 1223 (CLC #738, 1906), an ex-Canadian Northern engine (same number) whose light and dainty tread was acceptable to the restricted axle loadings of CN's Irondale Subdivision, over which a 15 mph speed restriction was in effect. No. 1223 was of particular interest to us because it was one of the few Canadian steam locomotives still in existence with "inboard" piston valves, an attempt to adapt modern piston valves to Stephenson valve gear, which was activated by eccentrics on the driving wheel axles between the frames. By positioning the cylinder/valve castings in an almost-horizontal position, it was possible to have the Stephenson valve gear activate the valves without the use of a long rocker arm normally required to transmit the motion from eccentric rods to valves. Incidentally, No. 1223 forms part of the Delson collection, probably still carrying its "dieselization" number 1520. I'll bet that no one in a hundred CRHA members knows (or cares!) that this is one of the reasons why No. 1223/1520 was preserved.

In due course, No. 1223 was coupled to Train No. 323, which was made up of one headend car and one coach. The departure from Bancroft was made on time at 8:30 AM and the train made the first part of its journey, for 5 km (3 miles) from Bancroft to York River backing up. Nine minutes were allowed for this procedure. While Conductor Burn registered the train in the small telephone-booth-sized structure at York River, trainman Stoughton came through the train to ask each passenger if he/she was interested in having lunch. There were eight or ten passengers on board, including our intrepid safari of four. It seemed that lunch, at $1.00, was an optional part of the trip, laid on in some mysterious way at the tiny station of Gooderham, 58 km (34 miles) farther west along the Irondale Subdivision from York River. The timetable listed no such thing as a lunch stop, but the fact that Train 323 was allowed <u>one hour</u> for the 12.4 km (7.7 mile) trip from departure at Tory Hill to departure at Gooderham, suggested that something took place which took up about a half-hour of time!

Noticing that the majority of "locals" who made up the passengers on the train opted for this lunch, the intrepid quartet decided that "nothing ventured, nothing gained" was more than just a hollow phrase, and we added our names to the list. Since the small stations along the way were connected with one another by phone, the trainman communicated with the wife of the section foreman at Gooderham, and told her the number of lunch guests that she could expect that day.

We passed an interesting three hours travelling from York River to Gooderham, with stops along the way at such bustling metropoli as Baptiste, Highland Grove, Mumford, Wilberforce and Tory Hill. Forster Kemp took over the smoking room in the coach as a sort of chart room, his topographical maps spread over the various long seats. Occasionally, some passenger would enquire the name of some creek or other geographical feature that we were passing. The trainman would obligingly give the information -- not always correct, as it turned out -- only to be corrected by Forster who would say something like "No, that's <u>not</u> Pine Creek; it's Bear Creek", after having consulted his maps. The trainman soon retreated in disarray and remained in the headend car for the rest of the trip.

Eventually, a little after 11:00 AM, we arrived at Gooderham, and the mystery was explained. There, standing beside the main line, was a three- or four-inch standpipe to which a spout was attached. A hose of similar size led into a well. No. 1223's crew spotted her under the spout, then connected the tender air hose to the well hose. The resulting action of the compressed air, pumped through a siphon apparatus in the well, forced water up the standpipe and into the tender. While it was an alternative to the more usual tank or municipally-fed large-diameter standpipe, it had an acute disadvantage; filling the tank of a small locomotive like an H4a 4-6-0 could take up to half an hour. This explained the time written into the schedule of Train No. 323, so cunningly concealed by the timetable listing of departure times one full hour apart, from Tory Hill and Gooderham. By the way, only fifty-seven minutes was allowed in the opposite direction!

We entered the station waiting room to find it neatly set up as a restaurant. Five or six tables were immaculately set with bright tablecloths, flowers, cutlery and silverware. The menu for this Holy Saturday was roast beef, mashed potatoes, gravy, vegetables, pie and coffee or tea. Characteristically, the two members of the engine crew sat at their own table by the window in one corner of the room, while the train crew sat in the diametrically-opposite corner. We passengers sat in the "no-man's-land" between the two. The half hour was used to good advantage as the section foreman's wife and daughter served us generously and adequately. Just as the last piece of pie and gulp of tea vanished down eager gullets, the engineman glanced out of the window, then announced that it was "time to be going". Following his gaze, we looked out to see the water overflowing the top of No. 1223's tender. Marvel of marvels, "she" had been fed to surfeit proportions, just like the passengers and crew!

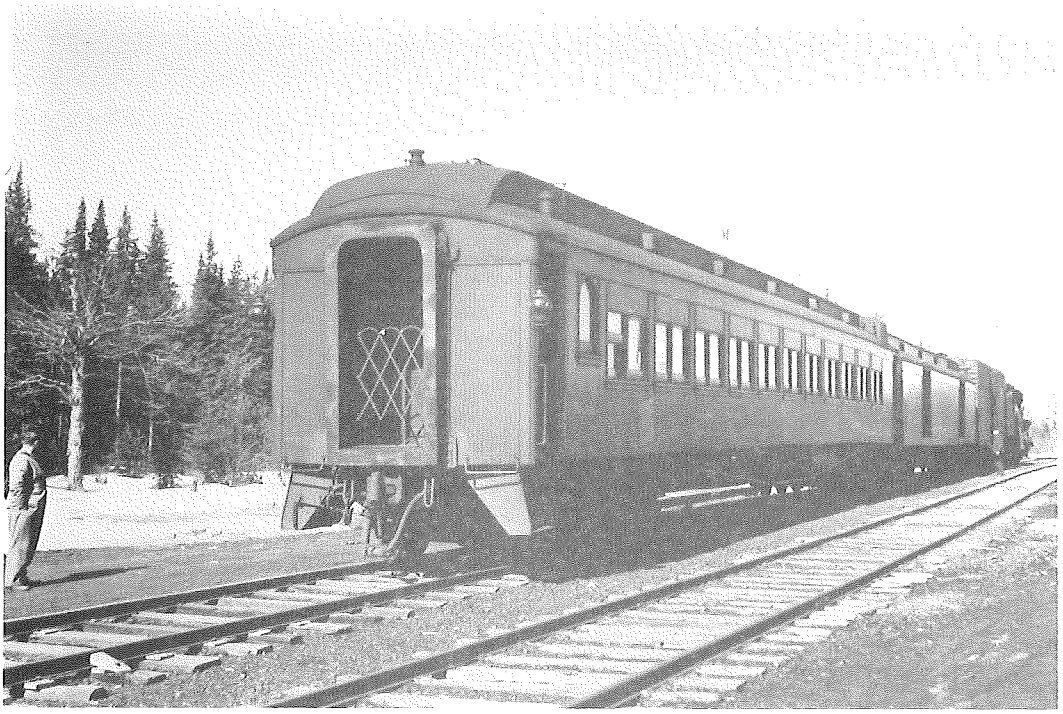
Our departure was made promptly on time. At 1:00 PM, also on time, we arrived at Howland Junction, where we met opposing Lindsay-Bancroft Train No. 324, headed by CN class N4a 2-8-0 No. 2516, another 1906 product (MLW #39549). Since the ex-GT engine (GT No. 652) had too heavy a step for the Irondale Subdivision, each engine was turned (with our assistance) on the "armstrong" turntable. After the crews had set up a Promontory-style photo--both engines nose to nose -- for my companions and myself, the engines exchanged their trains and No. 2516 hauled us onward to Lindsay. At this point, we boarded Train No. 94 for the run through Peterborough and Madoc Junction to Belleville, from which point we returned to Montréal on the overnight train.

Only eight years after our visit, the Irondale Subdivision was abandoned; the effective date being 1 April 1960.

* * * * * * *

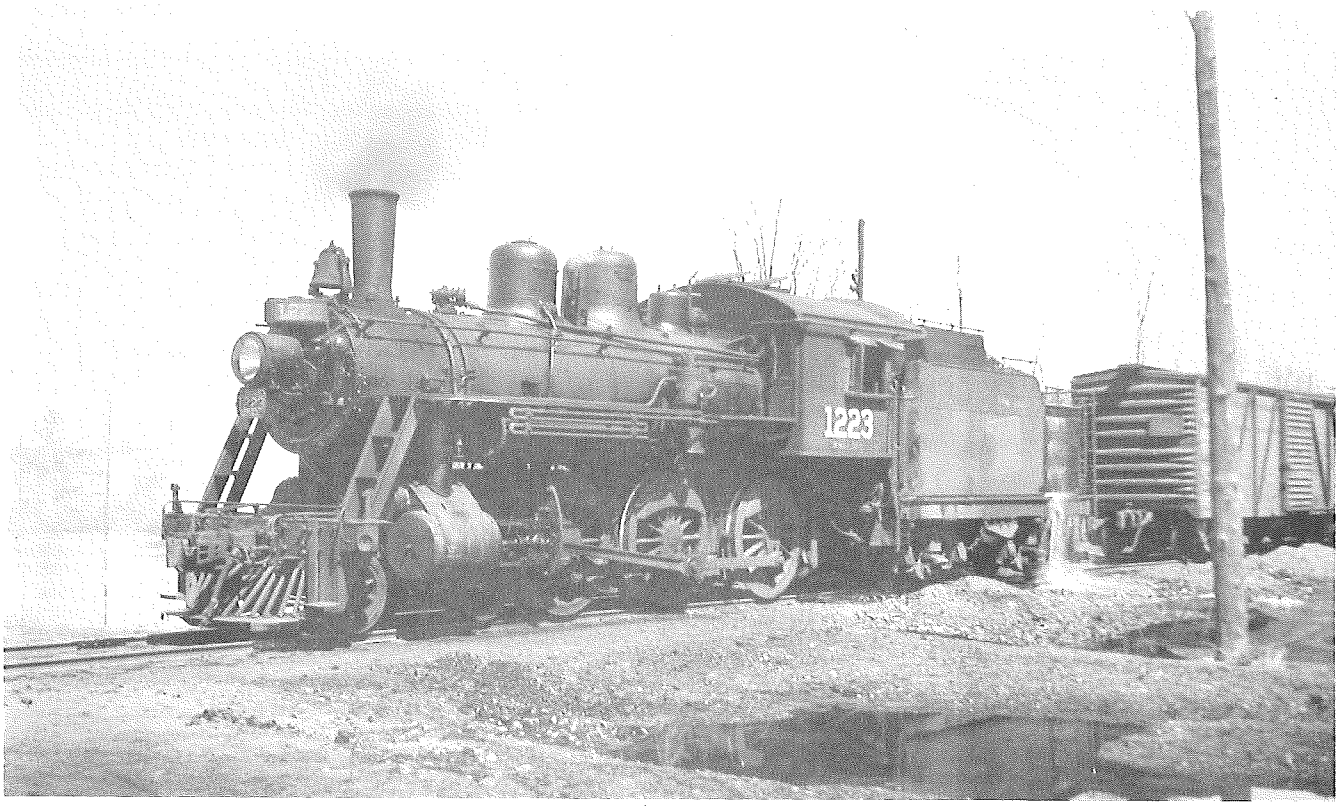
From the News Editor's Desk: Aside from this month's excellent series of photos, otherpictures of this odyssey to the wilds of central Ontario have also been published. Page 21 of Canadian National Steam Power by Tony Clegg and Ray Corley has a photo credited to one OSAL showing 0-6-0 7222 "making up the Bancroft local at Trenton, Ont., April 1952." On page 26 of the same tome, we find Consolidation 2516 taking a spin on the turntable at Howland, Ontario. The photo is by Clegg and, in the foreground, we see our author and one of his cohorts learning the intricacies of manoeuvring an "Armstrong" type turntable. The engine is lounging dreamily in the cab. Small wonder that our happy troupe got full co-operation in securing a "Promontory-style pose of the two locomotives!

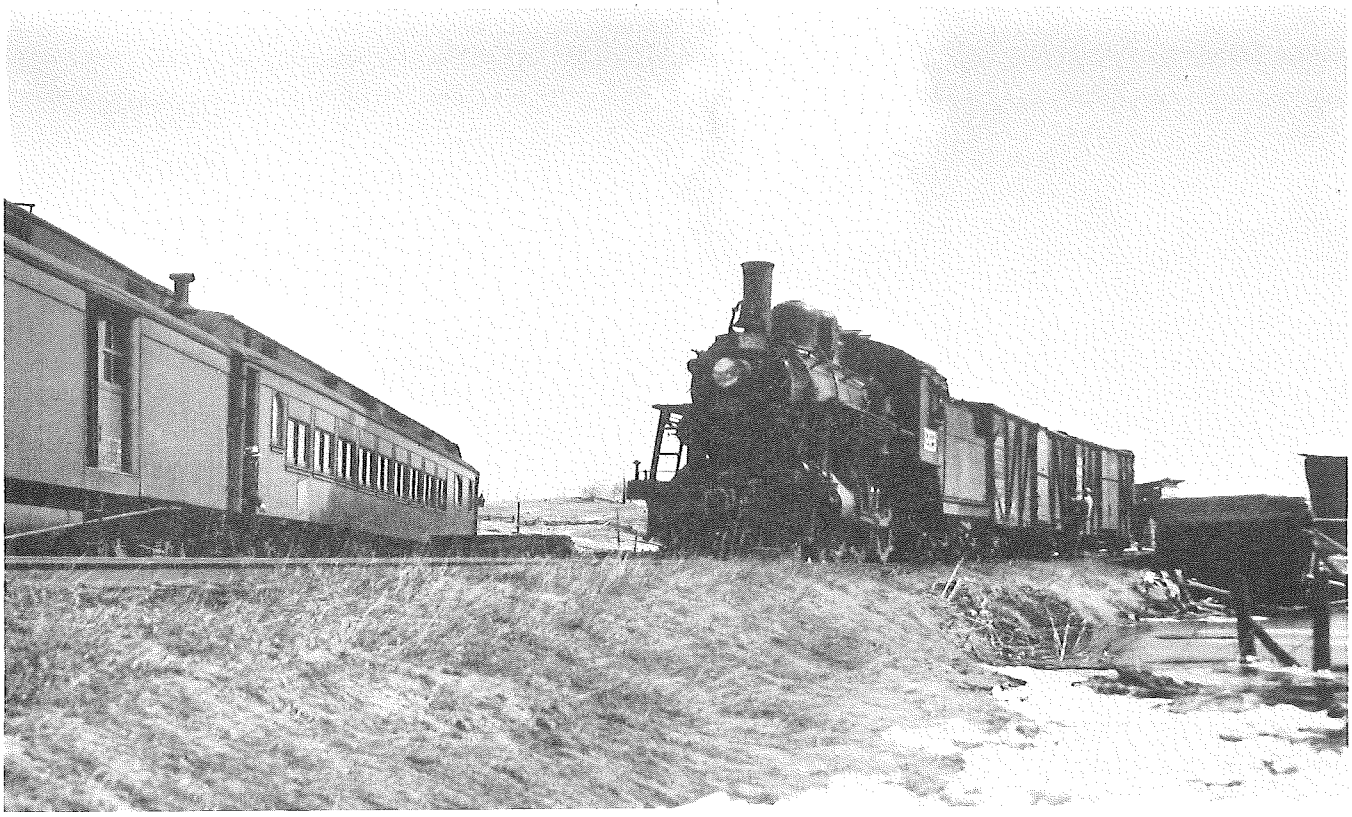
PHOTO
PAGE



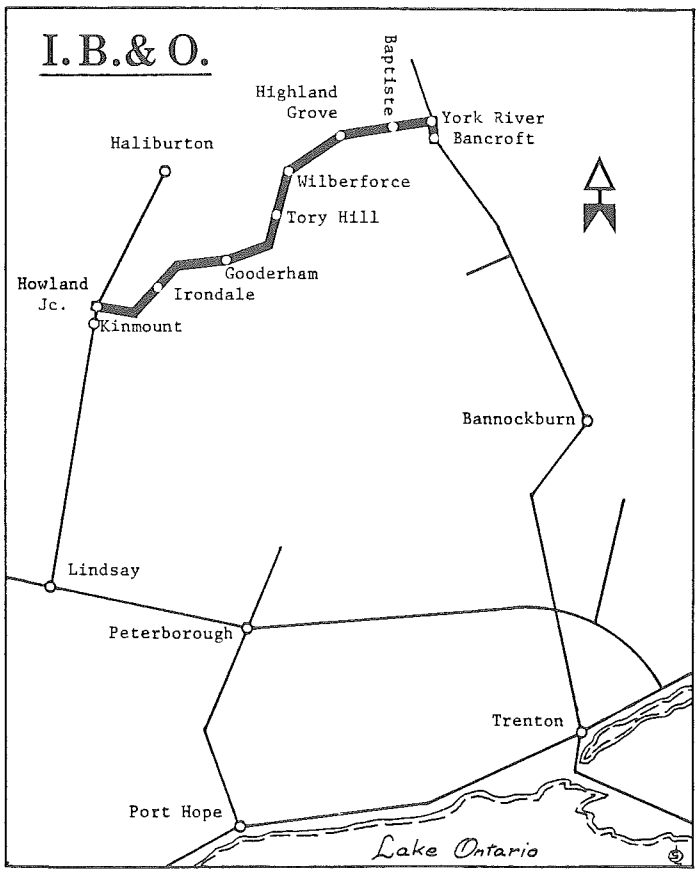
LUXURY TRAVEL This is the coach inwhich Omer Lavallée and friends travelled to Bancroft on April 12, 1952. Note the Canadian National sign plates fastened to the side of the coach. Also note the old wooden baggage car. This picture of Train 323 was taken at Highland Grove Ontario.

OUT TO LUNCH The engine crew has gone to lunch and left the water running. The tender of engine 1223 gets a soaking as the water from the siphon pours over the edge of the "full-up" tank. No. 1223 is standing on the mainline in Gooderham Ontario on April 12. 1952





DOWN TO BUSINESS The crew of No. 323 gets down to business as they switch cars at a lumber yard in Mumford Ontario before the mixed proceeds to the next stop. The pace was slow for passengers as can can be seen by the accompanying timetable below. No one took the mixed if they were in a hurry! All photos by Omer Lavallée.



HALIBURTON, BANCROFT AND LINDSAY

READ DOWN — READ UP

TABLE No. 155 (Eastern Time)

M392	M323	M388	Mls.		M389	M324	M393
A.M.	A.M.	A.M.			P.M.	P.M.	P.M.
11.45	.....	@4.35	0.0	Lv HALIBURTON, ONT. Ar	@3.30	.....	3.50
∫11.55	.....	∫ 4.43	2.5	Gould's	∫ 3.15	.....	∫ 3.37
12.05	.....	4.50	5.1	Donald	3.05	.....	3.30
12.15	.....	5.05	8.7	Lochlin	2.45	.....	3.15
12.30	.....	@5.25	12.7	Gelert	@2.25	.....	3.00
	∂8.30	.....	0.0	Lv BANCROFT ..... Ar	.....	∂6.15	
	8.39	.....	2.8	York River 156	.....	6.06	
	8.58	.....	7.2	Hughes	.....	5.47	
	9.06	.....	8.7	Baptiste	.....	5.39	
	9.36	.....	14.8	Highland Grove	.....	5.11	
	9.57	.....	18.8	Mumford	.....	4.46	
	10.19	.....	23.6	Wilberforce	.....	4.24	
	∫	.....	26.3	Ward	.....	∫	
	10.46	.....	29.1	Tory Hill	.....	3.57	
	11.46	.....	36.8	Gooderham	.....	3.20	
	∫12.06	.....	42.4	Maxwells	.....	∫ 2.33	
	12.20	.....	44.5	Irondale	.....	2.23	
	∫12.38	.....	48.8	Furnace Falls	.....	∫ 2.05	
	∂1.00	.....	53.7	Ar HOWLAND, ONT. Lv	.....	∂1.45	
	P.M.					P.M.	

No. 392 will operate on Tues. and Sat. from Dec. 17th to April 12th.

No. 393 will operate on Tues. and Sat. from Dec. 17th to April 12th.

M390					M391	
P.M.					P.M.	
12.50	∂2.15	.....	19.8	Lv HOWLAND ..... Ar	∂1.45	2.35
1.00	2.20	@6.10	22.1	Ar KINMOUNT Lv	@1.50	1.40	2.30
P.M.	2.45	6.10		Lv KINMOUNT ..... Ar	1.50	1.40	P.M.
	∫ 3.00	∫ 6.20	26.5	Watsons	∫ 1.25	∫ 1.25	
	3.15	6.35	30.8	Burnt River	1.15	1.15	
	∫ 3.32	∫ 6.47	36.4	Fell	∫12.56	∫12.56	
	3.55	7.10	41.5	Fenelon Falls	12.40	12.40	
	∫	∫	44.5	Hall's	∫	∫	
	4.15	∫ 7.28	48.2	Cameron	12.10	12.10	
	∂4.45	@7.50	55.5	Ar LINDSAY, ONT. ⊖ Lv	@45	∂45	
	P.M.	A.M.		145, 149, 150	A.M.	A.M.	
	∂8.05	10 @20		Ar TORONTO Lv	@9.05	∂9.05	
	P.M.	A.M.			A.M.	A.M.	

THE INFORMATION LINE

ALONG THE RIGHT OF WAY, by Mike Nowell: On January 29, the motive power lashup on a westbound CP Rail freight at Smith's Falls included CP units 5904, 5744, 5533, QNS&L units 212, 218, and CP units 5923 and 5976. The train was headed for Toronto. (S.B.H.)

On February 4, Ollie McKee was at Smith's Falls to see CP Train 903 with home road units 5011 and 5527, as well as QNS&L unit 211. (O.M.)

On February 15, CP Rail vacated the Walkley Yard Office and moved the remaining staff into an extension added to the east end of the diesel shop. It is expected that the closed office, which was originally built by CN when Walkley Yard first opened, will be demolished. (L.B.C.)

On February 17, CN Train 317 pulled into Brockville with units 2553, 2512, and 9302. Of interest in the consist was a former RAILBOX box car now lettered for Union Pacific. (O.M.)

On February 19, the motive power on CP Train 927 at Smith's Falls included CP units 5738, 5994, 5531, and 5756, GO Transit units 709, 705, and 723, and QNS&L 215. (S.B.H.)

In addition to company units 6002, 5523 and 5724, an eastbound CP freight was seen at Smith's Falls on February 22 with Bombardier Demo. 7003. (S.B.H).

On February 24, a westbound CN freight rumbled through Brockville with CN units 2509, 2317 and 2307 leading Seaboard units 8501 and 8500. (S.B.H.)

Both high and low horse power units were in evidence on February 26 at Smith's Falls as CP Train 911 passed through with C-424's 4212 and 4246, and RS-23's 8045 and 8042, in addition to B & O units 4807 and 4809. (S.B.H)

CP Rail maroon and grey S-3 6538, retained in Ottawa for occasional service to Waltham (Québec) was shipped to Smith's Falls for repairs late in February. S-11 6614 was sent as a replacement. (L.B.C.)

On March 4, the motive power on VIA Train 63 included rebuilt unit 6304 in tandem with veteran 6787. (S.B.H.)

VIA RDC 6121 was added to Train 44 at Smith's Falls on March 4, providing a consist of CN Geep 4100, steam generator 15464, four cars and the stricken Budd car. (Apparently she had suffered mechanical problems while running as Train 178 and had been hauled by a CP freight to Smith's Falls where she could be picked up by VIA.) Train 44 had a running meet with CN fourth class train 535 at mileage 34.1 of the Smith's Falls Sub. (S.B.H.)

With CN carrying out heavy track work on the Smith's Falls Subdivision, VIA passenger trains have been rerouted over CP Rails from Ottawa to Smith's Falls via Carleton Place. The first rerouting involved VIA Train 43 on March 5, ironically headed by leased CN RS-18 3127. CN GP9u's 4009, 4011, 4019, and 4021are the regularly assigned units for the work trains on the line. (E.W.R.)

On March 6, an east bound grain extra passed through Smith's Falls with CP units 4734 and 5520 in addition to QNS&L SD40's 210 - 207 (inclusive). Over on the CN that day were two large back hoes at work widening the rock cut mile 34 of the Smith's Falls Sub. The debris was being loaded into side dump cars pulled by rebuilt GP9 4009. For the time being, the train pulls into the Smith's Falls station at lunch time thus affording a nice view of a train at the future (see elsewhere this issue) Smith's Falls railway museum. (S.B.H.)

On March 14, freshly painted CP Rail GP9 8836 was noted at Smith's Falls on a westbound freight. 8836, along with 8839, was used on the Okanagan Valley (B.C.) passenger excursion in 1983. (E.W.R.)

On March 19, VIA Train 43 was powered by LRC 6908. The necessary heat for the consist of conventional equipment was furnished by a steam generator. (J.H.)

Congratulations are in order to Canada's railways. Railway accidents i Canada have dropped 14% from 1080 in 1982 to 907 last year. Total fatalit were 109. (M.J.N.)

Wheel bearing problems continue to plague the LRC rolling stock. It has not been uncommon to see conventional equipment on trains normally equipped with the more modern equipment. On such occasions, anything goes with dayniter cars being used as club cars and on many occasions ex CP stainless coaches are being utilized. (P.B.J.)

Special thanks for information in this month's column go to Bruce Chapman, L.B.C.; John Halpenny, J.H.; Steven Hunter, S.B.H.; Philip B. Jago, P.B.J.; Mike Nowell, M.J.N.; Ollie McKee, O.M.; and Earl Roberts, E.W.R.

Campaign to Save Station Successful: The Smith's Falls Railway Museum Association request to have the CN station there declared a national historic site has met with success!

In a letter dated February 24, 1984 to Bill LeSurf of the SFRMA from the Honourable Charles Caccia, Minister of the Environment, it has been learned that the Historic Sites and Monuments Board has recommended that "The former Canadian Northern Railway Station, Smith's Falls, is of both national historic and architectural significanxe and should be commemorated by means of a plaque." (Thanks to Steve Hunter)

The Rumour Mill: Steam in the Rockies: sounds too good to be true, but that's the story in Calgary these days. From the January 1984 edition of Flagstop (published by the Calgary & South-Western Division), we learn that CP may run steam excursions between Calgary and Field in 1985 to celebrate the centennial of Canada's national parks. Planned motive power would be a Consolidation type. (Only time will tell the outcome of this one. Nevertheless, read on; the story below would lead one to the conclusion that the good people of Edmonton - not to be outdone - have their own ideas about steam in the mountains.)

(Flagstop, January 1984)

6060 to Steam Again: Word on the street in Edmonton has Harry Home of the Alberta Pioneer Railway Association looking for some 3 million dollars to get ex CN 4-8-2 No. 6060 back on the rails by 1985. Apparently, the operation would coincide with the centennial year of Canada's national parks. Following the activities in 1985, Home wants to take the locomotive to Expo 86 in Vancouver the following year, where she will share the limelight with CN's first new post war main line diesel No. 9000. This done, an excursion operation between Jasper and nearby Miette is then envisaged.

(Thanks to Clive Spate)

Abandonment Application Withdrawn: Canadian National has withdrawn its application to abandon the Sorel Subdivision (Québec) between Bellevue Junction (mileage 52.48) and Nicolet (mileage 77.54).

(Does anyone have an explanation for this sudden turn of events?)

(C.T.C., 01-02-84)

Agent-Telegrapher to be Removed: Canadian Pacific has received permission to remove the agent-telegrapher position at Vallée-Jonction (Québec). Services will now be provided through CP's Customer Service Centre operation. (C.T.C., -2-02-84)

Facilities at Glen Robertson to be Altered: Canadian National has received permission to remove the caretaker position and replace the station building with a shelter at Glen Robertson (Ontario). An attendant will be provided to open the shelter one hour prior to the scheduled arrival of the passenger train and to keep it cleaned, etc.
(C.T.C., 15-02-84)

P.E.I. Abandonments and Retentions: Canadian National has received permission to abandon a portion of its Murray Harbour Subdivision between Uigg (mileage 17.77) and Murray Harbour (mileage 44.40).

In addition, permission has been received to abandon two spur lines off the main subdivision. These are the Vernon Spur - branching off the Murray Harbour line at mileage 0.45 - from Lake Verde (mileage 0.00) to Vernon (mileage 4.43); and a portion of the Mount Herbert Spur - branching off at mileage 9.95 - from Mount Albion (mileage 4.60) to Mount Herbert (mileage 8.35).

Operations will be retained between Maple Hill (mileage 0.00) and Uigg (mileage 17.77), and between Lake Verde and Mount Albion.

The Murray Harbour line was commenced in 1899 and fininshed in 1905. Originally built to narrow gauge, the line was converted to standard gauge in 1930. Passenger service was discontinued in 1967 following a C.T.C. hearing on May 25 of that year. (C.T.C., 23-02-84)

Portion of Smith's Falls Subdivision Retained: The Railway Transport Committee has granted Canadian National permission to abandon operations over its Smith's Falls Subdivision between mileage 35.3 (near Smith's Falls) and mileage 99.30 (Strathcona), effective June 30, 1984.

The company had originally petitioned to abandon between Richmond (mileage 13.00) and Strathcona, however, the application to abandon the Richmond to Smith's Falls section was denied.

Pursuant to the abandonment order, the R.T.C. has also recommended that CN enter into negotiations with CP Rail for the construction of a new CN connection between Smith's Falls East and CN's Smith's Falls station to eliminate the necessity of rehabilitating two bridges which carry CP's Chalk River and Belleville Subdivision over mileage 34.05 of the CN line. Given the topography of the area, the resulting trackwork should be somewhat complicated to behold. (C.T.C., 02-03-84)

BC Rail Steam News: BC Rail has announced its 1984 steam operations involving the use of ex Canadian Pacific Royal Hudson 2860 between North Vancouver and Squamish. The initial run will be on Saturday, May 19, with the final trip being on September 16. The passenger special will operate 5 days per week from Wednesday to Sunday in addition to the holiday Mondays of May 21, July 2, August 6 and September 3.

Return ticket prices are: adults $12.00, seniors and youths (12 to 18) $9.00, children (2 to 12) $7.00, and children under 2 - free.
(Tourism B.C.)

Help Wanted: "Steam Locomotive Design Engineer, $5,000 per month."

"(A) position (is) available for a Senior Engineer with minimum eight years experience in steam locomotion development and railroad operation. Special skill requirements include expert knowledge of coal combustion, steam engines, locomotive and rail vehicle design, construction, operation, and maintenance. Education background of at least four years college level study in mechanical engineering.

Responsibilities will be to develop a continuing program of locomotive research and development in the specialized areas of combustion, boiler design and steam engine design, as well as participate in actual locomotive design analysis, testing and evaluation.

Contact the Ohio State Employment Services, 150 East Market St., Akron, Ohio 44308, Attention Barbara Hyer, Refer to Job Order #0515579."

(The Stoker, February 1984;
Thanks to John Corby)

Ontario Rail, Collingwood - Come Hell or High Water:

(News Editor's Note: the following is quoted directly from The Injector, the newsletter of the Ontario Rail Association. Information on this organization is available from the Ontario Rail Association Inc., Box 64, Brampton, Ontario, L6V 2K7.)

A meeting was held recently with representatives of the Canadian Transportation Commission in connection with Ontario Rail's application for a charter for the Georgian Bay Railway. Representing Ontario Rail at the meeting, which was in the nature of a fact-finding session, were Marv Mooney, Sherwood Hume, Tom Henry, and Bob Howard.

A public notice was also published by the Railway Transport Committee of the C.T.C., which appeared in various newspapers, including "The Toronto Star" of January 14th. The purpose of the notice was to make known the application for a certificate of public convenience and necessity by the Georgian Bay Railway Company. It further states that, contingent on the issuance of this certificate, the Georgian Bay Railway Company intends to file for letters patent incorporating the company under Section 11 of the Railway Act.

The notice states that persons wishing to make submissions to the Commission may do so in writing within 45 days of the date of publication of the "Canada Gazette" in which the notice appears, and is dated December 28th, 1983. The address is The Secretary, Railway Transport Committee, Canadian Transportation Commission, 15 Eddy Street, Hull, Québec.

Needless to say, submissions can be expected from those factions opposing the proposed Collingwood operation. Consequently, it is important that supporters of the Georgian Bay Railway make their opinions known to the Committee. Since the deadline for doing so is fast approaching, approximately mid-February, the time to respond is now. All positive replies will be of assistance. (The Injector, January 1984)

Branchline Abandonments

by

Colin J. Churcher

With the spectre of branch line abandonments fresh on everybody's mind (Smith's Falls and Waltham) and with the prospect of another problem with the Maniwaki Subdivision, I thought it might be useful to review the procedures that come into play when a railway wishes to abandon a line.

Railway abandonments are covered by the Railway Act and come under the jurisdiction of the Canadian Transport Commission - not the Minister of Transport. (Hold those letters to Mr. Axworthy, please!)

If a railway company is losing money on a line, it may apply to abandon the line before the Canadian Transport Commission. The C.T.C. then verifies the figures and, if there is a loss, the railway receives a subsidy to make up its losses. Please note that the railway cannot apply for a subsidy; the only way it can make up its losses is to apply to abandon the line regardless as to whether or not it wishes actually to terminate operations.

At this point, it should be stressed that the railway's losses are being covered and it is ambivalent whether or not the line is abandoned. The next step is with the C.T.C. which must decide whether the line should be abandoned or whether it should be retained in the public interest. The C.T.C. may decide to hold a hearing. It almost invariably does so if there is any traffic at all; although it is not required to do so in law. At the hearing the railway has to present its case - I think this is a little unfair because the question is really one of "public interest". Unfortunately, the system is an adversary one.

A couple of points must be made at this stage. The costing figures used at the hearing and in all public notices are the figures developed by the C.T.C. and not the railway. Any attempt to discredit them not only is very difficult to sustain but is an attack upon the C.T.C. which body one is trying to influence to retain the line. (Don't bite the hand that may feed you!) There is frequently criticism of the railway that it is trying to load the costs to influence the closure. There are stories that ties are replaced to increase the costs. Items such as ties, ballast, rails, etc., are cap italized. That is to say the railway is only allowed to claim a portion of the actual cost incurred each year. If a tie has a life of say 25 years, the railway can only claim one twenty-fifth of the installation cost each year.

At the hearing, the best approach is to look at the public interest. One must convince the panel of C.T.C. commissioners that the line must be retained at public expense in the public interest. It is of very little use going after the railway. It may create some cheap laughs but it won't achieve very much in front of the Commissioners.

After the hearing, the C.T.C. has two choices. It may order the line retained or abandoned. If the line is ordered retained, the subsidy continues and the case must be heard again within five years. This is the stage which the Maniwaki Subdivision has reached. It has been ordered retained but must be reviewed shortly. At the review, the whole procedure starts again with the possibility of hearings and further retention.

If the C.T.C. orders the line abandoned, it must specify a date upon which operation must cease. There is an appeal to this process. The Review Committee of the Canadian Transport Commission can be asked to review the decision. The committee will examine the case to ensure that all pertinent facts were considered and will take into account any new facts.

If this decision is upheld, there is one final avenue open to the branch line retentionist. One can petition the Governor General in Council on the grounds that there was an error in law. This is a story in itself. Let's hope the Maniwaki Sub. doesn't get to that stage.

Steamtown Update: On February 4th, two days after her arrival in Scranton Pennsylvania, ex-CP Pacific 2317 was fired-up for a half-mile "Welcome" excursion for Steamtown/Scranton dignitaries only. Word got around, however, and a crowd of approximately 10,000 showed up! (Talk about your 5 loaves and 2 small fishes, . . . ed.)

Three tentative one-day excursions with 2317 and a nine-car train are in the works for April 7, 8, and 9. These will be fund-raising/promotional runs out of Scranton to Binghampton, New York and return.

Ex-CP Pacific 1246 must have all repairs done to her by the first of May this year and be ready to move to Scranton. She will be the locomotive used for excursion operations this summer. The 2317 will act as a back-up locomotive, only. (Merci à Jacques Beaubien Jr.)

The Editor's Page
High Speed Trains - Part 3

For the past two months, this column has been on high speed trains. In February we discussed the trains themselves and found we had a train with enough power to run at 125 mph. In March we discussed track requirements, and found that frequent track lining, and perhaps some easing of the traditional regulations on curves, could make our track good for some quite respectable speeds. This month we will see how to keep trains from hitting something.

Early railroads were controlled by timetables, later with the addition of train orders. Under this system, the engineer knew as soon as he got his orders how far he could go before meeting conflicting movements. He could run as fast as the track permitted as long as he left himself room to stop.

This system has been used in Canada for over a century and has coped with 90 mph speeds and heavy traffic. However, you have to stop, or a least slow down to get your train orders. A more serious problem arises when a train can not, for any reason get out of the way when it is supposed to. Here the only way to avoid a pileup is to send someone out to flag down the conflicting traffic. This requires a conscientious effort by the crew to ensure safety. It reduces line capacity because trains must be spaced out enough so that the flagman has time to do his job, and it is costly in manpower because of the need for a man on each train to carry a red flag and wait for a train wreck.

An track circuit system to keep trains apart automatically w demonstrated by William Robinson in 1872. Basically, the line is divid up into sections or blocks. A battery is connected across the rails at one end of the block, and a relay is connected aross the same rails at the other end . When the block is empty, current from the battery flows along the rails and energises the relay, which causes a clear signal indication. When a train is in the block, the battery current goes through the train wheels and the signal goes to danger.

The principle was simple, and the idea came to be used throughout the world. The modern Centralized Traffic Control (CTC) system, used on busy lines throughout Canada, uses an updated form of this track circuit.

The system detects trains anywhere in the block, and also goes to danger if the current is cut off by a broken rail or a bad connection in the system. Unfortunately, it can also go to danger if a wet snowfall shorts out the current, and a winter storm can shut down the system. If it is made less sensitive, it can fail to detect very light trains. On some CN lines, Budd cars are not permitted to operate as single units because they do not have enough weight to reliably operate the signals.

The block system can also put an upper limit on the speed of a railway. Whenever a block is occupied, the signal immediately ahead of it is set to red. However, there is no way an engineer can see this signal and stop from full speed before he gets to it, so another signal ahead of this one is set to yellow to warn him to stop. If even more warning is needed, a signal even further ahead can be set to to indicate that it is time to slow down. The signal spacing is set up to provide adequate warning for the speeds planned for the line. If you go faster than this, your stoppi distance increases and you need more warning. The only way to get t warning is to rewire the signal system, usually an expensive and complicated procedure.

When you get to higher speeds another factor enters the picture - you have to see the signals as you go by. Canadian engineers pass signals at up to 95 mph.In the United States, they do not pass signals at over 79 mph. A

train driver in France can pass a signal at 100 mph if he is alone in the cab, or at 125 mph if he is with a helper.

In-cab signal devices can show the next signal indication on a display in the cab. These have been in existance since the thirties and are installed on all the really high speed lines. They can even make it possible to dispense with the lineside signals entirely. Their main drawback is cost, and I don't know of any systems currently operating in Canada.

The Manual Block System (MBS) (See April 1982 Branchline) is a way of controlling trains by radio. Each train is authorized by radio to occupy a section of track. The train crew know that once they have their orders, they need not worry about other traffic. They report regularly to the dispatcher, who allows other traffic to follow only when the section is clear. This system does away with track circuits and block lengths entirely, can theoretically be operated at any speed and costs a small fraction as much as conventional signals. It is in use on a large number of Canadian lines, and more systems are being brought into use all the time.

It is not now used on the main passenger lines because these already have older signal systems. It depends on the train crews knowing where they are and following their orders. However, British Colombia Railways is working on a system with a sort of electric milepost - a device on the track which is read automatically by equipment on a locomotive. The locomotive knows its position and sends it to the dispatcher, who in turn issues orders on a display in the cab. It can even sound an alarm.

A train may keep clear of all other trains and still come to grief at a level crossing. When trains were frequent and cars were few, a simple sign warned motorists to stop, look and listen, and most of them did - or got run over. However, even then people sometimes didn't realize how fast a train was coming, and crossing signals were put in to help.

The legal requirement for a crossing signal is quite simple. It must provide a warning for at least 20 second before the train arrives. The usual way to achieve this is to have the signal turned on by a track circuit of such a length that a train operating at the maximum authorized speed will take 20 seconds to get from the start of the track circuit to the crossing. Thus when the line speed is 60 mph, the circuit is one third of a mile long, and a half mile long circuit handles traffic at 90 mph.

Once a circuit has been installed, its speed is set until it is replaced. Speed limits for crossing circuits are probably the most common type of speed restrictions. A few years ago, the CP's M&O subdivision was cleared for unrestricted speeds (read 90 mph) over the whole line with its unprotected crossings, but the one crossing circuit in the area was set up for 60 mph and restricted to that speed.

Why not just make the circuits as long as possible ? A circuit that is too long is more dangerous than one that is too short. No one but a dedicated railfan likes to wait at crossings, and once people realize they may wait much longer than 20 seconds for the train, they start to use there own judgement in crossing, and their own judgement is often not very good. This is especially a problem where slower trains may operate the signals for a long period of time and motorists may assume all the trains will be slow.

The only real solution is a signal that detects the speed of oncoming trains, gives the motorist proper warning, and convinces him that the warning is real. While this is not beyond the ingenuity of man, it has not yet been done.

Canada has trains capable of 125 mph and track which can be made to handle this speed. What we need now are signals which allow us to use this speed safely. Our country has done well in radio technology, communications and even computers. Perhaps we can do well here too.

THE MOTIVE POWER SCENE by Earl Roberts with special thanks to Bruce Chapman, Pierre Patenaude, Colin Churcher, Ernie Heath and Colin Dathan.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1984 edition of TRACKSIDE GUIDE, e.g.(p1-18). Items with an asterisk have been incorporated into the 1984 edition.

CN RAIL

New Orders - On March 1 CN announced that General Motors Diesel of London will build 25 3500 h.p. SD50 units (to be numbered 5504-5528). with expected delivery in the first quarter of 1985. This order is in addition to four previously ordered SD50AF units for late 1984 delivery (to be numbered 5500-5503 rather than 5400-5403 as previously expected).

In addition, it was announced that Bombardier, Inc. will supply 19 3000 h.p. HR616(W) units, four of which will be the resale of demonstrators 7001-7004 (p2-32) that were acquired from CN Rail in February 1983. The four demonstrators will be renumbered 2100-2103 (p1-8) with delivery expected in late April 1984. The additional 15 HR616(W) units (expected to be numbered 2120-2134) will be delivered in the first quarter of 1985.

Renumberings Planned - To make way for the SD50 units, GP38-2 units in the 5500-5610 group are expected to be renumbered into the 4710-4820 group, eventhough numbers 5537-5559, 5601 and 5604 are no longer in use. Other planned changes include renumbering remaining GP9 units in the 4100-4133 group to 4360-4386 and the remaining GP9 units in the 4147-4156 group to 4390-4396. The vacated 4100 series will be used for remanufactured GP9 units limited to 248,000 lbs. whereas the 4000 series GP9u units weigh 256000-257000 lbs. Details of the renumberings will follow.

Rebuild Program Underway Again - (p1-10 & p1-11) GP9 4297 has been rebuilt to GP9u 4022.

Retired - (p1-18) S-4 8041 and 8068.

Returned Home - Seaboard SD50 8500 and 8501 concluded their tests on Feb. 24. To equalize the loan of the two SD50 units, CN loaned SD40 5124, 5127 and 5130 to Seaboard.

Modified - HR616(W) 2119 has been equipped with Hitachi traction motors like sisters 2117 and 2118.

CP RAIL

Retired - (p1-33) S-3 6542 and 6566;
(p1-34) S-2 7049 and 7084; S-4 7109.

Rebuild to Switcher - (p1-26 & p1-36)* GP9 8629 to GP9u 1570 and GP9 8700 to GP9u 1571. (1568 and 1569 to follow)

Into Shops for Rebuild to Switcher - GP9 8517.

Returned Home - C&O SD50 8560 and 8566 concluded three weeks of tests on March 7.

For Tests - Bombardier's HR412(W) Testbed 7000 will be tested for two weeks in late March, as a trailing unit only.

Returned to Service - SD40 5541 after the May 1983 Chalk River washout accident, and SD40-2 5659 after the January runaway at Medicine Hat.

To be Retrucked - up to 28 S-2 switchers will exchange their expensive to maintain Blunt trucks for AAR roller bearing trucks.

VIA RAIL CANADA

More Rebuilds Scheduled for 1984 - Up to ten more former CN FP9A units will be remanufactured and renumbered into the 6300 series. 6520 is presently in CN's Point St. Charles shops and will emerge as 6306. Remanufacturing of three of the units is scheduled for CN's Moncton, N.B. shops.

Rebuild - Montreal Urban Community Transportation Commission FP7A 1306, formerly CP 4040, was released from an Angus Shops rebuild on Feb. 15. This unit again includes a steam generator after an absence of several years.

Reincarnated - Central Vermont GP9 4929 was involved in a head on collision with Boston & Maine switcher 1125 in Oct. 1972, sustained a bent frame and short hood damage and was retired in May 1973. Hard pressed for motive power, CV rebuilt 4929 and she made her first trip in 11 plus years on Feb. 21. Also ALCO S-4 8081, after a long period of storage, is now used in the St. Albans yard and on way freights.

Delivered - Eight new GMD units (60915-60922) for the Iranian Islamic Republic Railways moved from London to Halifax in early February.

INDUSTRIAL LOCOMOTIVES -

New Home - Courtaulds (Canada) Ltd. of Cornwall, Ontario (p2-16) has added former CP Rail S-2 switcher 7096 to their roster. 7096 was built by ALCO in August 1949, serial no. 76939, and was assigned to New England lines. She was retired by CP Rail in December 1982 and was delivered to Cornwall in late February 1984.

Another Trans-Border Move - Burlington Northern NW2 switcher 493 has been sold to Inter-Provincial Pipe & Steel in Regina, Sask. (p2-10).

Back Home - Stelco SW8 77, Serial A519, 5/53, which moved from its Hamilton, Ontario home (p2-17) to Stelco at Contrecoeur, Quebec (p2-30) in May 1983, has returned home.

Short Move - Canadian Industries Limited ALCO S-2 144, serial 73897, 12/46, at Coppercliffe, Ontario (p2-16) has been acquired by INCO at Sudbury, Ontario (p2-24) and renumbered 203.

Another Short Move - Consolidated Sand & Gravel CLC/Whitcomb 2002 at Paris, Ontario (p2-20) has been acquired by the Port Stanley Terminal Railway and joins former Consolidated Sand & Gravel 25 ton 2003.

MISCELLANEOUS NEWS ITEMS

The Toronto Transit Commission has ordered 52 Articulated Light Rail Vehicles from the UDTC with delivery commencing in 1986. The 23,164 m. (76 foot) cars will be numbered 4600-4651 and will have 62 seats. The new arrivals will likely spell the end of the PCC era. (Ray Corley)

After the Montreal Urban Community Transportation Commission took over the responsibility for commuter trains on CP's Montreal Lakeshore in October 1982, virtually all of the trains made all station stops. Effective March 11, 1984, the long-awaited return of express commuter trains took place, cutting up to 23 minutes from some runs. An MUCTC official said the final timetable is "a first step" in a massive reorganization of transit services on the West Island. As a result of the speeded up schedules, ridership has seen a sizeable increase. (Bill Dickie)

The U.S. Government has extended the deadline for bullet-proof glass in locomotives and cabooses until June 30, 1984.

(Unnamed Edmontonian)

VIA's remaining Turbo train equipment has been shipped via the Delaware and Hudson Railway to Naparano Iron & Steel for scrap. (Bruce Chapman)

CP Rail is considering buying the entire town of Walhachin, west of Kamloops, B.C. to guarantee unopposed access to an adjacent quarry. The last time the quarry was used, homes were damaged from blast concussions and residents objected to the large accumulation of dust which hung in the air for days. (Unnamed Edmontonian)

CP Rail moved 60 single-deck GO Transit commuter cars from Toronto to Bellerica, Mass. in February. The cars were routed CP to Wells River, Vermont and then on the Boston & Maine. The cars have been leased for two years. (Bruce Chapman)

Communicating lines on passenger trains are no longer required, being made redundant by the use of radios. VIA's remanufactured FP9A units are not equipped with a communicating line. (David Stremes)

Twenty-seven cars of CP Rail train 911 were derailed on March 23 at the Trans-Canada Highway (Hwy.17) crossing between Cobden and Pembroke when the train and a logging truck collided. Highway 17 was blocked for 7 hours. The truck driver suffered head injuries. (Bruce Chapman)

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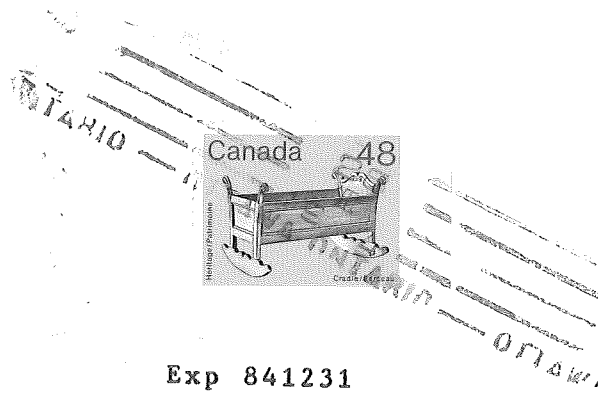

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