



# BRANCHLINE

VOLUME 25, NO. 4

APRIL, 1986



On February 12, 1986, several Society members rode on what may be the last snowplow train on the Thurso Railway (it appears that the line will close before year-end). The consist included Thurso Railway pre-1900 plow #561 (ex-CP), Thurso's 1949 GE 70 Tonner #7 (also numbered 5131 for accounting purposes), the Society's 1913 caboose #436436 (ex-CP #436436), and the Society's 1907 Official Car #27 (ex-Thurso & Nation Valley Railway #27, nee CP #27). No. 7, photographed at Ripon, Quebec, was operating in the traditional nose-first direction, whereas the Thurso Railway usually operates its lead locomotive with the cab end leading. No. 7 was resplendent in a new coat of paint thanks to B.R.S. member Jacques Beaubien, Jr. who toiled for two weekends to fully repaint the locomotive. Photograph by Paul Bown.



**NOTICE OF MEETINGS****VOLUME 25, NUMBER 4 - APRIL 1986**

**BRANCHLINE** is the newsletter of the Bytown Railway Society, a non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history, with particular emphasis upon the National Capital Region. The Society is affiliated with the Canadian Railroad Historical Association. Membership fee for 1986 is \$17.00.

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**DEADLINE FOR THE MAY  
ISSUE IS APRIL 20.**

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Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30 the first and third Tuesday of each month (except July and August). PLEASE NOTE - members and guests attending our meetings must not wander through the display areas, as those parts of the Museum are closed after 18:00 - Thank you.

**April 1** - Member Bob Meldrum will present an illustrated talk on his recent encounter with steam locomotives in India. As usual, John Clark will provide refreshments.

**April 15** - Our usual 'third Tuesday of the month informal slide night'.

Please note that our June 3 meeting will feature our annual slide contest. This year's categories will be:

- 1) VANISHING SCENES - once common railway scenes now fading from view or memory.
- 2) WHIMSICAL MOMENTS - the lighter side of railroading: people, places or events with an amusing twist.
- 3) TRANQUILITY - Railways at their calmer moments.
- 4) YOUR FAVOURITE PHOTO - Any slide pertaining to railroads that has an artistic flair or atmosphere.

Don't say we didn't give you lots of warning!

Mark June 21 on your calendar - that's the night the B.R.S. Annual Dinner. Details to follow.

**RAILWAY HISTORICAL PRINTS AND MAPS**

B.R.S. member Jack Cook's latest works are almost ready: a Quebec railroad map and the Toronto Rail History map. As well, most of the research and artwork have been completed for the following rail history maps: New York State; Pennsylvania; Northern New England (hopefully including the Rutland Railroad for Bruce Curry!); Southern New England; The Maritimes.

Jack's currently available works include: excellent prints of the Broad Street station in Ottawa, the Smiths Falls CN station, and the rail history map of Southern Ontario Rail Lines, 1850-1984.

Jack can be reached at: John Cook Industrial Design, 40 Wellington St. East, Box 624, Station 'A', Toronto, Ontario M5W 1G2. (John Frayne)

**BEST OF LUCK ARNOLD**

Member Arnold Pearson 'pulled the pin' on March 3, 1986 when he piloted VIA's eastbound 'CANADIAN' into Ottawa Station, 45 years to the day after he started on the Canadian Pacific. Best of luck from all of us. May you have good health for a long and happy retirement.

**25th ANNIVERSARY CELEBRATION**

Congratulations to the Ottawa Valley Associated Rail-rovers on their 25th anniversary. The boys across town in our 'sister' club are celebrating the occasion with a 'LADIES NIGHT' dinner-dance program at the Nepean Sportsplex, Salon B, on Saturday, April 12. Dinner speaker will be Omer Lavallée, CP Archivist and raconteur. Cocktails start at 18:00, and dinner at 19:00. There may still be some tickets available at \$20.00 per person and they must be purchased in advance. Please contact Dave Thomas at 749-8654.



# SNOWPLOW EXTRA - THURSO STYLE

BY COLIN CHURCHER

It was "long-john" weather as we looked at the morning sky from the Masson (Quebec) ferry. It was just getting light in the east. February 12 was dawning bright and the weather would stay that way all day. A few of the faithful had come to ride a snowplow extra on the Thurso and Nation Valley Railway.

They said to get there early as there was a little to be done to get Car 27 ready. They were right! We had to put all of the left-hand-side windows back where they belonged as well as to move pieces of buffer beam and handrails into the caboose. Somebody also took the brave decision to put water on the car.

Now, the plumbing system on Car 27 has a mind of its own and we have never yet put water on the car without discovering a new leak. Last time we did this in the winter, we had a four star flood in the galley. This time everything went impeccably and the water stayed where it was required to for the entire trip!

At 07:45, No. 10 - the 50-ton GE side rod switcher - was fired up and hauled Car 27, the BRS van, and the Thurso plow into the open and quickly inserted GE 70-tonner No. 7 in between the plow and the van. The latter was accomplished with much slipping of side rods.

We had hoped that it would be No. 7 because Jacques Beaubien Jr. had painted it all by himself a week or so earlier and it looked beautiful. The locomotive also sported a K5LA type whistle (used by AMTRAK and other U.S. roads), belonging to Jacques and specially fitted for the occasion.

With a blast from the whistle, we set out a few minutes after 08:00. Everyone was excited but none more so than Tony Toscas who was having his first ride on Car 27. Tony had previously put in many days working very hard on sometimes very boring items during the restoration of the car. We were all pleased that he could come. All the day, his happy face indicated that he was having a great time.

We took a leisurely trip to around mile 20 where we met Joe Toscas, Jacques Beaubien Jr. and Gaetan Lafleur, the Thurso Railway Superintendent who had gone ahead in Gaetan's hy-rail pick up truck looking for some good photographic opportunities. We stopped there for a runpast and to talk to the crew. The engineer was Jean-Louis Blais while Laurent Blais was operating the plow. With its wings out, the plow made a good sight as it blasted its way through the crossing located there.

I had a ride in the plow as far as Singer (mile 26). It was an exciting experience although one is always conscious that Laurent must be a real expert and must know every inch of the road as the flanger must be raised at every crossing while the wings must be brought in for every bridge.

We plowed out the siding at Singer as well as the three log loading sidings there and

then set off for the siding at Iroquois (mile 33). This was also cleaned out (we hope for a winter weekend) and then we made short work of the trip down the hill to Lac de la Ferme and Duhamel. The former presented a spectacular vista while at Duhamel some of us took the opportunity to see some wild deer.

The top end of the line at mile 56 is set in a provincial park and is wilder and more beautiful than the lower segments. We arrived around 13:00 and, after having made heavy work plowing out the wye, were joined by the regular train that had left Thurso with the empties behind 70-tonners 11 and 12 some two hours after us.

There then followed a switchman's puzzle that should grace the pages of **Railway Modeller**. Everyone had a different idea as to how they would swap the loads for the empties and finish up with the plow, the van, and Car 27 on the back of the train in that order and with the gleaming No. 7 turned and in the lead. Nobody figured it out the way the crew did it but it certainly provided some entertaining speculation.

The return was almost as uneventful as a trip on a logging railway in your own 1907 Business Car and 1913 caboose together with a turn-of-the-century wooden snow plow can be. Jean-Louis was at the controls of No. 7 and gave us a pretty smooth ride.

As expected, we stopped just south of Lac de la Ferme to double the hill to mile 33. I was first off and soon found that the snow was deeper than it looked! There was time to take pictures of the back of the train in the rock cut and to watch Joe also finding out the hard way how deep the snow was, and right in front of his own video camera! It was here, John Coleman please note, that we found that one of our number had actually brought along a tripod. Earl Roberts hadn't used his tripod for several years and it took some time for us all to figure out how it worked. I don't know what our pictures will turn out like as nobody had a grey card. The only grey was on someone's parka and he wouldn't stay still long enough for any one to get a reading!

As we approached the top of the grade at mile 6, the tension increased noticeably. I was in the caboose cupola where we could see the air brake gauge with the aid of Neil Robertson's lights. Over the top and a slight jerk indicated that the slack was bunched up. Jean-Louis then gave a ten pound brake application. A further jerk indicated that the brakes were fighting against gravity. The air was heavy with brake smoke. A blast on the whistle indicated that we had made the farm crossing by mile 5.3 and the brakes were released. Jean-Louis was cycling the brakes. With the train line fully charged, there followed a 20 pound brake application which was held on for a mile or so. In the frosty cupola, we could see the Ottawa Valley racing towards us. The brake was cycled off and then reapplied for the first part of the descent



to the mill. As we rounded the first curve, the brakes were released giving Jean-Louis the chance to recharge the train line and have ample braking power for the final steep drop into the yard. As he came through the gate, he gave a final brake application which brought us to a stop at just the right place.

What a day! This had been the first time any of us had had the chance to ride a snow plow (including Duncan duFresne of Snowplow

Extra fame), and another opportunity to see the Thurso Railway in its workaday environment. I don't like the rumours about the line's future that I hear and I have decided to take every opportunity to see this line while it is still possible.

If it snows again, Gaetan will have to run another snowplow. I and at least seven others are praying for snow!

## ALGOMA CENTRAL RLY. - REVISITED

BY DUNCAN H. DUFRESNE

During the summer of 1978, my good friend Bryan Johnson and his wife Vera came to Ottawa from England (and the Keighley and Worth Valley Railway) to view the Canadian railway scene and to take in the ACR "Agawa Canyon" tour train. My wife, Joyce, and I set out with these two for the ACR Wilderness Tour and were pleased in every way with what we saw the way the ACR handled the operation. If there was a sour note, it was the hunks of flesh the Black Flies kept taking out of everyone, - but me. My friend Bryan wanted to know if he came again, in the winter, would the Black Flies be gone? Each year since then, he has kept after me to save a few days of holidays so he could come over again, during the winter, to ride the ACR from end to end, that is from Sault Ste. Marie to Hearst, and return. 1986 turned out to be the year.

On January 31, Bryan and I set out, without our wives (they've got more sense) on a Voyageur bus for the Soo. This is a 12 hour plus ordeal and unless you're desperate, I wouldn't recommend it. We got to the Soo at 23:00 hours, walked to the Empire Inn, got bedded down for a quick night's sleep and an 08:30 departure on the ACR in the morning. The Inn's dining room was too crowded in the morning for breakfast so we figured we would get in the dining car before departure instead. A smart move!

We checked in at the ACR station to buy our tickets (\$70.00 each return to Hearst) and were told we'd be in car "B". Car "B" was located on the head end of the train, the second coach behind two baggage-express cars. Behind car "B" were 13 more cars, all coaches except for the diner which was marshalled mid-train.

When the train was backed into the station, I headed forward to stake out some seats in car "B" (ACR Car 423 - formerly a CPR 2200 series coach). Simultaneously, Bryan headed for the diner to stake out 2 seats there for breakfast. Why the rush? 'Cause there were probably 7001 other passengers milling about! I did not expect crowds like this in the dead of winter, but they were arriving by the busload from the USA and elsewhere.

Breakfast for me was an order of pancakes and ham. The food was good; the service fast, efficient, and courteous. The waitresses dress casually in jeans, blouses, and striped railway caps. Don't be fooled by appearances,

these gals are right on the job. It's my guess that more real work is done on the diner by these people than anywhere else on the train.

Headend power was ACR GP7m 170 and 2 GP38-2's, 205 and 202. These were followed by a steam generator car built from an old steam locomotive tender. This rig stands on heavy, cast 6 wheel trucks and is one husky looking pile.

We moved slowly ahead at 08:40, about ten minutes late, only to stop adjacent to the ACR's main shop. While this gave us a chance to examine two Jordan Spreaders, an auxiliary crane, business cars MICHIPICOTEN and AGAWA, and a scrap line of GP7s (151, 152, 159, and 163), it didn't do the schedule any good at all, for the next move took place 45 minutes later. It seems as though the detention the result of "steam" and "radio" problems.

The weather on departure was not what we would have ordered, given a choice. It wasn't too cold, but it was snowing lightly, with little light for good photography. The amount of snow on the ground surprised us. There was plenty of evidence everywhere of plows running. Three or four feet of the stuff lay on the tops of buildings and telegraph pole cross arms. It snowed moderately all the way to Hawk Junction (mile 165) where we got a few minutes of sunshine. The maximum depth of snow lay between the Soo and mile 140.

While all of the line is situated in a wilderness setting, and all of it is breathtaking, the most spectacular section by far is located between mile 92 (Montreal Falls) and mile 132, and especially in Agawa Canyon at mile 114.

Somewhere around the Montreal River, we decided we'd better get to the diner, get some lunch, a few sandwiches for the long afternoon trip (without the diner) and our thermos bottles filled with coffee. My lunch was menu item number 3, French Canadian Pot Pie with mashed potatoes and niblet corn, with lots of gravy. I had this selection before during my visit in 1978. I am happy to report that it was good in '78 and just as good in '86. We had to hustle though as the train crew were making announcements on the PA system for Hearst passengers to return their headend cars NOW (or get left behind Eton).

Perhaps an explanation of the ACR winter tour train operation is in order. Note that the term "tour train" is a bit of as a



misnomer and just a fancy way to identify the regular passenger train between the Soo and Hearst. To begin, trains only operate Friday Monday, northbound on Friday, Soo to Hearst (only) with 4 cars. On Saturday the combined "Snow Train"/"Tour Train" (No. 1) runs from the Soo, northbound to Eton (mile 120). This is a big train, ie; 17 cars. But it is split up at Eton, with 4 cars continuing on to Hearst and the remaining, including the diner, returning to the Soo behind the return of the Friday train to Hearst. This performance is repeated on Sunday. On Monday, there is no northbound train, only the southbound return from Hearst of Sunday's 4 car train.

On the motive power side, 3 units go north and south on Saturday and Sunday, but only as far as Hawk Junction (mile 165). On the northbound trip, 1 of the 3 units is removed from the consist at Hawk junction where it may be used in ore train service on the Michipicoten Sub. to Wawa. Tour trains 1 and 2 operate between Hawk Junction and Hearst with only 2 units. On February 1, 1986, this was GP7m 170 and GP38-2 202.) Southbound from Hearst with 2 units, a 3rd unit is picked up at Hawk Junction. This ensures adequate waiting power on the train at Eton where the southbound "Snow Train" will be waiting. A perfectly planned arrangement.

During the winter months, no enroute stops are made for passengers to view the scenery (including the Canyon). At Eton, northbound, where the train is split, no one is permitted on the ground. Similarly, on the southbound train, the "lift" at Eton is done quickly and no passengers are permitted on the ground.

We left Eton, northbound on February 1, with 3 units, the steam generator, 2 baggage-express cars, and 2 coaches. We had only 17 passengers aboard for Hearst in car 423 and a "handful" of trappers, woodsmen, winter sports enthusiasts and cottagers in the 421.

It should be noted that while there are only 2 functioning enroute stations on the entire 296 mile length of the line (Wyborn at mile 294 and Hawk Junction at mile 165), the ACR seem to pick up or drop off passengers at any location. In many cases, a snowmobile at trackside in the middle of nowhere is a "station" for someone detraining or entraining. This is SERVICE.

The only place we were permitted on the ground was at Hawk Junction where the 3rd locomotive was either removed from or added to the consist. This stop amounted to about 25 minutes and was, in our case, most welcome. Some passengers headed for the "alcools" store and others to the grocery. Bryan and I observed the ACR activities and tried out our cameras.

By the time we reached Hawk Junction, we'd been on the train for 6 hours and 45 minutes and had covered 165 miles. Of course 1 hour and 25 minutes of that was spent standing at the station, or in the yard, at the Soo. In event, we were 55 minutes late leaving the Soo, and we were 55 minutes late arriving at Hawk Junction. We also met our first freight train of the day here, a 4 unit (GP38-2s) ore train from Wawa led by engine 204. Our middle unit, the 205, was set out

here and after Brakeman Albert Burns had done a "head count" of our passengers (not to leave any behind) we began to roll once again northward at 15:08.

The next point of interest for me was the diamond crossing at Franz (mile 195) where the ACR crosses the CPR transcontinental main line. I've been over that diamond east and westbound on CP passenger trains many times since I was a youngster, but never before on the north/south-running ACR. Approaching the diamond, we got an approach signal, followed by a "STOP" signal. CP had an eastbound train on the diamond. A couple of quick photographs were taken through the coach window. We also had a meet with a southbound ACR freight train which consisted mostly of log-loaded bulkhead flats. Boy, what activity! I'm sorry to say that the famous CP octagonal wooden water tank is no longer to be seen at Franz.

I should point out that there had been some decided changes in the landscape since leaving Hawk Junction. South of there, the topography is mainly great outcroppings of rock with lots of hardwood trees. North of there, there is less and less of this for the next 30 miles. North of Franz, it quickly changes to a land of muskeg and softwood trees and this continues all the way to the end of steel at Hearst.

The next point of railway interest is at Oba. This is where the ACR crosses the CNR transcontinental main line. A great quantity of finished steel products manufactured by Algoma Steel in Sault Ste. Marie are transferred to CN at this location for movement to destinations in Eastern and Western Canada. The diamond crossing with CN is, like the CP crossing at Franz, protected by automatic signals.

As we rolled further north into the gathering darkness, we passed over wooden trestles and square mile after square mile of frozen lakes and gazed out onto a snow covered wilderness scene, fast fading from view in the swirling snow. It makes one wonder how the early pioneers were able to survive - but they did. And here, in 1986, we were looking at it all through a picture window from the warmth and comfort of a quiet running railway coach - nearly 40 years of age notwithstanding.

Arrival at Hearst was accomplished after the train was wye'd. We came to rest in front of the old (and unused) CN station at 18:50, still 1 hour late.

Finding our motel, the Queens (where our reservations had been made a month earlier), was no problem. The Queens is right back of the station, separated from it by a large parking lot. The parking lot had a number of tractor trailer rigs in it with their diesels idling away. This is a cold place (-10 F) and no one shuts diesel engines down, including the ACR. The two units were left "idling" in run 3 in order to keep the lube oil circulating. The sound of idling diesels was to lull us to sleep in just a few more hours.

We walked the length of Hearst's main street for a little exercise and fresh air and then decided to have some supper. We visited the Waverly motel, had a decent meal with a few of the other passengers, and then



headed back to the Queens for a night's sleep. If you're planning a trip to Hearst, I believe that the best motel in town is the **Northern Seasons**, just a couple of blocks from the Queens, although we had no complaint about our accommodations.

On the morning of February 2, we were "up and at 'em" at 05:45. We went back to the **Waverly** (the place is open 24 hours) and ran into a bunch of rowdy snowmobilers who were going to ride the train with us to Dubreuville, 102 miles to the south. Fortunately, they were assigned to the other coach (421) so their antics, such as showering each other (and the car) with beer from shaken up beer bottles, didn't bother us. We also met our Conductor, Ray Matthew; Brakeman, Albert "Red" Burns; and our Engineer "Jello" Burns. The Fireman (Helper), Bill Conway (who was only slightly younger than "Jello"), and the Baggage man, Del. Bailey, chose to dine elsewhere.

Ray Matthew had told "Jello" that Bryan was from England. "Jello" came over to our table to inform Bryan that he had been a fireman on steam locomotives in England during World War II with the Canadian Army.

Surprise! "Jello" is a talkative fellow who obviously enjoys his work and life. He told us that he'd been in the locomotive business for 46 years and in 2 more he planned to call it quits.

He recalled for me a little story about steam engine days on the ACR when they would come up to Hearst with a good load of Pennsylvania coal on their tender for an overnight layover. By morning when they went to get their engine, they found that the CN boys had "stolen" their load of coal and replaced it with poor CN "slate" coal. The ACR fellows would have to get out of town with this stuff and run the 51 miles or so south to the Oba coal chute before they could get good coal again. To ensure none of the CN "crap" was left on board, they would shovel it over the side all the way to Oba, using only enough to fire the boiler! The engineer would help the fireman with this task of heaving the CN coal out the open gangway.

"Jello" reminisced for a few moments longer about the ACR "Santa Fes" (2-10-2), the largest ACR steam power. Apparently they pulled well, rode poorly, and had a maximum (safe) speed of about 25 mph. "That was OK - can't run much faster than that up here anyway", said "Jello".

Later, during the trip south, I asked our brakeman, Albert Burns, how "Jello" got his name. "His initials are J.L.O.", explained Albert. I asked what names these initials stood for. "Joseph Louis Odillon Burns is his name", said Albert, "and I'm his cousin".

I thought about this for a moment, wondering about all those French given names and the Anglo family name. Then, I reflected that I'm Duncan duFresne, just the reverse. One big difference though, "Jello" is fluent in 2 languages, I'm just about able to make it in 1.

We left the Waverly with the ACR crew and headed for the train. It was cold, no wind, and pitch black at 07:00, with a light snow

falling. Several "new" passengers joined us in car 423. I never did find out when or how these people had arrived in Hearst, but one of them had a guitar and another a banjo. The day wore on, and these guys got a beers into themselves, they sang and played for us. They were good, really professional quality and very entertaining. I found they were from "the States" somewhere, but I've no idea where or what their names were.

Daylight soon reappeared and we continued our journey south over the muskeg at about 35 mph. We got a clear signal over the CN diamond at Oba, although we made a brief stop there. We arrived back in Hawk Junction at 11:05, 3 hours and 45 minutes out of Hearst. Albert Burns told us we'd be there for 20 to 25 minutes so we got off to watch the action.

It was Sunday, so the "alcohol" store was closed, but everyone except the snowmobilers in 421 got off for a stretch. Our leading unit, the 170, went over to the shop to pick up a third unit leaving the 202 on the point. Yesterday's third unit, the 205, was seen with some freight equipment in the yard. The 170, with Bill Conway in command, soon returned with GP38-2 No. 204, and coupled up to the train.

This stop also provided the opportunity to shoot a few frames with the camera in the steadily falling light snow. Once the carknockers finished their inspection of the running gear, by chipping off chunks of ice and snow to see what was under there, we got out of town like a herd of turtles at 11:33, 28 minutes late.

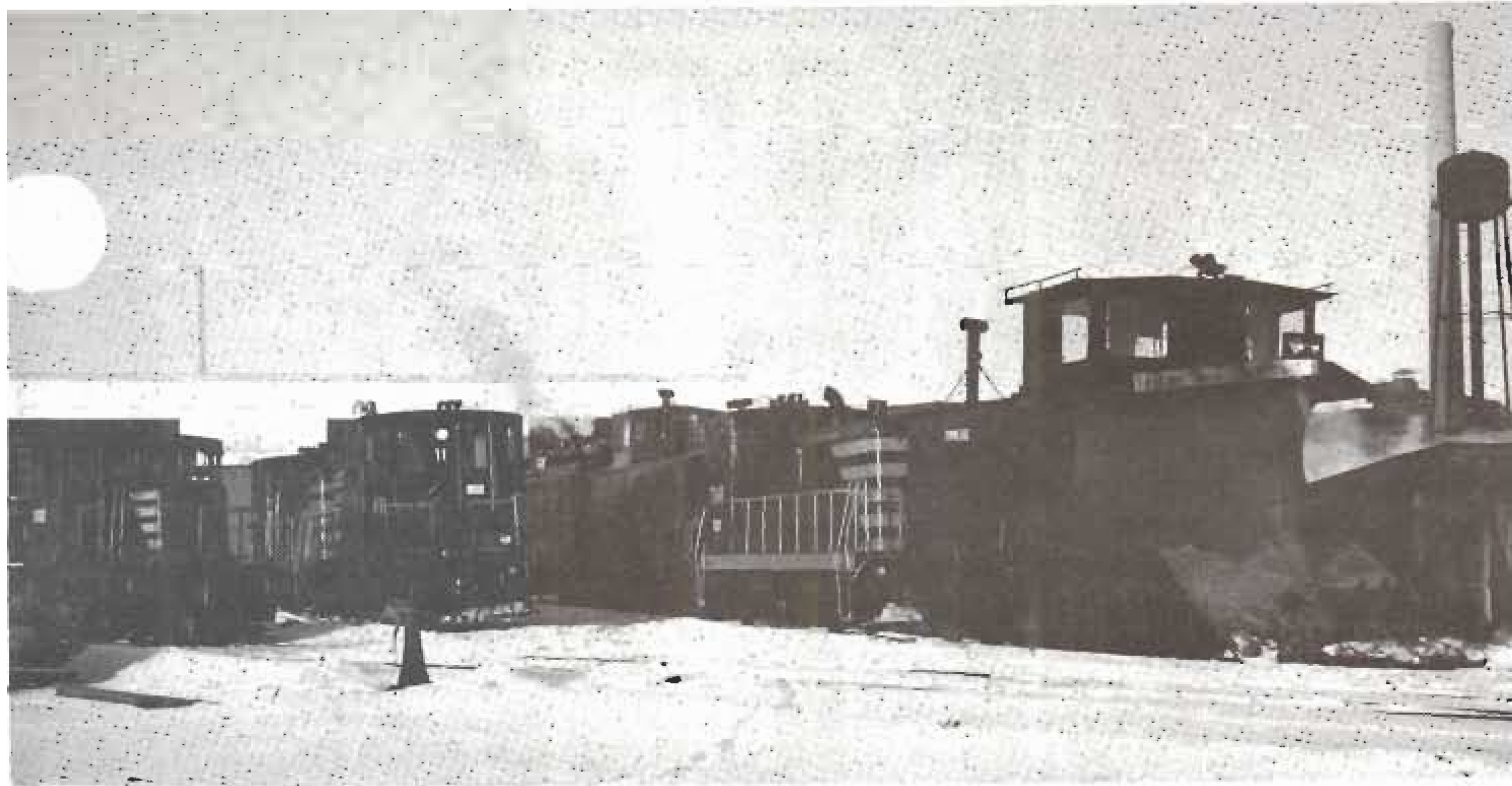
The scenery, as mentioned earlier, started to become more inspiring as one approaches Canyon. But, the light snow continued and it really wasn't good picture taking weather. We heard Albert Burns' radio crackle into life. It was Train No. 1 letting us know that they were holding down the main at Eton and that the switches were lined up for the hole.

We reached Eton at 12:45, passed the head end of No. 1 at the north end of the passing track, and found the Snow Train cars at the south end sitting on the main clear of the switch. As soon as we cleared the north switch, No. 1 highballed out of "town". We began a backup movement along the main to pick up 9 cars, coupled up, got a brake test, and got underway. This was all done very smartly and efficiently.

Now the highlight of the trip - the run through the Agawa Canyon. This is really what it's all about. I got myself entrenched in a vestibule with the top of a dutch door open. Despite the snow and the cold air blast, the scene ahead and behind was simply spectacular - the rushing Agawa River on both sides of the train, the towering rock cliffs, the track curving back and forth through the rocky gorge and the great depth of snow piled everywhere. Beautiful, rugged, desolate, breathtaking, whatever adjective you choose, it's hard to find words to describe the geological setting, with man's machir rumbling powerfully and deliberately through it.

At this stage in the proceedings, Bryan and I headed for the diner (which we had just picked up) to test once again the prowess of



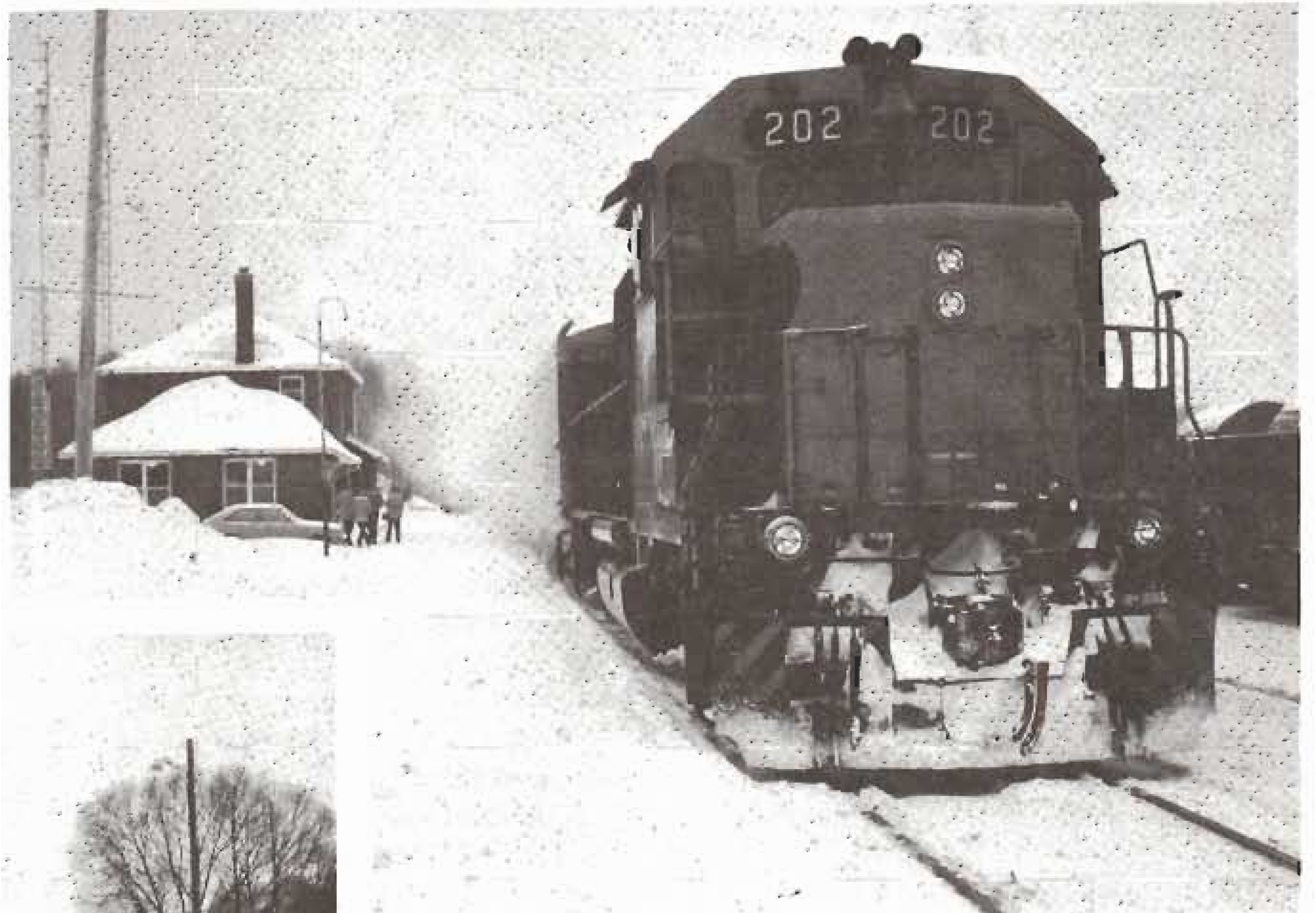


## ◀ PHOTO PAGE

A line-up of Thurso Railway motive power greeted the BRS members who were about to ride the snowplow train to the end of track. Among the group of engines in this February 12, 1986 photo are numbers 10, 11, 12 and 7. Photo by Paul Bown

HAWK JUNCTION, ONTARIO on February 1, 1986. Algoma Central Railway GP38-2 (GMD 1981) waits at the head end of train #2. Lead unit #170 (GP7m) has gone over to the shop to get a second GP38-2. The extra unit is required to handle «Snow Train» cars between Eton and the Soo

HAWK JUNCTION on January 31, 1986. ACR train #1 arrives from Sault Ste. Marie and the second unit, GP38-2, is about to be cut out of the consist. The trip north to Hearst will be completed by GP7m, 170 and GP38-2 202. Note the ACR wooden van (or caboose) in the background and the massive (ex Northern Pacific) locomotive tender steam generator car behind the units. The van was built in the mid-1940's



ETON, ONTARIO, JANUARY 31, 1986. ACR trains 1 and 2 meet. North-bound #1 was running about one hour late on this date so four car long #2 had a lengthy wait. #1 dropped thirteen cars here for the return trip of the «Snow Train» to the Soo. All Algoma Central photos by Duncan H. du Fresne.





the chef. This took a bit of walking for the diner was 2 cars from the tail end and Car 423 was 4 cars from the front. So, we opened and closed the end doors of the 7 cars separating us from our lunch. As I had now become to expect, lunch was great one more time. Of course, I had the French Canadian Pot Pie one more time and it was just as good as good could be, even if it was simple.

I hustled through the lunch so that I could get to a dutch door for the crossing of the Montreal River at mile 92. This is another ACR spectacular. At 14:05, the train crossed the river on a 1550 foot long, curving, steel trestle, 130 feet high on the east side and 230 feet high on the west. This was due to the location of a power dam and head pond directly beneath the railway. It was a fantastic sight. Somewhat chilled (again), but very satisfied, I beat a retreat into the steam heated warmth of car 423.

Since leaving Hawk Junction, the train had been making lots of intermediate stops to pick up little knots of snow-covered people here and there, and always out of snow banks. As mentioned earlier, there are only 2 enroute stations, so a hand or a flag waved at the engineer automatically becomes the location of a "station".

Almost all the ACR wooden station buildings along the line are still in place, but they've been sold off as cottages. At this time of year, most were boarded up for the winter. Interestingly, the painted ACR place names are still in evidence; "Hilda", "Wanda", "Perry", "Metakina", etc., and these add something to the local colour and railway scene.

The train continued its progress southbound, still making stops for snow-covered passengers at random locations. All too soon, we saw that we were south of Searchmont and approaching the SOO and the end of a couple of good days on a snowy and cold ACR. We arrived nearly 30 minutes late,

but most didn't seem to be bothered by this, certainly not Bryan and I. We said goodbye to Albert and Ray and walked alongside the train to the head end to a smiling "Je" who wished us well.

If anyone reading this capsulated di has any intention of taking this trip, don't put it off for too long. This ACR crew told us that there's not all that much time left in the rolling stock, perhaps just a few more years, and the train isn't a money maker. Who knows what the future holds in store for trains like this? As of now, the ACR is still running a fine tour train. The entire operation is of good quality. If first impressions are worth anything, the ACR is away ahead with their Soo departure location. When one arrives at their station, one is in the middle of a large modern shopping centre parking lot. Everything is clean and bright and the modern small station is just perfect. When the equipment is backed down from the yard to the station, the passengers see clean cars, inside and out, and shortly thereafter discover they operate as well as they look. The station staff and train crews are attentive, courteous and efficient. The dining car, its staff and its meals, are just great. All in all a fine operation.

I was most impressed with car 423 in which I rode. I remember back in the mid 1940s when, as a CPR employee, I was given the opportunity to visit one of these brand new 2200 series coaches in Windsor Station (Montreal) before it entered service. I was impressed! Now, nearly 40 years later, I'm even more impressed to see the excellent state the ACR is keeping this equipment in. The sign on the end door of each car proclaims: "BUILT BY CANADIAN PACIFIC RAILWAY ANGUS SHOPS". CP and the ACR can both be proud.

My thanks to the ACR for a very pleasant 2 days. They've got a good thing going and they do it well.

**BRANCHLINE Iconoclast?** "The Bytown Railway Society is a very fine club. Despite its large and far-flung membership, a good many of whom don't even know its goals. Almost the entire credit goes to a core group of dedicated people who form the yearly executives and working committees and thus enable the rest of us to feel we are part of something both enjoyable and worthwhile.

I feel a bit guilty, therefore, suggesting as a non-worker, work for other people to do. But I'll suggest it anyhow, knowing that for volunteer groups of all kinds member apathy is often a major problem and that therefore constructive suggestions are usually welcome.

We should have Branchline editorials. Most railfans, surely, are interested in the present as well as in the fanciful, nostalgic past; and the rail scene in the present is full of chaos and doubt, as well as excitement and hope. Press and television coverage of host of events - from the Hinton wreck to the Sharbot Lake spill, to the future of passenger service, to deregulation - is often incomplete, inaccurate, patronizing, or outright hostile. I'm not an expert at politics or economics, and I'd like

some guidelines in my thinking. Railfan club executives and newsletter staffs have knowledge and energy, and are more aware of what's going on. They have the ability to comment for the rest of us from a realistic yet sympathetic insider's view.

I'd be grateful for this, and I bet I speak for some others too. Editorials in Branchline would be at least as good a use of paper, as endless lists of individual pieces of rolling stock that passed a given spot on a given day!

On its caption-and-credits page, the Editor states: "Opinions expressed in Branchline are those of the author concerned and not necessarily those of the B.R.S." Well and good. What we'd like to see, is what is the opinion of the B.R.S., - laid out clearly each month for the advice, instruction and stimulation of its members. Railfans who are economically informed and politically challenged, will better advance the aims the Society, and increase awareness of sympathy for railroading among the public, of which they are a part." (Thanks to Paul R. Sheppard)



# CTC DECISIONS

Operation to be Maintained: The Railway Transport Committee has ruled that Canadian National must continue to operate Trains M289 and M290 between Edmonton and Waterways (Alberta). The decision to retain the "Muskeg Express" with annual losses exceeding \$200,000 was prompted by the isolated and remote nature of the communities served by the colourful train. Between Pitlochrie and Quigley, no less than locales must rely exclusively on the train as a means of communicating with the outside world.

Aside from ordering the continuation of the service, the RTC also called for a review of the present schedule of the operation with a view to accommodating the needs of the users. The Committee also proposed that CN negotiate with VIA for the inclusion of the service in the latter's system timetable. CN was also directed to maintain the train bulletin boards at Edmonton, Lac La Biche and Fort McMurray and to reconsider its present policy of transporting groceries as express commodities, not baggage. This has proven extremely difficult for those forced to pay a heavy surcharge to transport their weekly and monthly provisions. Lack of adequate facilities was also a concern and CN has been directed to take adequate steps to ensure that sufficient space is afforded. At the hearing, it was disclosed that the company had already initiated negotiations with VIA for the purchase of a cafe/bar lounge coach to be converted into a coach suitable for the mixed train operation. (28-01-86)

Railbus to be Tested: The Railway Transport Committee has granted official permission to Canadian National and the Transportation Development Centre of Transport Canada to test, in non-passenger service, a railbus constructed by the Winnipeg Coach Sales and Service Limited. Known in official parlance as the "WCSS", the railbus will be tested in northern Manitoba on CN trackage between Thompson and Pikwitonei and Thicket Portage. (28-01-86)

Automatic Interlocking in Place: Canadian Pacific has received official permission from the Railway Transport Committee to operate its trains and engines through the interlocking at the junction of the Brockville and Winchester Subdivisions in Smiths Falls (Ontario) "without first being brought to a STOP, provided the signals are in the PROCEED position." Prior to the installation of the interlocking, all movements between the two subdivisions were done through a hand-operated turnout thrown by a member of the train crew. In order to reduce time at Smiths Falls for passenger trains, VIA Rail subsequently concluded arrangements with CP for a station employee to act as a switch tender for yarding passenger trains through the interlocking. At the same time VIA and CP also concluded arrangements for the installation of a power switch and interlocking plant, thus

eliminating the need for a switchtender. (29-01-86)

Hearing into Collision: The Canadian Transport Commission held a public inquiry to investigate the circumstances surrounding the February 15, 1986 head-on collision between VIA Train No. 15 "The Ocean" and CN freight Extra 2539 East. The incident took place at mileage 13.8 of CN's Drummondville Subdivision (Quebec). No formal conclusions have arisen from the proceedings. Nevertheless, human error, in conjunction with poor visibility conditions, is being given as the chief reason for the incident. More details will follow in future issues. (18-02-86)

Split Decision Over Status of Subdivision: A Canadian National application to abandon operation of that portion of the Pagwa Subdivision (Ontario) between Calstock (mileage 23.90) and Nakina (mileage 141.45) has been partially accepted by the Railway Transport Committee.

Approval has been granted for the abandonment of operations between Pagwa (mileage 78.60) and Nakina. CN has been ordered, however, to continue train operations between Calstock and Pagwa.

Currently, the line has no revenue traffic, the last carload being to Pagwa in July of 1981. Nevertheless, the RTC has ordered CN to retain the Calstock to Pagwa section in order to maintain the tri-weekly passenger train service (Trains 272 and 273) which is currently operated by VIA Rail Canada between Hearst and Nakina.

The RTC has also recommended to the Governor-in-Council that CN be required to retain the land of the right-of-way from Pagwa to Nakina for long term future use as a railway right-of-way for future strategic significance since it provides the shortest route from western Canada to Quebec.

The line is a segment of the former National Transcontinental Railway - a joint Dominion Government/Grand Trunk Railway which was incorporated on October 24, 1903 as the Grand Trunk Pacific Railway for the construction of a railway from Moncton (New Brunswick) to the west coast. Regular service on the NTR commenced on June 1, 1915. In 1923, control passed to Canadian National. In 1982, CN posted an operating loss of \$230,831. (24-02-86)

Modified Service to be Retained: Following its decision with respect to Canadian National operations over the Pagwa Subdivision, the Railway Transport Committee has authorized VIA Rail Canada to discontinue passenger train service over the Pagwa Subdivision between Pagwa River and Nakina, effective 35 days after the issuance of the order. Service will, however, be retained on a twice weekly basis between Hearst and Pagwa River.

In 1984, the service lost \$897,306 and the



RTC has judged it to be "uneconomic in the foreseeable future". Nevertheless, since the service has been designated as a "remote" service, and the only form of public transportation in the area, the decision was reached to continue operations between Hearst and Pagwa River.

In the wake of spiralling costs, the RTC has, however, recommended that CN and VIA take immediate action to investigate the possibility of running the service with some form of "rail-bus" technology. Currently, service is handled with one locomotive and a combination car.

A further recommendation from the

Committee may also see the responsibility for the service transferred from VIA back to Canadian National. As justification for this the RTC has noted that it is not V's responsibility to relieve the railways of obligations to supply passenger transportation services to all "remote" communities along the railway right-of-way. In the Committee's opinion, CN should be obligated to operate the service directly as a "public duty" and be re-imbursed for it under Section 3(c) of the National Transportation Act. An all CN operation would be less expensive than if VIA Rail contracted with CN to provide the service. (24-02-86)

## INFORMATION LINE

### Amtrak Exits Windsor Station, The Final Word:

With regard to the last trip out of Windsor Station on the 12th of January, a good number of the local faithful, myself included, rode No. 68 as far as Whitehall (New York), arriving 10 minutes late at 17:40. Number 69 was 11 minutes down on the return trip, leaving Whitehall at 18:32. However, it would appear that the schedule over the CN portion from Rouses Point to Montreal is somewhat padded, as arrival of the train at Central was at 2245, 5 minutes early. Numbers 68 and 69 are operated as CN 28 and 29 in Canada while the "Montrealer" (Amtrak 60 and 61) runs as CN 26 and 27.

The usual practise at Montreal sees No. 28 arrive on Track 13. Passengers are discharged and it is then turned at Point St. Charles, returning to Track 17, where the F40 is uncoupled and parked near the end of the platform to idle the night away.

In the morning, No. 27 arrives on Track 13 at 11:00. After the 12:45 departure of No. 28, it is then turned at Point St. Charles and returned to Track 17 to await its 19:30 departure as No. 26.

The respective consists of the last No. 68 and the first 69 on January 12th included the following: F40PH 344, Amcoaches 21117 and 21182, and Amdinette 20218; F40PH 337, Amdinette 20222, and Amcoaches 21854, and 21045.

Further to the "Montrealer", the February 7th edition of Train 27 featured car 3111 on its 2nd trip to Montreal (the first was the previous Saturday). This car and 3 others were in sporadic service until February 28th when Amtrak formally announced the return of the **Bistro Car**. Known as **Le Pub**, these cars offer buffet meal service, a lounge/eating area, a piano with player, and a device for exhausting cigarette smoke. (Thanks to John Godfrey)

Jury Still Out on the White Pass: In mothballs since October 1982, the historic White Pass and Yukon Railway is dieing a lingering death, its right of way slowly reverting to nature. Many in the Yukon have concluded that it is only a matter of time before crews arrive on the scene to dismantle the colourful child of the Yukon gold rush.

Indeed, their opinions were recently confirmed following an announcement by Curragh Resources that shipments from the former Cyprus Anvil lead and zinc mine at Faro would go to port in trucks as opposed to the traditional rail mode. Prior to its closure in 1982, the Cyprus Anvil had accounted for some 80% of the WP&Y's revenues and supporters had been heavily counting on Curragh to use the railway following the re-opening of the mine. As the debate over the fate of the line rages on, no attempt has been made to commence dismantling operations and the parent corporation, headquartered in Winnipeg, has indicated that it is studying potential uses for the route which currently costs some \$1 million annually to be left on standby. One alternative involves the development of a tourist operation over the lower portion between Skayway (Alaska) and the towering White Pass summit - a return distance of 80km. (Brockville Recorder and Times, 13-02-86)

But What If the Doors Don't Open? [In going through the Government Railways Act, Colin Churcher was prompted to wonder how the legislators would have dealt with LRCs that won't "go with the doors open" [or] "sometimes won't even go with the doors closed" in developing the following regulation governing how to deal with passengers refusing to produce their ticket.]

"Passengers shall produce and deliver up their railway tickets to the conductor or other person in charge of the train, whenever requested to do so by such officer; and if any passenger refuses to do so, or to pay the proper fare, he may be removed from the train, but a passenger shall not be so removed unless the place of removal is not more than half a mile distant from a station, or not more than a mile distant from a dwelling-house in sight of the place of removal and accessible therefrom, and before such the train shall be stopped".

"No unnecessary force shall be used such removal." (Thanks to Colin Churcher)

Fog Seen as Godsend: The heavy fog of February 19, 1986 which shut down operations at Toronto's Pearson Airport may have had a negative impact on the airlines' balance



sheets, but at VIA Rail, it was all smiles. Still smarting from the loss of confidence suffered after almost back-to-back tragedies in Alberta and Quebec, officials at the Crown Corporation were grinning ear to ear as passengers flocked to the train. No less than 15 extra coaches were pressed into service between Toronto and points east that day. Indeed, by mid-day, 11 of the 14 Montreal-Toronto trains were complete sell-outs.

Responding to the surge in patronage after the two disasters, B. Eldon Horseman, Executive Vice-President at VIA, made the following comment, "We're glad to have the extra passengers at any time, but we're particularly pleased if it gives any indication people still have confidence in the trains despite the events of the last two weeks". (Brockville Recorder and Times, 20-02-86)

Crossed Wires: [The following is in reference to Bruce Chapman's notes in the February Branchline on the former CP sleeper recently acquired by the National Museum of Science and Technology and now residing in the locomotive shop along with ex CP coach 1720.]

"... the CP records are a bit confusing at this point but you can take it as certain that we do indeed own the 'Grand Pre'. This car, or 411288 if you prefer, was completed in November of 1930 following the usual CPR practice of having the body built elsewhere (in this case CanCar) and doing the finishing in-house. It originally had a 12 section - 1 drawing room layout, but in 1937 when the car was equipped with ice-activated air conditioning (and incidentally when the present metal roof was first applied) the configuration was changed to 14 single bedrooms for service on the overnight Montreal-Toronto trains. It should be noted that these cars were unsuitable for use elsewhere since once the passenger got up there was nowhere for him/her to sit other than on the bed (or the toilet!).

In October/November of 1960, three cars were converted for work service at Ogden Shops. They were 'Grand Pre', 'Grassy', and 'Verdun'. Where the confusion arises is in the allocation of new numbers. Somewhere along the way clerks in Calgary and Montreal got their records mixed so that this renumbering shows up differently depending on where you look. The three numbers assigned were: 411288, 411290, and 411293. Presently evidence indicates 'Verdun' got 411293, however 411290, still at Calgary, has 'Verdun' written large all over the inside. It looks then as if 'Grassy' got 411293 while 'Grand Pre' was 411288. The clincher is the fact that of the three, 'Grand Pre' was the only one with a blind end which our car has. Finally, and to save the best for the last, the name is still clearly visible on the side sheets for anyone who cares to look. I rest my case!" (Thanks to John Corby)

Passenger Rail Act Tabled: On February 24, 1986, Transport Minister Don Mazankowski tabled the long-awaited National Rail Passenger Transportation Act in the House of Commons.

According to Mazankowski, "the bill defines a national rail passenger transportation policy and gives VIA Rail the powers, flexibility and responsibility to make our rail passenger transportation system work".

An overriding goal of the legislation is to give VIA Rail a clear mandate which will gear it to greater self-sufficiency with less emphasis on government funding.

The new Act finally gives VIA the necessary authority to bargain for rates and services with CN and CP Rail. Previously, the corporation had been held hostage so to speak in its attempts to establish a fair and legitimate price for the use of track, facilities, and operating personnel with the two national railways.

In addition to changing the rules of the game with respect to the country's railways, the Act also establishes a national network of services which will be required to meet financial performance objectives or risk being cancelled or reduced in frequency. "The public is being asked to do its part and take the train," said Mazankowski, "because" and he reiterated a long standing policy, "a use-it-or-lose-it approach will apply."

While tabling the act, the Minister also announced that VIA has ordered 20 new diesel locomotives with another 10 to be ordered later this year. New passenger cars are also contemplated; details on numbers, type, delivery dates, etc., are not yet available.

Of major interest in the new act is the national network. Some 34 services have been identified as one of corridor, regional, transcontinental or remote. Corridor Services include Quebec-Montreal; Montreal-Ottawa; Montreal-Toronto; Ottawa-Toronto; Toronto-Niagara Falls; Toronto-Stratford; Toronto-Sarnia; and Toronto-Windsor. Regional services include Sydney-Halifax; Halifax-Saint John; Halifax-Yarmouth; Moncton-Campbellton; Moncton-Edmundston; Gaspé-Montreal; Mont Joli-Quebec; Sherbrooke-Montreal; Chicoutimi-Montreal; Montreal-Senneterre; Havelock-Toronto; Toronto-North Bay; Cochrane-Kapuskasing; Sudbury-White River; Capreol-Winnipeg; Winnipeg-The Pas; Edmonton-Prince Rupert; and Victoria-Courtenay. Transcontinental services in the east include Halifax-Moncton-Saint John-Montreal; Moncton-Mont Joli-Montreal; and in the west, Montreal/Toronto-Winnipeg-Calgary-Vancouver; and Winnipeg-Edmonton-Vancouver. Remote Services have been identified as Senneterre-Cochrane; Hearst-Nakina; The Pas-Churchill; and The Pas-Lynn Lake.

Corridor or regional services may be discontinued if they fail to meet financial performance objectives for any two consecutive years after December 31, 1986. Corridor services must recover 100% of specific costs and regional services, 40%. If transcontinental services fail to meet 60% of specific costs for any two consecutive years after December 31, 1986, they may be cut to three times a week.

The new legislation also shows considerable enlightenment in its provisions allowing for other jurisdictions and municipalities to assist VIA in making up the



deficit on money-losing services if it becomes apparent that the service is to be removed.

VIA is also allowed the freedom to operate experimental passenger trains and trains on a special or temporary basis.

CN and CP will also be obliged to operate "under specified terms and conditions, rail passenger services sponsored by ... such companies as Amtrak [the U.S. equivalent of VIA] ... or a privately sponsored tourist train service".

Commuter rail, for the first time in history, has also been included. The bill establishes an appropriate statutory basis for commuter rail services under federal jurisdiction. Commuter rail operations will now be able to deal with the national railways on the same basis as VIA. It is hoped that this will improve the financial status of these operations considerably. (Transport Canada, 24-02-86, thanks to Doug Smith)

Changes in Ticket Sales: As a cost-cutting measure, VIA Rail Canada has announced that it is planning to cease selling tickets at Brockville (Ontario) between 01:30 and 05:30. The current level of ticket sales at the station is not enough to justify maintaining a ticket sales agent. Passengers wishing to purchase tickets for Trains 48/49 and 58/59 will still be able to purchase them from the conductor. The impact of the cut at Brockville was not as great as at Belleville, 100 miles to the west, where the entire night ticket agent shift was eliminated. (Brockville Recorder and Times, 25-02-86)

Noted Canadian Actor in CN Film: Noted Canadian actor Gordon Pinsent has been chosen to star in Canadian National's special film being produced for Expo 86. Judged by CN to be a highlight of the company's pavillion at the fair, the firm will analyze the company through its inception, current function, and potential for the future. Pinsent will play a series of roles from Sir Sandford Fleming to an engineer on CN's modern locomotive. (Canadian National, Keeping Track, January-February, 1986, merci à Jacques Beaubien, Jr.)

Unusual Kitbash: As part of ongoing tests to improve locomotive fuel efficiency, CP Rail has been coming up with new and unusual procedures to test such phenomenon as wind drag. Recently, SD40-2 no. 5655 was operating in the Kamloops area equipped with a special anemometer resembling a single propeller airplane. The device was mounted in front of the engine's short hood, sufficiently high enough to be above the top of unit. According to local observers, "at first glance ..., it looks like a fancy hood ornament." (CP Rail News, 05-02-86)

Comprehensive Safety Program Ordered: Responding to the recent spate of railway accidents in the country, Transport Minister Donald Mazankowski has acted swiftly to "accelerate work on the new Railway Safety Act" in addition to ordering the immediate

implementation of a comprehensive safety program for VIA Rail, Canadian National, and CP Rail. Specific measures of the program include:

- a safety blitz among enginemen, trainmen, dispatchers, and other operating personnel to ensure that safety practices are understood and followed;
- meetings between railway executives and senior union officers to reaffirm the commitment to safety;
- a stepped-up program of supervisory inspection and monitoring of crew performance;
- increased inspections of operating practices by Canadian Transport Commission safety inspectors;
- verification tests conducted by the CTC on all train control, signalling and switching equipment;
- complete medical examinations for all railway operating personnel not having undergone a medical check-up within the last six months;
- a performance audit of railway operating personnel at the supervisory level. (Canadian Pacific News Summary, 21-02-86)

Back in Service? The Hull (Quebec) city Council has set up a committee to investigate the feasibility of converting the city's now disused passenger train station into a bus terminal to be used by Voyageur Colonial. Negotiations are currently being conducted with CP Rail and the National Capital Commission. The station saw its last regularly scheduled passenger train on November 14, 1981 when Train 177, the North Shore Budd, stopped briefly before continuing on to Ottawa and oblivion. This event was featured in a Branchline article by Colin Churcher which was also eventually reproduced in the November 1985 issue of Trains. Since that time, the station has been used for maintenance-of-way personnel as well as a stop for the 1201 excursions to Wakefield. (Ottawa Citizen, 12-03-86)

More on the NYC: The Women's Institute of Finch (Ontario) is trying to locate a movie, shot in the 1950's by the National Film Board, called The Stationmaster which featured one Dalton Henry who was the station agent in that community. The film appears to have portrayed the life and duties of a stationmaster at a junction station, Finch being the junction between the New York Central's Ottawa-Cornwall line and Canadian Pacific's Winchester Subdivision. To date, all efforts to find the celluloid have been in vain. Perhaps one of our sharp-eyed members has the info. If so, please contact the Finch Women's Institute. (Ottawa Citizen, 21-02-86)

Romance Sidetracked: "A commuter train from Sydney was held up for 20 minutes after a conductor found a couple in an amorous embrace in a compartment.

Passengers said the conductor stopped the train and told the couple they had three minutes to get dressed and get off at the next station. The man then punched the conductor three times, passengers said.



A suspect later was arrested and police said he would be charged with a number of offences. The woman left the train."

Reuter, thanks to Clive Spate)

**CRASH AVERTED:** CN Rail has ordered an investigation into a near collision in Toronto between VIA Train 662 from London and an empty GO Transit train bound for a storage yard at the west-end of Union Station. Both trains were on a collision course on the same stretch of track, stopping about 200 metres short of each other after the engineers spotted the danger. The incident took place during the morning rush hour on February 20. The impasse was resolved by backing the GO train into the station.

A CN spokesperson described the incident as "not an untoward occurrence". Nevertheless, the investigation had been called in order to prevent a recurrence "because we don't like to have delays." (BROCKVILLE RECORDER AND TIMES, 21-02-86)

**6060 REBUILD UNDERWAY:** On January 16, former CN 4-8-2 #6060 left the Alberta Pioneer Railway Association's museum site in Edmonton for refurbishment in a bay of the CN Rail roundhouse in Jasper. A contract for refurbishment was granted by Alberta Public Works to Railway Appliance Research Limited of Vancouver, with a completion target of May 10. No. 6060 is expected to return to Edmonton to haul a passenger train from Edmonton to Vancouver in time for STEAMEXPO (May 23 to June 1). (THE MARKER, Alberta Pioneer Railway Association newsletter, February 1986)

**RESTORATION ASSURED?:** The oldest former Canadian Pacific coach in existence, formerly Car #52, built by Harlan & Hollingsworth in 1882, was 'found' some years ago and moved to Calgary for restoration by the Vintage Carriage Group. After reposing at Heritage Park for a period of time, the car was placed in a Calgary warehouse. With the economy picking up it was necessary to vacate the warehouse by January 31, 1986 with no alternative site to go to, no means of lifting the partly dismantled coach, and no means of onward transportation. There was concern that the coach could become a funeral pyre - à la Scotian Railway Society.

Happily, the car was moved out of the warehouse on January 29 and prepared for a journey. Likely destination is Cranbrook, B.C. to be put in the care and protection of Garry Anderson and the Cranbrook Railway Museum. (FLAGSTOP, newsletter of the Calgary & South-Western Division of C.R.H.A.)

**CP RAIL SAYS NO TO THE CN:** CP Rail has denied CN permission to run the Prairie Dog Central (1882-built 4-4-0 and vintage consist) on the CP line to Gimli, Manitoba during that municipality's centennial celebration in 1987. CP indicated that it was not possible to allow the antique train on the Gimli line, but that it might be possible to send their Centennial train. (THE LOCOMOTIVE ENGINEER, Official Publication of the B.L.E., thanks to John Frayne)

**BC RAIL BUYS RAILGRINDER:** Due to the increasing difficulty of leasing rail grinding equipment, BC Rail has purchased its own. The only other railway in North America to own one is the Quebec, North Shore & Labrador. The \$5M computer-assisted 44-grinding stone unit, to be built by Loram Maintenance of Way, is expected in April, 1986.

BC Rail plans to introduce a program of rail grinding that includes grinding curves twice a year, and tangent track once a year. BC Rail will likely grind continuously for two years, and then lease the machine to other railways for certain periods of the year.

Rail grinding has only recently been generally accepted as a means of extending rail life. A study of Australia's Mount Newman Mining Railway has shown that grinding could double rail life. Mount Newman is a heavy-haul mineral railway in an extremely hot environment situated in difficult terrain. Other benefits of rail grinding are reduced fuel consumption; longer tie, wheel and bearing life; decreased instances of derailments; and reduction in noise.

(THE COUPLER via WCRA NEWS)

**CANADIAN LOCOMOTIVES TO INDONESIA:** Fifteen 2,000 hp locomotives built by the Diesel Division of General Motors Canada (London, Ontario) for Indonesia were shipped starting in March. The locomotives will be used to haul coal 256 miles from Tanjungenim in South Sumatra to a new port in Trahan. From there, the coal will be shipped to another island to fuel an electrical generating plant. The 15 new units join 48 other GM units already in service in Indonesia. Canadian Pacific Consulting Services was awarded a \$45M-five year contract in 1981 to assist in the design and supervision of an upgraded railway and telecommunications network in Indonesia. (THE TORONTO STAR, 1986 02 28)

**SPRING CHANGES:** Effective with the change of time in April, operating crews on Amtrak's "MONTREALER" will be comprised of Amtrak employees as far as St. Albans, Vermont, thus replacing the Boston & Maine/Central Vermont crews who have the option of joining Amtrak or going over to freight. Delaware & Hudson crews on the "ADIRONDACK" are similarly affected between Albany and Montreal (Central Station).

At the same time, the Rohr Turboliners are expected to return to the "ADIRONDACK" run. (John Godfrey)

**CLINKER MOVED IN SOLID TRAIN:** CP Rail and Canada Cement Lafarge are moving clinker in 60-car trainloads, instead of by the carload. Clinker is a combination of limestone and other minerals which, with the addition of gypsum, becomes cement. CP Rail moves the clinker 1,424 km from the Canada Cement Lafarge plant in Exshaw, Alta. to Fort Whyte, Man., near Winnipeg. Canada Cement Lafarge adds the gypsum at its Fort Whyte plant. (CP RAIL NEWS, 26-02-86)



# ALONG THE RIGHT OF WAY

**CNRAIL INTERESTING LASH-UPS:** On February 11, GP9u #7211 and 'booster' #213 (reconstructed from GP9 #4473) were noted westbound .... On February 12, westbound em grain train #749 was powered by SD40 #5101 and F7Aum's 9103 and 9108 .... SW8 #7183 headed west on February 25, likely on lease to Consolidated Bathurst at Portage du Fort (Quebec) as their ALCO S-1 #2 was noted heading east the next day (#7183 returned to Ottawa a few days later and took up switching duties in Walkley Yard) .... F7Aum units continued to appear on grain trains through February and into March. (David Stremes and Martin Berubé)

**RAIL GRINDING TRAIN:** Loram Maintenance of Way's Rail Grinding Train #RG9 headed west on February 20. (Martin Berubé)

**LANDMARK TO BE DEMOLISHED:** Demolition of the Spadina roundhouse, coaling tower and coach yard in Toronto is scheduled to start shortly in preparation for the construction of a domed stadium. Also the 'high-line' to the south of the yard and Union Station will be temporarily severed, with CN freights routed over Toronto Terminal Railway trackage. (David Stremes)

**FATAL COLLISION:** On February 22, a pick-up truck slid into the path of RS-18u #1832 on a 2-car Ottawa-St. Eugene freight at an unprotected crossing in Navan, Ontario (mileage 74.1 of the M&O Subdivision), killing one of the occupants and injuring another. Ironically, the freight was the first to use the line in some six months. The train returned to Ottawa and successfully made the trip to St. Eugene the next day. A boxcar was delivered to Hammond and a covered hopper was set out at St. Eugene. The return trip included only an empty covered hopper from St. Eugene and the caboose .... On March 15, RS-18u #1807 powered one car and a caboose to St. Eugene and return. The M&O Subdivision was the subject of an abandonment hearing in October 1985; no decision has been rendered to date. (David Stremes and Earl Roberts)

**TRAINS REROUTED:** Commencing January 30, freight trains Nos. 904 and 917 handling traffic to and from the New England states, operate over the Napierville Junction Railway rather than via Newport, Vermont. The Newport Subdivision now only sees a Montreal-Newport local on an as required basis although operation in February was about six days a week. (Bruce Chapman)

**BRIDGE REPAIRS:** During late-February and early-March, a pile driver was hard at work on the wooden trestle over Sawmill Creek, just south of Ellwood Diamond. The bridge has carried a 10 mph restriction for a couple of years. (Ray Farand)

**MORE 'BILLBOARD' UNITS:** SD40-2 #5775 is the fourth SD40-2 unit to be specially painted to advertise EXPO 86; to follow are sisters Nos. 5610 and 5624. (Bruce Chapman)

**NEW TRAINS:** Due to increased CP-SOO traffic, CP expects to add Train Nos. 502 and 503 to supplement train Nos. 500 and 501. Initially the new trains are expected to operate three or four days a week. (Bruce Chapman)

**TURBO ON THE MOVE:** Turbo power car #145 and 6 cars (Nos. 200, 202, 255, 225, 260, and 250) that have reposed at CN's Taschereau (Montreal) Yard for some two years were moved to Met-Recy Ltee, a scrap dealer in the Chomedey section of Laval, in mid-February. Missing from the trainset were power car #153 and coach #227, both consumed by fire in an accident at Iroquois, Ontario in May 1979. (John Godfrey and Ken Wadden)

**STRANGERS IN PASSENGER SERVICE:** The following borrowed units were noted in Ottawa assisting disabled VIA units or operating in place of them: CN RS-18 #3119 on February 17 .... CN GP40-2L(W) #9431 on February 19/20 .... CP RS-18u #1819 on the eastbound 'CANADIAN' on February 21 .... CN GP9 #4365 on February 23 .... CN GP40 #9317 on March 8 .... CN GP40-2L(W) Nos. 9403, 9412, 9433, and 9442 the week of March 9. (Earl Roberts)

**DEADHEADING PASSENGER CARS:** On February 27, coach #5184, one of two used in Lynn Lake (Manitoba) mixed-train service, was noted on an eastbound freight .... On March 1, the four cars that made up the SKEENA portion of the SUPER CONTINENTAL that was in collision with the freight train at Hinton, Alberta, on February 8, passed through Ottawa enroute to Montreal. Included were Baggage #9653, Daynighter #5703, Cafe-Lounge #757 and 4-8-4 Sleeper ESTCOURT. (Martin Berubé and Ray Farand)

**ANOTHER CROSSING ACCIDENT:** On March 1, a car collided with LRC #6923 on Toronto-Ottawa Train #40 at the Billings Avenue crossing, seriously injuring the driver of the car and disabling the unit. Ottawa-Toronto Train #43 and the CANADIAN were delayed for an hour. The delay to Train #43 resulted in it meeting Train #44 at Smiths Falls, where #43 had to pull east of the Brockville Subdivision to allow #44 to enter the Smiths Falls station. Once #44 cleared, #43 backed up and carried on to Brockville. (Ray Farand and Oliver McKee)

**CORRECTION:** The Snack-Bar Coach that was gutted by fire in the head-on collision involving Train #15 and a CN freight at Bernières (near Quebec City) on February 15 was #3249 (not #3246 as published in the March BRANCHLINE). (Denis Latour)

**HEAVY REBUILD UNDERWAY:** Toronto Transit Commission's PCC streetcar #4512 left Toronto March 11 enroute to the Urban Transit Development Corp. near Kingston for rebuilding 'in-k' as a prototype for the planned Harbourfront line in Toronto. Sister #4505 is being held in Toronto for a similar rebuilding in TTC's own shops. All remaining PCC streetcars in Toronto were subjected to a heavy rebuild in the early 1970s - this is the first example of a PCC car receiving a second heavy rebuild. (Ray Corley)



# THE MOTIVE POWER SCENE

WITH EARL ROBERTS

Special thanks this month go to Bruce Chapman, Martin Berubé, Ray Corley, Claude Lavoie, Pierre Patenaude, Douglas Smith, Paul Smith, David Stremes, UCRS Newsletter, and WCRA NEWS.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1986 TRACKSIDE GUIDE, eg. (p1-23).

**CNRAIL REMANUFACTURED:** (p1-19) More retired GP9 units have been remanufactured into yard switchers: GP9u 7214 (ex-4215); 7215 (ex-4474); 7217 (ex-4376); 7219 (ex-4588).

**CONVERTED:** (p1-2) Several retired GP9 units have been 'cut down' and converted to yard booster units that draw power for their traction motors from 7200-series GP9u switchers: 211 (ex-4492); 212 (ex-4119); 213 (ex-4473); 214 (ex-4489); 215 (ex-4395); 216 (ex-4210); 217 (ex-4499); 218 (ex-4372).

**RETIRED UNITS THROUGH OTTAWA:** Retired GP9s 4334, 4367 and 4405 headed east on February 21. Might they reappear as remanufactured units?

**SOLD:** (p1-10) RS-18 Nos. 3722, 3724, 3740, 3743, and 3744 were recently sold to Peru. (Note: 3722, 3724 and 3743 previously retired).

**UNDER TEST:** Conrail GE C32-8 Nos. 6618 and 6619 arrived on March 16 for three months of testing on CN. Both units were manufactured in 9/84.



**REMANUFACTURED AND RENUMBERED:** (p1-34) GP9u 1611 (ex-8821); 1614 (ex-8823) - (1613 to follow); (p1-38) SD40 #5405 (ex-QNS&L 209).

**INTO SHOP FOR REBUILD PROGRAMS** - GP9s Nos. 8647, 8659, 8706 and 8708.

**BACK IN SERVICE:** Of the eight units damaged in the December 31, 1985 derailment at Sucker Lake, Ont., SD40 #5546, and SD40-2s Nos. 5743, 5918 and 6047 have returned to service, SD40-2s Nos. 5736 and 6011 are undergoing repairs, SD40 #5537 will be dismantled and SD40-2 #6008 is being cut up. Also scheduled for dismantling is leased former B&O GP40 #3701, which was wrecked on a welded rail train in Northern Ontario in April 1985.

**MORE LEASED UNITS:** Former B&O GP40 Nos. 3714, 3717, and 3718 have returned from Morrison-Nudsen and are equipped for operation in the lead position. With the return of cold weather, most of the leased former Conrail GP38 units and former B&O GP40 units remained in service.

**INTERNATIONALIZED:** Due to an increase in traffic to the U.S., the following Toronto-maintained SD40 units will be 'internationalized': Nos. 5400-5414 (ex-QNS&L Nos. 204-218), 5530-5536, 5538-5559, and 5561-5564. These units will only be used in a trailing position, as they are not equipped with bullet-proof glass.

**B.C. RAIL INC.:** (p1-60) C-425 #810 (ex-Erie Lackawanna #2460) has been retired. She was the trailing unit on a three unit freight that was in collision with a yard locomotive at Squamish, B.C. on December 22, 1985.

**BC HYDRO:** A classified advertisement appeared in newspapers in January offering for sale their GMD SW900 #931, built in 1956 as Midland of Manitoba #1. Minimum price is \$40,000 .... SD38-2 #383 is the first of BCH's 20 units to receive their new paint scheme of blue with a red and white stripe along the side. Primer paint was applied by BCH before the unit was hauled to BC Rail's Squamish shops for the final paint.

**BURLINGTON NORTHERN:** (p1-64) SW9 146 to 148, built by GMD in 1950 as Great Northern Nos. 14 to 16 for operation in the Vancouver area, have been retired.

## TRACKSIDE GUIDE ADDITIONS AND CHANGES

**RELOCATED:** (p2-18) Dominion Engineering Works' GE 50 Ton #LC-6 (Serial #29021, built 11/48) has been acquired by A. Merrilees in Laval (Duvernay Est) for parts ... (p2-17 & 2-18) Stelco's GE 50 Ton #3 (Serial #32705, built 10/56) has moved from their Montreal plant to the one in Contrecoeur.

**NEWFOUND CABOOSES:** (p3-5) A former CN caboose resides at the Duncan (B.C.) CP/VIA station ... (p3-7) The McDonald's Restaurant in Nanaimo (B.C.) features a former CP caboose ... (p3-9) The Saanichton Artifacts Society has an ex-BC Rail caboose at their site near Sidney (B.C.) ... On the subject of cabooses, the one displayed with CP FP7A #4038 in a park in Minnedosa, Manitoba (p3-15), although numbered 431970, was formerly CP #436781 built in 1922.

**WELCOME HOME:** (p3-20) Former CN 2-6-0 #96 (ex-#926, nee GTR #1024), built by CLC in 1910 (Serial #937), returned to Canada the week of February 17, via Fort Erie and Toronto. After being part of the Steamtown, U.S.A. collection since 1959, she has taken up residence at Christian Bell Porcelain in Mount Forest, Ontario where she joined former Gulf Pulp & Paper 1-0 #38, a former CN boxcar, and a former CN caboose.

**PCC CARS:** (p3-26) Former TTC #4674 is used as a waiting room at a riding stable north of the Metro Toronto Zoo in north-east Metro Toronto. The PULLMAN-built car started life in 1946 as Cleveland Transit System #4249 .... (p3-26) The PCC car located at La Pentola Restaurant, 1671 Eglinton East in Toronto (Don Mills), just east of the Don Valley Parkway, was formerly TTC #4774, built by St. Louis Car in 1946 as Kansas City Public Service #785.

**RETIRED:** (p5-9) - Toronto Transit Commission H-5 subway car #5755, damaged in an accident in December 1981, was retired in November 1985.



CANADA'S "ORIENT EXPRESS" TO ATTEND EXPO/86: Canada's Orient Express - the 1929 "TRANS-CANADA LIMITED" train - will be attending EXPO/86 for the duration of the World's Fair as part of the VIA Rail exhibit; CP Rail will haul the cars to Vancouver. "Orient Express" may be a misnomer, but in fact the train was part of an Oriental connection from Europe by ship-train and ship across Canada to the Orient. It could be considered an Orient Express in reverse; the CPR was thought of as an Imperial Highway to the east by going west!

This particular Canadian-made luxury train - a final product of the wild and affluent 1920s - has been undergoing restoration for eight years at the Railway Museum in Cranbrook, British Columbia. Like the restored Orient Express of European fame, it has been rescued from oblivion by a methodical search across the country. Ten complete train sets were built by the Canadian Pacific Railway as their premier "flag-train" and advertised as the fastest across the North American continent; it was often referred to as the "Millionaires Special".

And what style it offered! Special sleeping, dining, combination baggage-sleeper and unique solarium-lounge cars with bathtub/showers and pulled by the most advanced steam locomotive power then available. The cars were advanced technically and were filled with inlaid woods - black walnut and quarter-sliced Honduran mahogany. Wool carpet, deep upholstery and beautiful brass fixtures and lights completed the interiors. There were so many staff that the train hardly made a profit - but it did present the most prestigious image the railway could muster and that was what counted - at least up until the Stock Market crash of late 1929!

The Trans-Canada Limiteds were begun in 1919 and completely re-outfitted in 1929, but the depression caused the train to be discontinued in 1932 and the cars were reassigned. By the late 1950s most had been called in from passenger service and put into work train service. By the early 1970s most of these had been scrapped. The Cranbrook Museum now has the last of these magnificent cars and is going to send the whole Museum to Vancouver for EXPO.

Included in the exhibit will be a steam locomotive used to haul the original cars on their inaugural run in 1929 and six cars:

- 1) Heavy G-3 Pacific Locomotive #2341 - on permanent inter-museum loan to Cranbrook from the Canadian Railway Museum (Delson, Quebec) and being brought to the Fair by CP Rail;
  - 2) Full Baggage #4481 - donated by CP Rail in 1978 - now used as a Gallery Car;
  - 3) Combination Baggage-Sleeper #4489 - recently donated to the Museum by Dofasco (Hamilton, Ontario) and being repaired and transported by CP Rail;
  - 4) Dining Car 'ARGYLE' - purchased from CP Rail in 1977;
  - 5) Sleeper 'RUTHERGLEN' - donated to the Museum by CP Hotels in 1979;
  - 6) Solarium-Lounge 'RIVER ROUGE' - purchased from CP Rail in 1980;
  - 7) Business Car 'BRITISH COLUMBIA' - donated to the B.C. Heritage Trust in 1983 by CP Rail with the Museum being made permanent custodian.
- (CRANBROOK ARCHIVES, MUSEUM & LANDMARK FOUNDATION, Box 400, Cranbrook, B.C.)

CONTRACT AWARDED: A \$225,000 contract has been awarded to Queen's University by Transport Canada for a "study of future motive power requirements of Canadian railways and an evaluation of technological developments". (David Stremes)

WANTS TEE TRAIN SLIDES: Harrie Peters, a Dutch railfan, is looking for slides of the former Trans Europe Express equipment currently operating on the Ontario Northland Railway. The slides will be used to illustrate a special presentation on the equipment that Mr. Peters is currently assembling. Examples of the equipment, as it arrived in Canada and as it was subsequently modified, are sought. For those so interested, please write to Harrie Peters, Goudreinetstratt 93, 2564 PN, The Hague, Netherlands.

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