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Branchline

CANADA'S RAIL NEWSMAGAZINE



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BRANCHLINE is published by 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.

Membership for 1988 is \$20.00. Kindly direct all membership correspondence to:

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**DEADLINE FOR THE MARCH
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ON SHEET: Our feature articles this month include: our second annual motive power review; a 'tone study' at Brockville; riding the former Northern Alberta Railways mixed; and some heritage month thoughts.

NOTICE OF MEETINGS: Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August). Kindly restrict yourself to the auditorium, foyer or washrooms, as the Museum is closed to the public after 18:00.

FEBRUARY 2 - Sam Gaw of the National Transportation Agency will provide us with a history of railway operating rules in North America. David Stremes and Ray Farand will be providing coffee and doughnuts.

FEBRUARY 16 - Our usual 'third Tuesday of the month informal slide night'. Bring out some of your handiwork and share your experiences and skills.

YOUR EXECUTIVE FOR 1988: Congratulations to the following who were elected at the January 5 Annual General Meeting to serve you in 1988:

President	- Paul Bown
Vice-President	- Duncan duFresne
Secretary	- Bert Titcomb
Treasurer	- Michael Iveson
Directors	- John Coleman, Les Goodwin, and David Stremes.

HAVE YOU RENEWED YOUR MEMBERSHIP?: Membership Chairman John Frayne wishes to advise that this is the last issue to be mailed to those members who have not renewed their membership for 1988. Address labels for this issue reflect renewals received up to approximately January 20, otherwise, the address label shows "LAST ISSUE". If you have not renewed for 1988, please forward a cheque or money order for \$20.00 to the Membership Chairman, P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1.

REMINDERS: Restoration work continues every Saturday morning at the Museum of Science and Technology. Don't be bashful - come and lend a hand.

As well, BRS eagerly seeks Canadian Tire money to assist with the purchase of material, paint, etc. for its many restoration projects.

HELP WANTED!: Publicity Chairman John Stewart is looking for some help in two areas:

1) help in staffing the BRS booth at the Nepean Heritage Days show at the Nepean Sportsplex on February 7 and 8;

2) help with publicity related to steam excursions, special events, and the monthly notices about our meetings with the radio stations and newspapers.

Please give John a call at home at 1-258-4924, or at the office at 592-2122, extension 1339. Thank you.

ON THE COVER: Canadian National's FP9A no. 6540 heads east past a stopped freight powered by C-630M no. 2004 and SD40 no. 5012 in the cut just east of Taschereau Yard in Lachine, on the outskirts of Montreal, Quebec. Paul Bown took this wintery photograph in December 1973.

INSET: Canadian Pacific's station at Belleville, Ontario, as it appeared in November 1972. Once a union station serving the Canadian Northern and Canadian Pacific, the structure was razed in the mid-1970s. Photo by Bruce Ballantyne

ANNUAL MOTIVE POWER REVIEW

BY EARL ROBERTS

During 1987, many of Canada's major railways experienced higher than normal traffic volumes, with a resultant strain on their motive power fleets. The increase was in stark contrast to earlier forecasts which had predicted little or no growth over 1986. As an example, CN Rail experienced an eight per cent increase in business.

Motive power-wise, 1987 turned out to be quite eventful, marked by such events as the return to service of some motive power which had not turned a wheel in two years; the widespread leasing of equipment - not only from south of the border, but also between the country's two major roads; the acquisition of new and second hand freight and passenger power; and the continued upgrading of first generation power.

The following examines the 1987 motive power scene in Canada.



ROSTER PUTS AND TAKES

Another 20 GMD SD50F units were added to the roster during 1987, however, no new power was on order at year-end. The remanufacturing programs saw the 'reincarnation' of 12 retired units by year-end with another 12 retired units being rebuilt as GP9u/GP9 Slug sets for early 1988 delivery.

During the year, 80 low-horsepower units, ranging in age from 20 to 34 years, were retired, along with three newer units which suffered heavy wreck damage. Included were:

- 1 - C-424; 19 - GP9's; 1 - GP40-2L(W);
- 1 - M-420(W) 20 - RS-18's; 3 - RSC-14's;
- 2 - S-13's; 1 - SD40; 21 - SW8's;
- 10 - SW900's 1 - SW1200; 3 - SW1200RS's.

At year-end, a little over 1,900 diesels, electrics and boosters graced CN's roster.

REMANUFACTURING PROGRAM

CN's remanufacturing program in 1987 included the upgrading of 18 SW1200RS units that had been stored unserviceable. Now in the 7300-series, these units operate mainly in south western Ontario. In many cases they have replaced aging SW8 and SW900 switchers. All are assigned to Toronto for maintenance.

The long hoods, main generators, cooling fans, and traction motor blowers from retired GP9 units were 'married' to six retired SW1200RS units, to produce six 1350 hp road switchers. The resultant 7100-series 'hybrids', along with two others produced in 1985, operate at various locations in Ontario, and are assigned to Toronto for maintenance.

The first three of nine GP9u/GP9 Slug sets produced from retired GP9 units were delivered at year end. When the other six sets are completed early in 1988 there will be 41 7200-series GP9u 'mother' units (nos. 7200-7240) mated with 10 YBU-4m units (nos. 200-209) and 31 GP9 Slugs (nos. 211-241).

Another eight 'mother' units are planned for later in 1988.

MODIFIED

Started in 1986, a program to modify many of the M-420(W) units for branchline service was extended to include all 75 remaining M-420(W) units (nos. 2500-2579) and the 10 HR412 units (nos. 2580-2589). The units have been 'lightweighted' to 124 tons, mainly through reduced fuel and sand capacity, as well as receiving a pilot on the 'B' end. The units have been renumbered into the 3500-series. The 6 to 14 year old units cover assignments previously held by 30-year old RS-18 units and are assigned to Montreal and Moncton.

The 37 4000-series remanufactured GP9u units turned out by CN between 1981 and 1984 were also 'lightweighted', with 20 reassigned from Senneterre, Quebec, to Prince George, B.C., and another five reassigned to Toronto.

With more prairie branch lines either being upgraded or abandoned, the need for lightweight units on A1A-A1A trucks has been further reduced. Another 12 GMD1 units swapped their A1A-A1A trucks for Flexicoil B-B trucks from retired GP9 units in 1987, bringing the total converted to 34.

Three of the Bombardier HR616 units (nos. 2100, 2105, and 2116) have been upgraded from 3,000 to 3,600 hp.

BACK IN SERVICE

The 1987 traffic upswing occasioned the return to service of 7 of the 8 remaining C-424 units (3200-series) after two years in storage. By the fall of the year almost all serviceable road power was in use, with several F7Au and RS-18 units put back into service. The only units of note still stored serviceable were a few RSC-14's, a handful of GMD1's and a few SW900 switchers.

CP Rail

LEASED POWER

Traffic volumes were high throughout 1987 with the motive power fleet supplemented through most of the year with leased power. During the year no less than 103 different leased units were used, with some 50 on hand at year end (5 Algoma Central SD40-2's, 5 Quebec, North Shore & Labrador SD40's, 10 ex-Missouri Pacific SD40's, and some 30 ex-Baltimore & Ohio GP40's). For the first time, CP leased power from CN, in the form of 20 RS-18 units during the second quarter of the year.

Come and gone throughout the year were 3 SD40-2's from BC Rail, 20 GP39-2's from Santa Fe, and 3 ex-Western Pacific GP40's, as well as CN's RS-18 units.

ROSTER CHANGES

The roster of CP units remained static throughout the year, with the exception of

of 9 Toronto, Hamilton & Buffalo road switchers (GP7's nos. 72-77 and GP9's nos. 401-403) and 8 TH&B switchers (NW2's nos. 51-54 and SW9's nos. 55-58) that were integrated into the fleet, bringing the total to 1,279 units. Only 3 of the 9 road switchers, which range in age from 33 to 37 years, were serviceable. All nine were added to the switcher remanufacturing program. Only 3 of the 8 TH&B switchers, which range in age from 37 to 40 years, were serviceable at year-end. All eight are scheduled for retirement in 1988.

During the year, CP purchased three BC Rail robot units (all formerly Burlington Northern 'B' units) that had been leased for some time. CP plans to eventually transfer their Locotrol equipment into the nose of its SD40-2 units.

REMANUFACTURING PROGRAM

Another 12 8700-series RS-18 units were remanufactured into chopped-nosed 1800-series RS-18u units, bringing the total to 47. Of significance is no. 1842 which used the carbody and frame of CN RS-18 no. 3634, with some components from wrecked CP RS-18 no. 8758. Only 22 RS-18 units remain to be remanufactured, with 11 scheduled for 1988. All RS-18 and RS-18u units are assigned to Montreal for maintenance.

During 1987, 18 of CP's GP9 road switchers were remanufactured into yard and transfer units, bringing the total to 148 of the 194 planned when the program commenced in 1980 (nos. 1512-1652, and 1691-1697). In addition, three of the TH&B GP7 units were similarly remanufactured, with three more TH&B GP7's and three TH&B GP9's being worked on at year-end.

During the year the decision was made to upgrade the 45 remaining GP9 road switchers for continued road switcher service in the 8200-series. The first 6 of 19 scheduled for 1988 will be assigned to former TH&B operating territory.

The 44 MLW M-636 units (4700-series) were derated from 3,300 to 3,000 hp to reduce maintenance costs. They produced 3,600 hp when built in 1969-70.

M-636 no. 4711 was selected to have her MLW 16-251E engine replaced with an eight cylinder Caterpillar engine to produce 3,000 hp. Depending on the success of the project, all 79 C-630M, M-630, and M-636 units may be re-engined over a three year period.

ODDS AND ENDS

One-of-a-kind MLW RSD-17 no. 8921, for many years resident in Toronto, was transferred to Montreal at year-end. Known as the "Empress of Agincourt" she had become the only MLW unit to be assigned to Toronto for maintenance. In Montreal she joined almost 200 other MLW units.

MLW M-640 no. 4744, the other one-of-a-kind unit on CP's roster, is the only unit with AC traction motors, and the only one capable of producing 4000 hp. She presently rides on A1A trucks to permit 1000 hp per powered axle for test purposes.



ROSTER CHANGES

Eighteen F40PH-2 units were delivered to VIA during 1987, to supplement the 12 delivered late in 1986. Their arrival has permitted the withdrawal during the year of FPA-2u no. 6758, 9 of the FPA-4's and 3 more FPB-4's.

Also added late in the year were VIA's first switchers. Four 20-year-old former Inland Steel SW1000 units were acquired for duties at the maintenance centres in Montreal and Toronto.

Contrary to reports in some railfan magazines, the MLW FPA-4 and FPB-4 units will not be out of service by January 1988! At the beginning of 1988, 23 FPA-4's and 6 FPB-4's were going strong. (To date, FPA-4's 6769, 6778, 6784, 6785, and 6791 have been stored along with FPA-2u 6758. FPA-4's 6760, 6775, 6787, and 6790 were sold to the Napa Valley Wine Train in California, and FPB-4's 6863, 6865, 6866, 6868, 6869, and 6870 have been either retired or stored.)

Another 26 F40PH-2 units are on order for delivery by March 1989. Only then will all MLW units be withdrawn, along with selected GMD FP9A (6500-series) and F9B (6600-series) units.

The active fleet of Rail Diesel Cars has dropped to 69 with the summer withdrawal of the six remaining single-engined RDC-9's. A program for the heavy rebuild of half of the RDC fleet has been announced.

BC RAIL

General Motors power was added to the roster in 1987 with the acquisition of 15 EMD SD40-2 units from the United States. Seven units came from Kennecott Copper in Utah and eight more had previously powered coal trains for Shamrock Coal in Kentucky.

Two more yard slugs were produced from retired RS-3 units, bringing the slug fleet to 10. Another two are planned for 1988.

Only 10 of the 12 ex-Erie Lackawanna ALCO C-425 units remain on the roster, with no. 807 retired during the year.

BC Rail's nine RDC's are undergoing a three-year upgrading program.

Including the RDCs, BC Rail's motive power fleet totalled 143 at year-end.

ELSEWHERE IN CANADA

GO Transit's motive power fleet remained unchanged through 1987, however, with the arrival of 16 F59PH units scheduled for mid-1988, its eight 22-year old GP40TC units are set for retirement.

The Montreal Urban Community Transportation Corporation's seven ex-CP FP7A units continue to power commuter trains out of Montreal. Plans announced in 1986 to convert 10 ex-CP FP7A or FP9A units into Auxiliary Power Control Units did not materialize, and the ten units were sold to a scrap dealer in

late-1987.

Dormant plans for a commuter service out of Vancouver on CP Rail lines were dusted off again. In 1982, five Quebec, North Shore & Labrador GP9 units were acquired for the startup of the stillborn service. They remain stored in Ontario Northland Railway's North Bay yard.

The resource railways continue to experience business downturns. Both the Cartier Railway and the Quebec, North Shore and Labrador Railway have stored some of their power and it was learned during 1987 that Cartier's six RSD-15 units were cut up locally.

Traffic on the Algoma Central Railway continued to be soft with downturns in iron ore traffic. Five of the Company's six SD40-2's have been leased to CP Rail since 1986.

Hopes for the reopening of the White Pass & Yukon line for tourist train operation are quite remote. Four units built by Bombardier in 1982 co-incident with the line's closing remain stored in Cedars, Quebec. The WP&Y has 19 units stored at their shops.

ON THE INDUSTRIAL SCENE

While four industrial locomotives were purchased new in 1986, none were purchased in Canada in 1987. In spite of this, activity on the industrial scene was quite extensive. Used bigger power or newer power was noticeable in 1987, with most of the units imported from the United States. For example:

- Dow Chemicals in Fort Saskatchewan, Alberta, acquired three ex-Burlington Northern RS-11 units, to supplement their three remaining ex-Southern Pacific ALCO S-6 units.

- Domtar in Red Rock, Ontario, acquired a former Illinois Central GP7u to supplement their aging ALCO RS-3.

- Quebec and Ontario Paper in Baie Comeau, Quebec, picked up a former Conrail SW9.

- MacMillan Bloedel in Powell River, British Columbia, acquired a former Southern Pacific SW900.

- Prince Rupert Grain Terminal at Ridley Island, B.C., acquired a former Missouri Pacific SW1200.

- Vancouver Wharves in North Vancouver, B.C., also acquired a former Missouri Pacific SW1200. This represented their first General Motors unit. The company had to then relied on second hand MLW/ALCO and GE power.

- Proctor and Gamble at Grande Prairie, Alberta, obtained a former Seaboard Coast Line SW9 to supplement their aging ALCO RS-1.

- Potasco in Rocanville, Saskatchewan, secured a former Norfolk & Western ALCO T-6.

- Canada Starch in Cardinal, Ontario, acquired a former Kimberly Clark GE 80 Tonner to replace its aging MLW S-4.

- The Ivaco Rolling Mill in L'Orignal, Ontario, supplemented its fleet of three small units with an ALCO S-4 that started life on the Pennsylvania in 1950.

- Pioneer Grain in Thunder Bay, Ontario, picked up a GE 65 Tonner which previously belonged to Bell Asbestos in Thetford Mines, Quebec.

Meanwhile, three former INCO MLW RS-18 units from their mining operation at Thompson, Manitoba, are up for sale.

IN SUMMARY

The number of GMD/EMD diesel units on the rosters of the 17 railways which meet the generally accepted Class I and Class II classifications has remained essentially the same over the past year at approximately 2900. However, the ranks of the ALCO/MLW units have dropped by some 40 units over the year to approximately 827 units.

On the industrial scene, several of the older and oddball units have been retired or found homes in museums, having been replaced by newer and/or bigger power.

OUTLOOK FOR 1988

- The 104-mile Central Western Railway, Canada's newest short line, has had a very successful first full year of operation. The major railways see themselves more and more as a core operation, moving bulk between transfer points or feeder lines. This, coupled with the new National Transportation Act, suggests that more short lines are in the offing.

- At presstime, the only orders announced for new power were for the 16 F59PH units for GO Transit (summer 1988 delivery), and the 26 F40PH-2 units for VIA Rail (early-1989 delivery).

- More first generation power will be remanufactured on both CN and CP in 1988 - get your pictures - units with a high hood are fast disappearing.

- VIA's FPA-4 and FPB-4 units will be running out their last miles (or kilometres).

- More old low horsepower switchers on the major roads will likely be retired.

- More 'oddball' units will be withdrawn as industrial operators find it unprofitable to operate them.

Want more details? It's all in the **1988 Canadian Trackside Guide**, available by mail from the Society.

SOVIET SCIENTISTS RAISE STEAM AGAIN: Soviet scientists at the Kharkov Polytechnic Institute have prepared blueprints for an 8,000 hp "solid-fuel-burning propulsion plant" which they expect to be three times more efficient than conventional diesel or electric engines.

Locomotives will rely on coal dust or low-grade coal and are intended for use in areas like Ekibastuz and Kansk-Achinsk, where the coal is mined.

The Soviets are also looking at ways of using steam to propel switch engines in iron and steel plants where hundreds of tonnes of steam are just released into the atmosphere. They plan to use steam to charge an insulated tank mounted on the switch engine. One tank is expected to run the locomotive for eight hours, without producing smoke. [Ed. note - 'fireless' locomotives were very common in North America during the steam-era]. (*New Scientist*, 19-11-87, thanks to Bob Meldrum)



MLW's and Midnight VIA

A Tone Study

BY PAUL SHEPPARD

VIA Rail's FPA-4 no. 6779 awaits its 03:00 westbound departure from Brockville, Ont., with the "Cavalier" on July 25, 1987.
Photo - Paul Sheppard

At 2:45 a.m. on October 31, 1987, a lone bystander watches from the west end of the Brockville [Ontario] VIA station. The night is cool, windless and starry. Platform lights flood tarmac and tracks with their orange-white glare, and a few feet beyond, surrender to the dark. On the station track, the right side of VIA's westbound "Cavalier", ten cars long, reflects the glare of the lights - at the near end a lurid white, and farther down, a hint of yellow striping among wavy patches of bluish shadow, the undercarriages a mysterious black. Beyond the last platform light, the far end of the train is lost in darkness. Powerful 251 series MLW engines mutter quietly, churbling now and then for a few seconds on a higher pitch, then subsiding to their accustomed sotto voce.

Our silent watcher's gaze shifts to the front of the leading engine. Wraiths of steam drift slowly upward from around the pilot. Inside its telltale square grill, badge of a proud lineage that began more than forty years ago at ALCO in Schenectady, the cavernous moon-headlight glows ochre. On each side of its square-jawed face, illuminated numbers thrust white through black glass: "6768", they speak. Yes, "speak": for an engine's number is its name, the beam of soul in which it has a self; and all who thrill to the sight and sound of trains greet their engines by number-name, as they name their human friends.

The baggage-wagon, timeless servant of the station and kin to a host of others across the land since the misty past of the "National Dream", rattles softly by with four suitcases, pulled by a silent station-hand. Far down the platform, a solitary passenger plods towards the door of a coach.

At 2:58 a.m., the door of 6768 swings inward. A man in Kodiak boots and windbreaker backs out and climbs down the steps. Passing the lone watcher, he stops at the base of the signal-tower and opens one of the gate-control boxes. He looks back at a dimly-seen

face in the cab, and he and the face exchange a nod. He turns a key. From the half-lit middle distance of Perth Street, fifty yards away to the west, there begins a muted steady clangour and a winking row of slow-descending red. The 6768 answers the gates with a bell of its own, some six or eight strikes, then again falls silent. Suddenly the ochre-moon headlight explodes into brilliant noonday glare. The satellite ditchlights, low by the pilot, follow suit.

Reality is odd indeed. The most ordinary physical events, when looked at closely, often border on the miraculous. How, for instance, can a motionless object become a moving one? What metamorphosis, instantaneous in its direction but absolute in its transformation, occurs at the moment of birth of every motion?

On the station track, the "Cavalier" has begun to move. The leading trucks of 6768 glide by, then the trailers. A second MLW fills the foreground now - twin 6779, all dark, face to the rear, shepherding the coaches that comprise their charge tonight. The horns blare their crossing warning: short and clipped, for it's now the witching hour.

And now the engines speak. A sudden throaty chattering snarl, a snort of derision at the absurdity of inertia, bursts staccato from atop the MLWs. Two exclamation-marks of smoke shoot upwards into the sky, brownish grey against the darker black. The exhaust lasts about two seconds, then abruptly cuts. After two seconds of silence it repeats, longer this time, then cuts again. The third time there is no cut. Pitch and volume redouble. The snarl becomes a rumble, then a thunder. Rise up, you makers of myth: Behemoth and Leviathan yet live! Sight and hearing are inundated, engulfed, engrossed. ALCO's legendary acceleration has gripped the train, and ever faster, it sweeps by: "Bonaventure" ... 94 ... 9649 ... "Elgin Manor" ... "Hudson Bay" ... "Erinview" ... 3210 ... 5650 ... 5562 ... "Eastport". Then a

sucking swish of steam, a square stern and two red lights, with the pale glow of a door between.

At once the sound is fading, draining from the air like water from a sink. The crossing-gates cease their tinkling, rise, and wink out. Silent night flows back to fill the scene. Far to the west, a trailing wisp of sound: the chatter of the 251's, borne back one last time on the night air.

Soon, they say, the FPA-4's and their B-units will only be history. Those of us who said goodbye to steam (how long ago it now seems!) must bid yet another farewell. The lone watcher still stands at the station,

where the train left him. What symbols, he wonders, will people a century hence turn to, to ease the pangs of their nostalgia? Boxes of micro-chips marked "Apple" or "Commodore"? Rock videotapes? Government White Papers? All, like the railroad before them, were powerful weapons in man's efforts to expand and tame the frontiers of his time.

No. He's glad, reflects the watcher, that he lives in the twentieth century. It's the last one, perhaps, where man may feel not a rivalry or a subservience to the machines he has created, but rather, a kinship. Slowly, he turns and leaves the station, down the sidewalk to his darkened home.

A Ride on the Mixed

BY MIKE SLAMO

Having read in **Branchline** of the removal of the passenger train on CN's Waterways line (Fort McMurray-North Edmonton, Alberta) and doubt on the future of the remaining mixed train, I resolved that a visit to the line was necessary on my next visit to Canada.

A check with Canadian National's office in London (England) produced the response that they did not operate the service on that line and had not operated services for passengers for a number of years!

It was not until my arrival in late-June 1987 that details of the service could be found, rather surprisingly in VIA Rail's Western Canada Timetable. The train leaves North Edmonton Wednesday evenings, laying up overnight at Lac La Biche, continuing to Waterways on Thursday, returning on Friday to North Edmonton. The usual procedure is to drop freight cars off on the way north and pick up the return loads on the trip south.

The first mistake I made was, on arrival at Fort McMurray Airport on Thursday evening (July 9), to take a cab direct to the Waterways CN Station, complete with baggage, to see the train. This caused some alarm to the train crew who were switching the stock, as the only people who usually arrive by cab are CN officials and it was with some relief for them (and myself) that they discovered no more than a 'buff' on their hands.

The original timber-built station at Waterways still exists, although closed. It is hoped locally that it can be saved, although a lot of work needs to be done. CN, meanwhile, is using a caravan for ticket sales, etc. There are still two ex-Northern Alberta Railways freight cars in the siding adjoining the station, the only ones seen still on their trucks. There are several along the line, truckless. It was thus that I arrived early Friday morning to see the train being marshalled. No. M290 with GP38-2 No. 5509 and GP9 No. 4216 on the point duly left at 11:00 with an assorted collection. The total consist was 13, the last three being CN Baggage Car No. 7856 (ex-NAR No. 1460), CN Coach No. 5095 (ex-VIA 2507), and CN Caboose No. 79888. One interesting vehicle was a box car marked "to work only on

the Waterways Sub." (shades of GWR brake vans - "not in common use"). I was the only passenger from Waterways.

The first stop was Quigley where sulphur cars were added to the consist, many stops being made for this purpose. In fact, it was a very busy day for the train crews, ending up with a consist of 51 by North Edmonton, reached somewhat late due to the activity, the train being renumbered from M290 to Extra 5509. On the passenger side, a deserted spot half a mile short of Margie produced two passengers, with gradual increases to a maximum of nine to Lac La Biche where most left the train and others joined to swell the ranks to 13. Lac La Biche is the only station en route with an operator, and during a lengthy stay, a sulphur hopper train passed going north to the sulphur terminal just south of Fort McMurray Airport. Three trains per week operate this service.

The route generally gives one a good impression of the spartan nature of Northern Alberta and is to be recommended to those who like travelling by train and enjoying the scenery.

MURDER MYSTERY TRIP: Dick Francis, former jockey and now the world's best selling murder mystery writer, accompanied several travellers on "private, luxury rail carriages" attached to the October 25 Toronto departure of VIA Rail's "Canadian". The book promotion trip included six professional actors who mingled incognito among the travellers and performed the plot of an original play of murder and suspense. Most of the action took place around the dinner hour.

The trip was all part of a luxury holiday that included gourmet food, a wine cache of Chablis and Chambertin, and a three-day stopover at Lake Louise in the Rockies.

The "private luxury rail carriages" turned out to be an extra "Manor"-series sleeper and a stainless steel diner cut in ahead of the regular "Park" car. (**Northern Ontario Business**, October 1987, and Bryan Martyniuk)

- HERITAGE - much lost from procrastination

BY PHILIP JAGO

Heritage Day, Canada's unofficial national holiday marking the country's rich and diversified national heritage, occurs this year on February 15.

Activities associated with Heritage Day typically focus on tangible objects such as buildings and artifacts. Previous February issues of *Branchline* have followed a similar vein, always a column decrying the lack of a national policy to deal with our country's railway architecture or something of a similar bent. Thematically, our photo sections and - for some years - our covers have followed suit.

In keeping with tradition, Photo Editor Bruce Ballantyne has worked up a spread that looks back at railway structures - not stations, in this case, but those with a more utilitarian purpose for the care and servicing of railway motive power and physical plant.

Don't get me wrong but there is more to heritage than buildings or equipment. There is also the human aspect. Occasionally it's revealed in the pages of this journal with stories, reminiscences, and anecdotes about the past. Apparently insignificant events at the time, their importance grows in direct proportion to their age.

One of the objectives of the Bytown Railway Society is to "promote an interest in railways and railway history...." As members, we should strive to fulfill this objective.

For the most part, we've done quite well. Equipment has been preserved. We have several publications to our credit which provide historical overviews of equipment, artifacts, and railway lines in the Ottawa area. Long term plans call for further material. But is this enough?

In one area, we've fallen down. It took the deaths of Art Carrière and Ken Chivers last December to make me realize this. Both gentlemen were widely respected for their knowledge of railways. Collectively, they represented more than a century of experience.

Now the hooker. How much of their knowledge and experience ever hit the public domain? How much were they able to share? I fear that the answer is too simple; not enough. The next question is more difficult to answer. Why?

Back to our title. The dictionary defines "procrastination" as putting off "intentionally and reprehensibly the doing of something that should be done." I am guilty of procrastination. Indeed, over the years, I was forced by circumstances to turn down several invitations from Art to come over, have a visit, and learn. I should have known better. When an individual is in their eighth decade, his peers and associates should realize full well that the glass is running short. In my case there was always something in the way. Something that prevented such a visit, something that prevented the revealing and publication of the rich treasures of those past experiences enjoyed by Art.

Look at yourself. How many have encountered the same situation? Of course, there's the familiar "I didn't have my camera around for the last run of the M&O Subdivision" or "I was out of town on the last day that steam ran over the branch" or something similar. How many, however, have passed up a gold mine of opportunities by not taking the time to sit down with some of our more senior members to talk ... but mostly to listen and to record? Especially, let's not forget the recording. It's one thing for an individual to become the font of all knowledge about a certain event or situation. One attains new heights however when one takes the time to share this knowledge with others.

There's more to procrastination than failing to record the memories of one's seniors. What about one's peers? What about one's self? In this club, there are rare exceptions but for the most part we are by and large guilty of not taking the time to commit our own thoughts and memories to paper. Yes, we have a duty to record other people's recollections. Equally, though, we also have an obligation to ensure that our knowledge, no matter how insignificant it may seem to be, is put into some form of permanent record.

None of us is immortal. The untimely death of Ken Chivers poignantly underlines how swift the end can come. Even as I compose this, I have no idea whether this might be the last piece which I ever produce. Perhaps I am taking things to the extreme, but nevertheless

In today's fast-paced life, we owe it to ourselves to develop some form of legacy for others. It is as equally an important an obligation as that of recording the experiences of one's associates. How many of you have taken the time to do this? How many of you jealously guard your own experiences, never thinking of sharing them? What you are holding onto, no matter how insignificant it might be to you, could end up being the final piece of information that unlocks a puzzle someone is attempting to solve.

Your experiences, your memories and recollections; our experiences, our memories and recollections - they are all part of our national heritage. They are just as important as the buildings and equipment. In the years ahead, what good will the monuments be without the memories?

It's our heritage, let's not lose it.

In Memoriam

It is with regret that we report the passing of member Jim Churcher of Orpington, Kent, England. The Society extends its sincerest condolences to the Churcher family.

"tid bits"

[This month we introduce a new feature. Duncan du Fresne, one of the Society's founders and a member of the generation who successfully bridged the gap between steam and diesel, has kindly agreed to author a monthly column, "Tid Bits", which will provide readers with an inside knowledge of railway technology, lingo, and heritage. By nature somewhat irreverent, Duncan has a reputation for speaking his mind. So, look out sacred cows! He even takes a swipe at yours truly in his opening paragraph.

All kidding aside, however, Duncan is an acknowledged authority in the field and you can look forward to interesting and informed reading in the coming months. ... Philip B. Jago]

The Editor of Branchline must be running short of material. Why else would he ask me for a column of UBIs (Useless Bits of Information)? Anyway, being the traditionalist that I am, I will use this opportunity to expound on some pet peeves of mine and provide some UBIs which I hope will inform and amuse you.

Pet Peeves Department. People who insist on calling anything that runs on rails a "train". The locomotives at the museum [National Museum of Science and Technology] are constantly referred to as "trains". The rolling stock on the sidings are "trains" it seems. The CN museum "yellow train cars" at the NMST are, of course, "trains", individually or collectively. The VIA station is the "train station".

Well, let's get back to reality. A train, in the latest Uniform Code of Operating Rules is described as follows: "an engine or more than one engine coupled with or without cars, displaying markers." The operative words being - "displaying markers". Regardless of the rule, surely we all know that 100 freight cars standing in a yard is just that, 100 freight cars. Until someone couples it all up, puts an engine (or more than one engine) on it, pumps up the air, puts a van with markers or ETU on the other end, provides an operating crew, does a brake test, and whatever else it may take to get it rolling - it isn't a "train".

Not very many years ago, anyone who knew anything about anything, went to the "railway station" - not the "train station", (YUK!) It seems to me that since the railways of this country got out of the railway passenger business a few years ago, the vast majority of the travelling public, who are now thoroughly automobile and air oriented, no longer seem to be in tune with the ways of the railways.

And speaking of railways, and railway companies, - what's a railroad? Well there are lots of railroads (and tiny few railways) south of the U.S. - Canada border. Railroad is the favoured term in the U.S. In Canada we have always used the British term - "railway". A Canadian may be "working on the railroad", as the American song says, but he's/she's (in Canada) a "railway employee"

or a "railwayman" (railway person?) and, just to be consistent, a "railroader"! Is this railway/railroad bilingualism?

Time for a couple more pet peeves? Well how about those who "attach" or "detach" cars, - double YUK! Cars are "coupled" or "coupled up", or "uncoupled". And, oh yes, locomotive engineers "run" locomotives, they NEVER UNDER ANY CIRCUMSTANCES "drive" them. In the U.K., locomotive "drivers" may "drive" locomotives, but not, definitely not, in North America. This last item leads me into a short glossary of terms.

Engineer	- The BIG "E", runner, hogger, hot head, eagle eye, ballast scorcher, and many others, most not fit to print
Conductor	- The Brains, the boss, the Big "O"
Trainman	- brakeman, brakie
Fireman	- Tallowpot, fireboy, ashcat, and many others not fit to print (especially when he lets the engine "die for steam")
Official	- The Brass or Brasshat
Telegrapher	- Brass Pounder
Sectionman	- Gandy Dancer
Car Inspector	- Car Knocker
Seniority	- Whiskers
Locomotive	- Engine, old girl, hog
Yard Engine	- Goat
Caboose	- Brain Box, crummy, van, cabin car
Hand Bomber	- a coal burning locomotive fired with a scoop
Shovel	- Scoop, (comes in sizes 1 to 4, a No. 2 was the biggest one that I could handle)

Many other employees and pieces of equipment also had nicknames. I've only given a sampling of a few of the more common ones. I'd like to hear from the readers of this trivia if they can come up with some that they know.

In future issues I'll be following this up with a bit about the railway craft Brotherhoods of days gone by, the CPR Fireman's strike of 1957 (Branchline, October 1987), the seniority system, rates of pay for engine crews, engine/train crewing, life in bunk rooms, "the age of steam is dead when the trainman said ...", "you've got a loose nut here", and other Tid Bits.

--- Duncan du Fresne

TWENTIETH ANNIVERSARY

Congratulations to the Alberta Pioneer Railway Association in Edmonton, Alberta, on the occasion of their 20th anniversary on January 15.

The APRA has amassed some 60 pieces of rolling stock over the years, several of which are periodically operated at their museum site at 24215 - 34 Street. Their star attraction is former CN 4-6-0 no. 1392.

Playing with Numbers

BY JACQUES BEAUBIEN JR.

As some of you out there know, I am a self-confessed "number freak". I love to see any motive power or rolling stock with nicely displayed numbers. At one time, I used to actively pursue these to capture them on film. Through my efforts at the time, I was able to photograph a wide variety of equipment belonging to CN, CP Rail, and VIA Rail Canada possessing such "neat" numbers as 1300, 2000, 2525 (now 3525), 3113, 3636, 4040 (now MUCTC 1306), 4400, 4444 (GT), 6767, 6789, and the list goes on. As some of you may know, my favourite is 6060. And what about our own piece of rolling stock, ex-CP caboose 436436.

Because of this "maladie", I am always matching numbers which I encounter with railway numbers. It applies to lottery tickets, photographic service stubs, you name it. I end up saving some of them as well. Plate numbers intrigue me as well. I once saw an Ontario plate (before we were able to personalize them) as NYC 464, driven by someone who really did not realize what it could have stood for. Did you know that there are now 1,000 Quebec plates with BRS ###? I'd love to see BRS 027. If you will allow me to go a little off track, since we are into Quebec plates, I recently saw one in Ottawa bearing 666H999! Flip it around and you still get 666H999. It's quite a coincidence since personalized plates are not available in Quebec. Again, that owner probably did not even care less about the number he was assigned - not me though, and that's what ticks me off!

The same goes for my favourite - telephone numbers. Some people have beautiful ones. Myself, I had quite a struggle with Bell to get one number which was not in service (236 - 1201. Finally, after over a year, it was assigned to me. However, moving to another area of the city the following year, and into a different telephone exchange, I lost it! Now someone else probably has it, and do you think that he/she cares for it in the same manner as I would?

This brings us to what sparked me to write this article. Our Department (Energy, Mines & Resources, Canada) is presently changing telephone systems throughout most of its sectors. Instead of operating through main switchboards with receptionists, all employees are assigned different numbers. I knew my odds (and my usual luck) of getting a nice number were slim. Sure enough, I was assigned the \$\$#@!!%!! number 0951.

In another sector and a different building (actually where you would find our News and Features Editor's office), most of the employees were assigned nice numbers. They are basically from CN's class of U-1s and U-2s (4-8-2); VIA Rail's FPAs, FBs, and LRCs; and even one from CP's H1 Class 4-6-4s (2839). For me some of the more nostalgic ones are 6200, 6218, plus nine of CN's original twenty U-1-fs which, to my dismay, even includes 6060. The latter belongs to an employee who I know well; I even sent him a

photograph of me with 6060, telling him how I envied him for his new phone number. He knew that I loved trains, but 6060 never meant anything to him until then.

News and Features Editor Philip Jago was assigned 8136 - a CP SW1200RS built at GM's London, Ontario, plant in 1959 (serial No. A1736). Supplied with a type 12-567C engine for a 1200 h.p. input to the generator, this unit has a continuous tractive effort of 42,000 lbs., and is rated at a maximum speed of 65 mph. With its B-B wheel arrangement, she weighs 233,000 lbs. A remanufacturing program, which began in 1981, would have seen the 8136 renumbered somewhere in the 1206-1276 group. However after 33 units were completed in 1986 (out of the 71 originally scheduled), the program was terminated. Incidentally, units 8135 and 8137 were remanufactured, but not 8136! (Thanks to Trackside Guide!)

TEMPORARY CLOSURE

VIA Rail's Ottawa-Toronto service will be cancelled or substituted for five days between January 25 and 29 when CP Rail shuts down their Brockville Subdivision for the installation of three new bridge spans over the Rideau River at Smiths Falls, Ontario.

The last VIA train scheduled over the old spans should be No. 48 early on January 25. The first VIA train to use the new spans should be No. 49 early on January 30.

During the period January 25 to 29, Rail Diesel Cars will operate on Train 43's and 44's schedules between Brockville and Toronto only, Ottawa-Toronto Trains 45 and 46 will be totally cancelled, Ottawa-Brockville Trains 40, 41, 48, and 49 will be cancelled, and Montreal-Toronto LRC Trains 68 and 69 will be expanded to handle traffic to and from Ottawa normally handled by Trains 45 and 46.

Buses will be used to ferry Ottawa passengers to and from Brockville, connecting with Trains 61, 43, and 69 westbound, and Trains 60, 44, and 68 eastbound. Taxis will be used for Smiths Falls passengers. No substitute service will be provided between Smiths Falls and Ottawa, nor will there be any Ottawa-Brockville connection provided for passengers wishing to use Trains 48 and 49. (Earl Roberts)

OUT OF OUR PAST: December 28, 1937 - "Locomotive engineer on the CPR Prescott-Ottawa run for many years, William Gibb, of the former town, today took the throttle of engine 558 for the last time before his retirement on pension after 47 years of service. (Brockville Recorder and Times, 28-12-87)

CTC Decisions



CLOSURE OF ELEVATOR SPELLS END FOR LINE:

Following closure of the Saskatchewan Wheat Pool Elevator at Killdeer, Saskatchewan, on December 31, 1988, Canadian Pacific has received authorization to abandon its Colony Subdivision between Rockglen (mileage 0.0) and Killdeer (mileage 24.6). Traffic on the grain hauling branch has declined from 211 cars in 1982 to 93 cars (January-October) in 1987. In 1986, the line incurred an actual loss of \$168,213.

The Colony Subdivision was constructed by Canadian Pacific during the period 1930 to 1931. Operation commenced on August 15, 1931 with the line known as the Fife Lake Westerly Branch.

Abandonment of the line is a somewhat bittersweet victory for Canadian Pacific. The company has attempted to close it for more than 25 years, commencing with an application on October 21, 1961. Previous attempts in the interim were frustrated by government regulations. (30/11/87)

PERMISSION TO ABANDON NOVA SCOTIA LINE:

Canadian National has received permission to abandon its Thorburn Spur off the Hopewell Subdivision from New Glasgow (mileage 0.00) to Thorburn (mileage 5.95). In 1985, the line handled 30 cars, incurring an actual loss of \$59,137. No carload traffic has been handled beyond mileage 0.5 since March 1985 when a washout at that location effectively dealt a fatal blow to its continued use. Since that time, CN has transshipped all freight via truck from Stellarton on the Hopewell Subdivision.

The Thorburn Spur was constructed by the Acadia Coal Company to serve its coal mines near Thorburn, Nova Scotia. It was leased by the Canadian Government Railways in 1915, subsequently passing into CN control. In 1955, CN purchased the line outright. (09/12/87)

ABANDONMENT OF WESTERN LINE POSTPONED: A Canadian Pacific application to abandon that portion of its Neudorf Subdivision (Saskatchewan) between Rocanville (mileage 52.5) and Esterhazy (mileage 82.0) has been deferred for at least one year.

Although the line posted an actual loss of \$410,239 during 1986, the Railway Transport Committee opted to defer approval of the abandonment pending decisions by the Saskatchewan Wheat Pool concerning elevator operations at its facility at the on-line community of Tantallon and the resolution of outstanding issues governing compensation for producers facing higher trucking costs in the wake of branchline closures in their immediate area. The resolution of this is expected sometime later in 1988, thus clearing the way to reconsider the necessity of maintaining service along the affected portion of the Neudorf Subdivision.

Canadian Pacific built the Neudorf

Subdivision as a portion of its Pheasant Hills Branch under the authority of the Statutes of Canada 1881, 44 VIC. c.1. The segment between mileage 53.5 and mileage 82.0 was opened on October 10, 1904.

That portion of the Neudorf Subdivision between Virden, Manitoba, and Neudorf, Saskatchewan, (mileage 0.00 to mileage 53.5) is protected from abandonment until January 1, 2000. (08/12/87)

SIGNING OF INTERMODAL AGREEMENT DOES AWAY WITH CN SERVICE TO WOODSTOCK:

Canadian National has received permission to abandon that portion of its Centreville Subdivision (New Brunswick) between Valley (mileage 0.0) and Woodstock (mileage 2.63).

The decision is further to a March 12, 1986 order authorizing CN to abandon that portion of its Centreville Subdivision beyond Woodstock to Centreville (mileage 27.72) and to continue service between mileage 0.00 and mileage 2.63 pending the negotiation of an arrangement with CP Rail for the transfer of that portion of the CN line in Woodstock necessary for CP to provide rail service to CN's last shipper in the community, Karnes Kitchens Limited (Branchline, May 1987).

Rather than surrender Karnes' business to CP, CN has adopted a more aggressive stance - in line with current company philosophy which says that the abandonment of a line does not necessarily constitute the loss of a customer - by negotiating an intermodal agreement with Karnes Kitchens whereby CN will continue to serve the food processor and manufacturer, utilizing trucks between Woodstock and the closest CN railhead. (09/12/87)

TECHNICALITY MEANS STAY OF EXECUTION LIFTED:

A technicality in the Railway Act has required that the Railway Transport Committee authorize the abandonment of Canadian National's Inwood Subdivision (Manitoba) between Gross Isle (mileage 0.50) and Fisher Branch (mileage 72.00).

On December 2, 1985, the RTC issued a stay of execution on a March 17, 1983 order authorizing the abandonment of the line. Subsequently, it has discovered that Section 254(8)(b) of the Railway Act does not allow a "stay of execution" to remain in force for a period greater than five years of the date of the original order. Hence the order rescinding the stay of execution and clearing the way for CN to abandon the line. (15/12/87)

TEN YEARS AGO IN 'BRANCHLINE':

- The daily ore train from Marmora (Ontario) to Picton will end on March 31. On that day, Bethlehem Steel will close the iron mine at Marmora which has been producing pellets which were shipped to Picton for loading onto lake boats.
- Snow conditions in the West caused problems reminiscent of the steam days, with several snow plow extras becoming stuck, forcing the rerouting of trains.

Information Line

CAR SHORTAGE IS WELCOME NEWS TO MANUFACTURER: Canada's fleet of grain cars has been taxed to capacity by this year's record harvest. Although distressing to western producers, the situation is being viewed from the opposite perspective by the country's rail car manufacturers.

According to Len Corey, general manager of Hawker Siddeley in Trenton, Nova Scotia, the current equipment shortage should result in the placement of car orders within the next few months - orders that his company, virtually in mothballs, needs in order to stay alive.

Said Corey, "There's no doubt that within the next few months, one way or another cars will be ordered. Of all the rail cars, grain cars are the type that Trenton can build the most efficiently ... [up to] a dozen in a day." (Canadian Pacific News Summary, 20/11/87)

UPTURN IN TRAFFIC MEANS RETURN OF DOUBLETRACKING PROJECT: After a four-year hiatus, Canadian National has announced that it is examining the possibility of resuming the doubletracking of its main line in western Canada.

Traffic on the western division has burgeoned since May of 1987, catching CN completely by surprise. What should have been a modest 2 per cent growth over 1986 turned into an increase of almost 8 per cent.

According to Ross Walker, senior vice-president in Edmonton, the region's "comfort cushion" of surplus capacity has gone. Interviewed in the *Journal of Commerce*, Walker stated that "I don't say we are anywhere near a crisis but I don't think we can be complacent. I am satisfied that at today's levels of traffic we don't have a cushion left. We tested ourselves pretty heavily this summer and there was congestion."

Contributing to CN's success has been the phenomenal growth in traffic handled by the port of Prince Rupert. Traffic has doubled since last year, with the bulk of shipments destined to the Far East. A key element of the the port's success has been the Ridley Terminal which came on-stream in 1986 and boasts a "state-of-the-art grain facility."

Prince Rupert is also making a name for itself as a port of call for cruise ships bound for Alaska. If the right package can be developed, the way could also be cleared for some form of railway tour package utilizing VIA Rail's "Skeena" running between Edmonton/Jasper and Prince Rupert. (Canadian Pacific News Summary, 13/11/87 and 20/11/87)

BLEAK OUTLOOK FOR STATIONS: Six-years after the cancellation of passenger service between Montreal and Mont Laurier, Quebec, CP Rail has served notice that it intends to proceed with the final disposition of the station buildings along the route.

Affected are the stations at the communities of St. Martin Junction, Ste-Thérèse, St. Jerome, Prevost (nee

Shawbridge), Mont Rolland, Ste. Agathe, Lac Carée, Mont Tremblant, Labelle, and Mont Laurier. The stations were built between the years 1879 and 1906.

Prior to final disposition, CP has indicated that it is willing to consider suitable offers for the buildings from various interest groups. The company has not indicated any terms that it might wish to attach to any form of ownership transfer. Historically, it is required that all buildings transferred by it to private interests be removed from company property - something that has deterred many past attempts to preserve redundant facilities.

With policy now established for the Mont Laurier line, it seems to be just a matter of time before similar moves take place along the Lachute Subdivision between Ste-Thérèse and Ottawa. Also losing its passenger service in 1981, the line is still equipped with many of its stations - the most notable loss in the intervening years being the building at Staynerville which was removed to make room for the installation of a hot box detector. (Canadian Pacific News Summary, 13/11/87)

STATION DAMAGED AGAIN BY FIRE: Yet another fire in the former CN station at Dundas, Ontario, has failed to dampen the spirits of local interest groups who have banded together to move the abandoned Grand Trunk-era facility to an alternate site where it can be preserved and restored.

Already damaged by fire several years ago, the frame structure has been the focal point for several years of negotiations between Canadian National and the local heritage association.

CN has been extremely patient with the community since opening negotiations some 4-years ago. The crown corporation has had more than enough reasons in the intervening years to dismantle the structure - exhibiting even more far-sightedness than the Dundas Town Council which initially proved to be quite hostile to preserving and restoring the building.

Final word on when the building will be moved from its present site has yet to be received. (Hamilton Spectator, thanks to Clive Spate)

CONTROVERSY OVER SITE FOR TERMINAL: Residents of Hamilton and the surrounding area are engaged in an intense debate over the optimum choice for the new GO Transit Station to be built in the "steel city" when full commuter rail service there is inaugurated during the early 1990s.

Prime candidates are the current facility in CN's James Street North Station, located at the north end of the city, and the Toronto, Hamilton and Buffalo Railway's Hunter Street Terminal in the city core.

With the recent absorption of the TH&B into the Canadian Pacific family, the Hunter Street facility is virtually closed. The CN station, on the other hand, handles VIA Rail and Amtrak trains serving the Niagara Peninsula and upstate New York in addition to GO Transit. Currently the provincial commuter agency operates three daily (except Saturday

and Sunday) round trips to Toronto.

Each of the sites have their own particular merits. Utilizing the Hunter Street facility will mean that GO can offer convenient downtown service to Hamilton. Although perfect for those working in the Hamilton core and commuting from elsewhere along the GO "commuter shed", the locale lends little to a service, such as GO's, which focuses on getting commuters either to the Toronto core or to other points along Lake Ontario in the greater Toronto area. In addition, Hunter Street connects to the existing GO line to the east through a single track rail tunnel, originally built for two tracks but down sized to one track during the 1960s to accomodate the clearances of modern freight equipment, which passes beneath Hamilton, providing access to the station from the Toronto end. A full service would require at least a double track bore - perhaps even one wide enough for three lines if one makes allowance for freight trains operated by Canadian Pacific between Toronto and the Niagara Frontier area of New York State.

CN's James Street facility has always been cursed by its poor location in terms of access to Hamilton's inner core. On the other hand, however, it has ample parking and the site offers good opportunities for expansion of facilities. The beaux arts style terminal is in need of extensive rehabilitation but the same can be said for the art deco style Hunter Street facility. One other point in favour of James Street is its location along CN's double track Grimsby Subdivision which runs through the heart of the Niagara fruit belt, one of the most densely populated areas of the country.

Utilizing the James Street station would put GO at the gateway to the Niagara Peninsula offering up the possibility of servicing communities such as Grimsby, St. Catharines, and Niagara Falls. A route through the Hunter Street site would direct the commuter rail agency away from such major population centres.

This fact has not been overlooked by municipalities around Hamilton. Indeed, the Grimsby Town Council has gone on record as opposing the Hunter Street site because of the limited potential it offers for servicing the rest of the Niagara Peninsula.

Regardless of the final decision, not every one will be happy. Ultimately, it may depend in large part on how what GO's role will become during the 21st century. (West Hamilton Journal and Hamilton Spectator, thanks to Clive Spate)

"VIA STOLE WHOLE DAMNED IDEA", HARRY HOME: Harry Home, well known CN Engineer and rail enthusiast, has accused VIA Rail of sabotaging his plans to operate passenger excursions from Jasper, Alberta, along CN's lines through the Rocky Mountains utilizing ex-CN Mountain (4-8-2) No. 6060.

According to Home, VIA "stole the whole damned idea" with its recent decision to operate special daylight trains through the Rocky Mountains next summer. Unlike Home's dream, VIA's trains will be diesel-hauled,

Letter to the Editor

Congratulations on your decision to promote **Branchline** as "Canada's Rail Newsmagazine". Until now, this country has sorely lacked a national periodical covering both historical and up-to-date rail events. The only way a rail enthusiast can keep up with all the news from coast to coast is to subscribe to all the various publications which, nine times out of ten, are club-related newsletters. This method is, obviously, too costly for most of us. I have found that due to the absence of a national rail publication in this country, Canadian enthusiasts are far more knowledgeable with the movements of, say, N&W 611 or the disposition of first generation diesels of Class 1 U.S. roads than they are with events outside their own province.

And, although some rail enthusiasts might argue that **Branchline** leans towards events in and around the Ottawa area (your masthead states: **Branchline** is published with particular emphasis upon the National Capital Region), these events are, in my opinion, more relevant and interesting than the majority of reading found in the popular U.S. train magazines. Let's face it, there is no shortage of rail news in this country! What we have needed is the proper medium to bring the news to the reader - which is where **Branchline** comes into the forefront.

I sincerely hope that Canadian rail enthusiasts will continue to support **Branchline** and regard the publication, at the very least, as a worthy supplement to the U.S. magazines. With increased reader (and writer) support, Canada's Rail Newsmagazine can only get better.

Sincerely,
MARK HARRIS
TURNOUT Editor
Toronto & York Div., CRHA

operating out of Vancouver and utilizing both the CN and CP Rail lines to the east of Kamloops, British Columbia.

Asked by CN to go to VIA to discuss his project, Home accused the rail passenger agency of pirating the idea for themselves. According to a VIA spokesman, however, the charge is groundless. "We don't consider we've stolen his idea", said Mike Williams, "It's an idea that was bandied about in the '70s before VIA was ever born."

Williams also stated that there was room for more than one operation and that the potential market was large enough for both VIA and whatever Home and his associates can come up with. Indeed, some 6-months prior to kick-off, VIA has already sold half of the 18,000 seats which it plans to offer next summer.

The 6060 is currently undergoing firebox and other repairs at a facility adjacent to the BC Rail station in North Vancouver, British Columbia. (Hamilton Spectator, thanks to Clive Spate)

U.T.U. WILL CHALLENGE DECISION ON CABOOSES: Officials of the United Transportation Union, which represents railway brakemen and conductors in Canada, are prepared to challenge the December 14, 1987 decision of the Railway Transport Committee permitting the conditional operation of caboosless freight trains by Canadian National and Canadian Pacific (Branchline, January 1988).

The RTC decision, according to the Union, is indicative of a lack of concern about public safety. The Union dismissed, moreover, a statement by RTC Commissioner J. Walter that the operation of caboosless trains will "require an extremely maintained train operation monitoring system if safety is to be maintained." According to a Union representative, "CN and CP are currently not demonstrating the ability to service and maintain even the most basic mechanical devices, let alone the proposed computerized train monitoring systems [a condition for the operation of caboosless trains]. Maintenance in our opinion has degenerated to third world levels." In light of the perceived reduction in operating safety, the Union has also vowed to support any agencies or municipalities who have just cause to take legal action against the railways for any accidents arising out of the use of caboosless trains.

Outside of the safety aspects, the Union's reply to the decision concentrated on one other area. Current collective agreements between the UTU and CN and CP require that cabooses be operated on all freight trains and yard transfers. Indeed, the Union stated that the caboose question was one of the more contentious issues that lead to a one week work stoppage last August. Although the work stoppage was ended by the passage of back-to-work legislation by Parliament, the whole situation is still under the review of an arbitrator. The Union has not revealed its plans should the arbitrator render a decision in favour of the railway companies. (United Transportation Union Bulletin, 14/12/87)

NO BRIDGE UNTIL VIA COMPLETES STUDY: Appearing before a Railway Transport Committee hearing on November 24, 1987 into the future of CP Rail's Trois-Rivières Subdivision between Ste-Anne-de-la-Pérade and Quebec City, Canadian Pacific has testified that it will make no moves to re-open the line until the results of a VIA Rail study into the future of passenger rail service between Quebec, Trois-Rivières, and Montreal are made public.

Service east of Ste-Anne-de-la-Pérade has been suspended since April 1, 1987 when the angry waters of the Ste-Anne River destroyed the CP Rail bridge carrying the Trois-Rivières Subdivision over the river.

CP has continued to maintain its freight service to Quebec City by negotiating a

running rights agreement with CN which sees CP freights routed from Trois Rivières to Shawinigan and Lachevrotière. A connection at the latter community brings CP trains back to their own line. The agreement means that CP can continue to service its customers at Portneuf, St. Basile, and Pont Rouge. It has no customers between Portneuf and Ste-Anne-de-la-Pérade.

VIA continues to offer an abbreviated service to Trois-Rivières, with one daily round trip from Montreal. Service between Trois-Rivières and Quebec City is maintained by a charter bus that connects with the train at Trois-Rivières. Prior to the destruction of the bridge, VIA operated up to three round trips on certain days of the week along the north shore route between Montreal and Quebec City.

CP estimates that some \$7 million will be required to replace the bridge. According to the company, the only use for the bridge would be to accomodate VIA Rail.

Although refraining from concluding that such an investment would not be cost effective in view of the relatively low patronage enjoyed by VIA's trains between Trois-Rivières and Quebec City, a CP press release did illustrate the current level of use, [patronage is low enough that one RDC per trip is usually sufficient] thereby leaving readers to draw their own conclusions.

Ironically, scarcely a year has passed since VIA Rail invested heavily in the restoration and modernization of the Trois-Rivières Station. In retrospect, this may not have been the wisest decision, but there was no way to predict the collapse of the bridge. (Canadian Pacific News Summary, 27/11/87)

COMMITTEE TO PRESERVE RAILWAY STRUCTURES: Alarmed that a plan to redevelop the waterfront railway lands in the community of North Bay, Ontario, may lead to the destruction of many of the railway buildings in the area, the North Bay Society of Architects has written a letter to the newly formed planning committee asking that certain structures be earmarked for preservation.

The land belongs to CP Rail and the affected buildings include the maintenance shop and turntable as well as the station.

According to society chairman P.J.D. Trussler, "the CPR was the very reason that North Bay came into being and the CPR complex was the heart of the community's economy for many years.... It is our City's greatest heritage and these buildings are not only architecturally amongst the best of the old buildings still remaining in North Bay but the only monuments to our origins." (Canadian Pacific News Summary, 04/12/87)

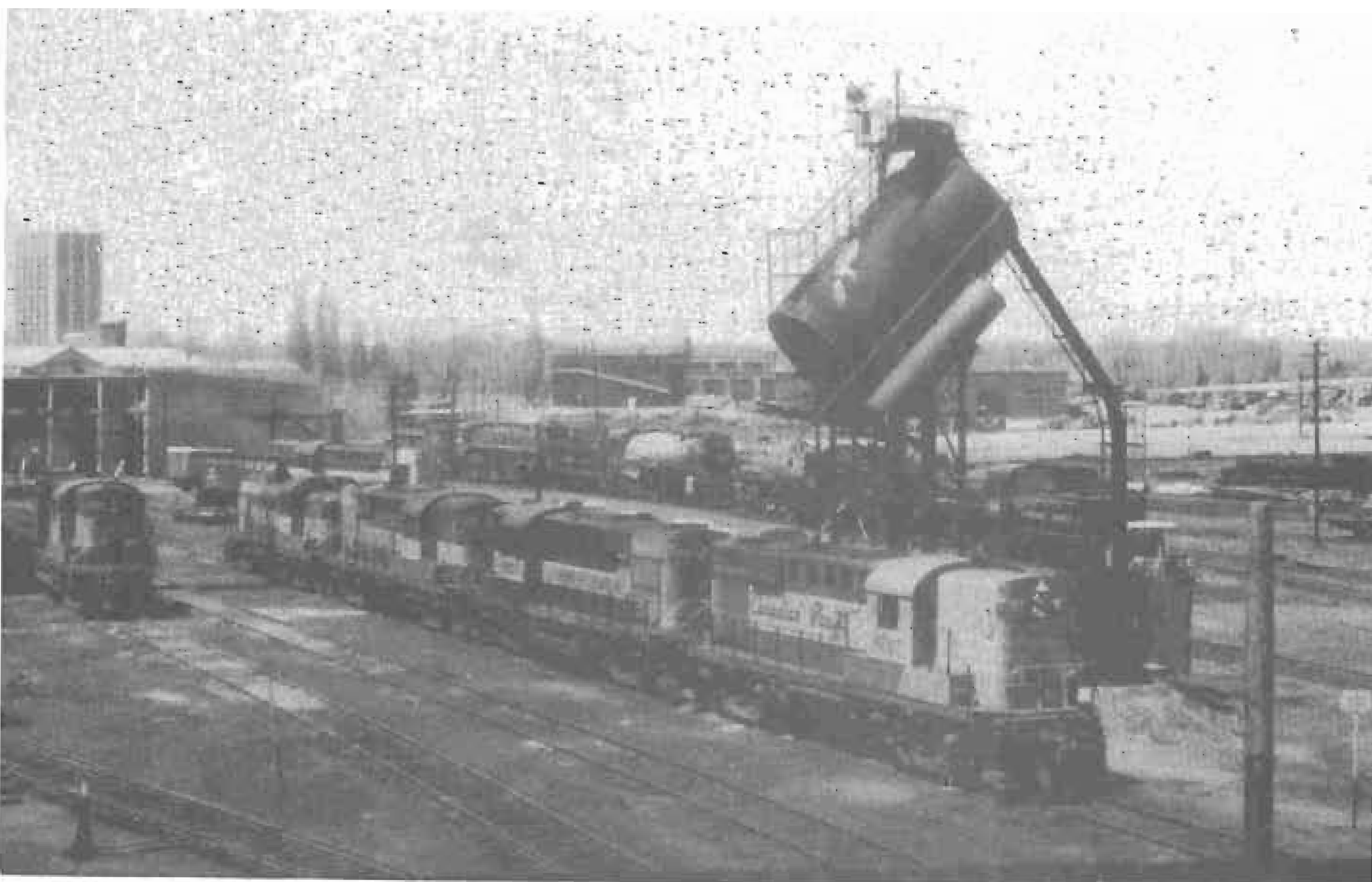
VIA GOES AFTER MONTREAL-TORONTO BUSINESS: Immediately prior to the Christmas season, VIA Rail Canada launched an aggressive marketing campaign in the Montreal-Toronto corridor with the objective of increasing its share of inter-city travellers along the heavily travelled route.

Photo Page



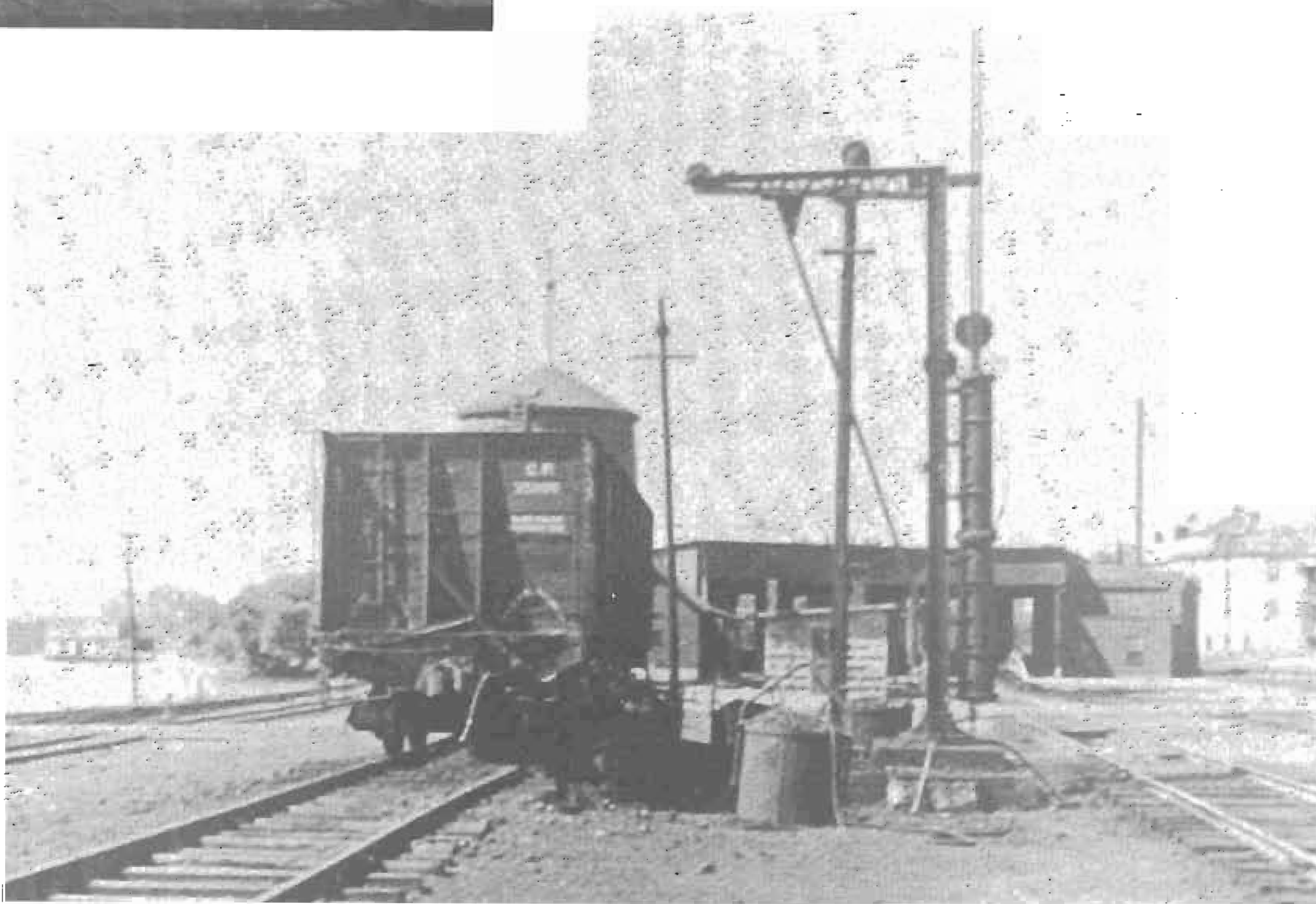
WHEN THE AVERAGE PERSON THINKS OF RAILWAY HERITAGE, THE FIRST AND LIKELY ONLY THOUGHTS ARE STATIONS. BUT STATIONS WERE ONLY A PART OF THE SCENE IN DAYS GONE BY. EVEN MORE IMPORTANT TO THE RAILWAYS WERE THE LOCOMOTIVE SERVICING FACILITIES FOUND IN MANY COMMUNITIES WHICH, IN SOME CASES, DEPENDED HEAVILY ON THE INCOME PROVIDED BY THESE FACILITIES THROUGH EMPLOYMENT AND LOCAL PURCHASES. WE PRESENT HERE THREE EXAMPLES OF THESE IN THE OTTAWA AREA.

TOP: PEMBROKE HAD A THREE-STALL ENGINE SHED PRIOR TO THE ABANDONMENT OF STEAM OPERATIONS IN 1959-60. IT WAS USED TO SHELTER AND SERVICE LOCOMOTIVES USED ON LOCAL WAY FREIGHTS AND THE "PEMBROKE LOCAL" PASSENGER TRAIN FROM OTTAWA. AFTER 1960 THE BUILDING WAS LEASED BY A LOCAL COMPANY UNTIL SHORTLY AFTER THIS PHOTO WAS TAKEN CIRCA 1965. NOTE THE CP MAIN LINE TRACK IN THE FOREGROUND. PHOTO BY JOHN FRAYNE.



MIDDLE: A POPULAR SPOT FOR OTTAWA RAILFANS, OTTAWA WEST ROUNDHOUSE AND LOCOMOTIVE FACILITIES ARE SEEN IN THIS PHOTO CIRCA 1965 SHORTLY BEFORE CP MOVED TO WALKLEY YARD. NOTE THE STEAM LOCOMOTIVES WAITING TO MOVE TO THE MUSEUM OF SCIENCE AND TECHNOLOGY. ALSO NOTE THE DIESELS WHICH INCLUDE AN RS-3 AND SEVERAL RS-10 UNITS. THE MASSIVE STRUCTURE ON THE RIGHT WAS THE COAL TOWER BUILT CIRCA 1955 TO REPLACE AN AGING WOODEN ONE WHICH HAD SEEN BETTER DAYS. PHOTO BY JOHN FRAYNE.

BOTTOM: FROM A PHOTO TAKEN ON AN UNKNOWN DATE, WE SEE THE COALING FACILITIES AND FIVE-STALL ROUNDHOUSE AT PRESCOTT ONTARIO ALONG THE ST. LAWRENCE RIVER. THE BUCKET AND CRANE CONTRAPTION WAS A COMMON METHOD OF LOADING LOCOMOTIVE TENDERS ON MANY CP BRANCHLINES IN THE DAYS OF STEAM. THESE CAUSED FREQUENT FRUSTRATION AND ANGER FOR MANY A POOR FIREMAN WHO HAD THE JOB OF LOADING THE TENDER. THE SIZE OF THE YARD AND LOCOMOTIVE FACILITIES WAS DUE MAINLY TO THE RAIL FERRY SERVICE TO AND FROM OGDENSBURG NEW YORK. PHOTO CONTRIBUTED BY FRED MILLS.



Already VIA accounts for some 12% of the Montreal-Toronto market share, translating into 23% of VIA's total ridership and the highest cost-recovery ratio on the system. Once things are up and running, VIA hopes to increase its share of patronage in the corridor by 6% annually or approximately 400,000 more passengers by 1992.

Initiatives to date include the refinement of the VIA 1 service during September. Already this has accounted for a 25% increase in first class patronage for the months of September and October.

Recognizing that the bulk of its patronage comes from coach class travellers, the corporation has also sought to improve service in that area. During the late fall, tests were made on passenger reaction to the distribution of complimentary snack packs. Passengers were also canvassed on their attitude to paying a slightly higher regular fare if such amenities as complimentary snacks were part of their travel package. The results of this survey have yet to be released.

For business travellers, whether it be first class or coach, the corporation has also installed cellular telephones on certain trains. Testing of the phones will run through to mid-February.

Another welcome change will be an attempt to improve conditions when boarding trains both at Montreal and Toronto and at the on-line stations. At both terminals, passengers will now be able to board up to 30 minutes prior to departure compared to the current 15 to 20 minutes. At on-line stations VIA plans to improve its platforms with special signage so that passengers know exactly where to board their train.

Attention has also concentrated on VIA's LRC fleet, currently the backbone of service in the Montreal-Toronto corridor. All club cars now have rotating seats and testing is also underway on Trains 65 and 68 with the objective of re-instituting the LRC's banking system. The concept was to have placed the equipment head and shoulders above anything else, however, the banking feature was eliminated because of poor reliability shortly after the LRCs were introduced into service during the early 1980s.

VIA will also focus on the LRC locomotives and a special maintenance program (the "Super-E" program) has been instituted to improve overall reliability. "Super-E" provides a much more demanding type of inspection than the regular service inspection carried out on the trouble-plagued units. Results to date have provided VIA with some optimism that the overall performance and reliability of its LRC locomotives can be vastly improved.

Although VIA is reluctant to say that they have finally found the cure-all for many of their problems, feedback from passengers indicates that they appear headed in the right direction. In a recent issue of the crown corporation's employee newsletter *Vialogue*, excerpts of letters from satisfied customers indicated they were quite pleased with the changes. The final word on the improvements belongs to one Ottawa patron who

wrote, "My first experience of VIA and definitely not my last ... outstanding service by a quality group of people. VIVA VIA!" (*Vialogue*, December 1987)

NEW CONTRACT SIGNED BETWEEN CN AND GO: After 15-months of protracted and frank negotiations, Canadian National and GO Transit, Ontario's commuter rail authority, have signed a new operating agreement.

Retroactive to June 1, 1987, and of ten years duration, the new agreement for the first time includes special operating performance incentives for the railway.

Although the negotiations were exceedingly complex, both parties expressed full satisfaction with their outcome, contrasting them with the rather strained exchange which took place in 1977, when the previous accord was worked out.

The situation was much better this time around according to GO Transit Chairman Lou Parsons: "This time both sides were negotiating from a standpoint of much more knowledge and mutual respect. ... We both had definite objectives and worked hard to achieve them, but we shared the common goal of attempting to come up with an agreement which addressed our concerns while bringing about improvements in productivity and reliability of service."

CN is responsible for the operation of more than 24,000 GO trains per year as well as the maintenance of GO's fleet of 32 locomotives and 184 active passenger coaches. On an annual basis, GO pays CN approximately \$50 million. (GO Transit News Release, 31/12/87)

FAMILY SUES CN AND WINS: A recent decision of the Supreme Court of Canada could bode ill for railway enthusiasts in Canada. The Court upheld a ruling by the New Brunswick Court of Appeals which found Canadian National liable for the injuries sustained by a Campbellton, New Brunswick, boy who lost one leg below his knee after he unsuccessfully tried to jump aboard a slow moving freight in Campbellton. The accident took place some 9 years ago when the boy was twelve. According to the Court, CN employees failed to do all that they could to remove the boy from company property in Campbellton.

The case is being hailed as a landmark decision. Historically, the railways have been virtually immune to such suits. CN and the family's lawyer are currently negotiating the damages arising from the suit. This process could take up to a year.

CN is saying little about the incident. A spokesperson in Montreal did state, however, that the railway will increase the policing of its rights of way. (*Brockville Recorder and Times*, 21/12/87)

PROVINCE GOES AFTER ABANDONED RIGHTS OF WAY: Prince Edward Island is negotiating for the purchase of some 160 km of abandoned rail lines from Canadian National. The Province plans to turn them over to tourism and industry-related projects. According to a spokesperson of the PEI Department of Transportation and Public Works, "We have

many recommendations from the private sector, and at least six different proposals from government departments." (Keeping Track, December 1987, merci à Jacques Beaubien Jr.)

"THE CN COMMITMENT": During the past fall, Canadian National unveiled an aggressive new marketing campaign highlighting CN's commitment to its customers and to adapting to the rapidly changing transportation environment. Customer service is stressed and customers are invited to write CN President Ron Lawless with their comments about how service can be improved. In a new version of the famous "the buck stops here", Lawless invites customers to write directly to him because "CN's commitment starts with me."

The campaign is part of a new push by CN to attract new business in addition to maintaining existing customers. According to Lawless, "Our customers are the only people who can provide job security for CN employees. They are the ones who decide how many trains we run each week, how much new track work will be added, or how quickly our intermodal business will grow ... giving our customers the best service possible is the only way to guarantee our jobs and the survival of CN." (Keeping Track, December 1987, merci à Jacques Beaubien Jr.)

EXPORT LOCOMOTIVE ORDER ANNOUNCED:

Bombardier Inc. will construct 50 diesel-electric locomotives for Nigeria at their Montreal plant. Nigeria will use a \$100M loan from the Canadian government, and must put up 15 per cent of the total cost. Nigeria is the most populous country in Africa with 110,000,000 residents.

The 2400 hp units will be similar to 54 built for Nigeria in 1977-78. While Bombardier recently signed agreements to do joint work on technologically advanced locomotives with Hitachi of Japan and Alsthom of France, Nigeria wanted the same locomotives it ordered previously.

About half of the total contract will be supplied by companies such as General Electric Canada, Hawker Siddeley, and Dofasco Inc.

Bombardier won the bid over General Electric in the United States. Work will commence as soon as arrangements are completed to finance the loan, supplied by the Export Development Corporation. (The Ottawa Citizen, 07-01-88)

SOME SIGNIFICANT FEBRUARY DATES:

Feb. 25, 1832 - The Champlain and St. Lawrence Railway was incorporated (first railway legislation in Canada).

Feb. 11, 1887 - The CPR arranged the Pacific Ocean freight and passenger service to the Orient.

Feb. 1, 1890 - The Canada Atlantic Railway opened a bridge over the St. Lawrence River at Coteau, Quebec.

Feb. 19, 1920 - Shareholders of the Grand Trunk Railway ratified its sale to the Federal Government.

(Dateline: Canada, merci à Robert Couture)

« Plus ça change... »

[The following was taken from the October 1987 issue of Canadian National's Keeping Track, being reprinted from the October 1937 issue of the Canadian National Railways Magazine. It originally appeared during 1937 in the Vancouver Sun. The title is a Branchline original. Nos remerciements à Jacques Beaubien Jr.]

My mind goes back to the days when, a small boy in a small town, the high point of each day for me was the arrival of 'the' train. As it was for me, so it was for my playmates.

We thronged to the station, gaped at the great engine, marveled at the shining side rods, thrilled at the scream of the whistle. To us, the engineer, with his long-spouted oilcan, and the grimy fireman were the greatest of men, and the uniformed conductor, with the heavy watch and chain across his expansive stomach, was a minor god.

So it comes to me with something of a shock, as I watch the caboose vanish through the cutting at the east end of the C.N.R. yard, that a train means nothing in the life of the small boy of today.

No longer is the desire 'to be an engineer' the greatest of his earthly ambitions.

No longer is the pound of the drivers, the hiss of steam, the clanging of the bell, the long, mournful, piercing wail of the whistle, music in his ears.

He would not know a crossing whistle from a back-up signal, a 'crummy' from a 'tallowpot'; the fascinating slang of the yards is just an outlandish lingo to him.

It is the passing of an era and, I think, a just subject for gentle melancholy.

There was - there is - an undying romance in the steel rails. They built two nations with a speed, a titanic efficiency, that was never known in history before. They still feed and clothe and tend our Canada. They still handle freight of a world.

Inside the city limits of Vancouver alone there are well over 100 miles of steam railway track, and 80 per cent of the city's freight is moved over rails.

Yet I do not imagine the Vancouver small boy sees a train oftener than once a month, and then he only gives it a passing glance.

He has his airplanes, his radio, his round-the-world hops, his fast automobiles and diesel powered freight trucks to fill the gap in his life. I suppose he gets along well enough.

But to the small boys I used to know, the men of today, that white plume that has vanished round the corner of the cutting will ever remain the white feather in the cap of romance itself.

FOR THE RECORD: The photograph of MUCTC FP7A no. 1302 (ex-CP no. 4072) on Page 4 of our last issue identified the train number as 20. As September 5, 1987 was a Saturday, the train number would have been 50. (John Godfrey)

Along the Right of Way



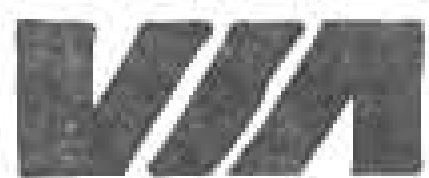
STRANGER THROUGH OTTAWA: GP9 no. 4602 (ex-Northern Alberta Railways no. 201), which headed east on November 23, returned westbound on January 5, dispelling the thought that she might be a candidate for CN's rebuild program. (David Stremes)

NOT SO!: In last month's issue, we reported that CN had reacquired combination car no. 7209 from VIA Rail, and renumbered her work car 61183. It turns out that no. 7209 is still very much in VIA service in northern Manitoba, and that no. 61183 was formerly CN combination car no. 7203. (Earl Roberts)

CP Rail

TRACKAGE SHORTENED: During the past fall, CP Rail work crews in Brockville, Ontario, removed several lengths of rail and a siding along what remains of CP's former west end line to the Brockville waterfront. Access to the trackage, the east tail track of CP's wye in Brockville, is gained by the "Loop Line", the continuation of CP's Brockville Subdivision from Brockville Station to the City's west end.

In addition to removing the track, CP has also posted signs forbidding the passage of locomotives past the Beecher Street crossing which is located immediately to the east of the east wye switch. The interdiction appears to be the result of concerns about possible undermining of a bridge abutment immediately to the east of the Beecher Street crossing. The bridge carries what remains of the waterfront line across Buell's Creek. The restriction means that no more than two passenger locomotives can be turned at one time on the Brockville wye. (Philip Jago)



OTTAWA STATION LOOKING A LITTLE BARE: On December 16, former Governor General Cars 1 and 2, now officially the property of VIA Rail Canada, left Ottawa on the rear of Ottawa-Montreal Train No. 32, their first move in some 8 months. The 'dead line' was also reduced in December to 16 cars with the departure of stored sleepers "ELLERSLIE" and "EUCLID". (Duncan Lunam and Earl Roberts)

DOMESTIC CAR ACTIVITY: Noted at Point St. Charles shops in Montreal on December 24 were Amtrak dome cars nos. 9472 and 9474. Both had previously been leased to the Alaska Railroad and were in Alaska colours. No. 9472 was originally Spokane, Portland & Seattle no. 1332, while no. 9474 was originally Chicago, Burlington & Quincy no. 1334. Both were built by Budd in 1955.

Arriving in Montreal earlier in December were VIA's recently-acquired ex-Denver & Rio Grande domes "SILVER SHOP" and "SILVER SKY".

On December 30, recently-acquired dome "SILVER KETTLE" was noted in a CN freight enroute to Bombardier's plant at La

Pocatière, Quebec, for preliminary conversion work. (John Godfrey, Charls Gendron, Douglas Smith, David Stremes)

HOLIDAY EXTRAS: Train 116 operated between Montreal and Gaspé on December 18, 19, 22, 23, 25, 26, and January 1 and 2, running on Train 14's schedule leaving Montreal at 18:10 to Matapédia, and on Train 16's schedule to Gaspé. On those dates, the eastbound "Ocean" operated as an extra from Montreal at 19:00 to Matapédia and then on its regular schedule to Moncton.

Train 117 from Gaspé ran on Train 17's time to Matapédia, and then as an extra to Montreal on December 19, 20, 23, 24, 26, 27, and January 2 and 3. Train 15 operated on its regular schedule as did the "Atlantic" (Trains 11 and 12) between Montreal and Halifax.

Several leased CN GP40-2L(W) high geared 9400-series units were used on the Gaspé trains and on the "Ocean" over the holidays. Noted were nos. 9402, 9421, 9423, and 9427. Sister 9433 was used for two Montreal-Ottawa round trips, and was retained at Ottawa Station as a guard unit for the holidays.

In the Montreal-Toronto corridor, Trains 168 and 169 made extra trips on December 23, 24, 28, and January 2. In addition, extra Train 260 operated from Toronto at 09:00 on December 23, 24, and 27; extra Train 261 operated from Montreal at 10:00 on December 23, 24, 28, and January 2 and 3; extra Train 263 left Montreal on December 27 five minutes ahead of Train 63. (John Godfrey and Douglas Smith)

DOUBLE TROUBLE: Five cars of the westbound 'ATLANTIC' derailed on December 29 near Moncton, N.B. A week later, on January 5, three cars of the eastbound 'ATLANTIC' derailed near Saint John, N.B. (Bruce Chapman)

NOT IN CALIFORNIA YET: Noted at Montreal's Taschereau Yard on December 30 were VIA FPA-4's 6787 and 6790, which have been sold to the Napa Valley Wine Train in California, along with sisters 6760 and 6775. Two FPA-4's (numbers not known) were noted departing Montreal December 31. (John Godfrey and Charls Gendron)

UPGRADES AT BROCKVILLE AND GANANOQUE JCT.: Further to our January issue, the exterior renovation being carried out by VIA Rail at its Brockville, Ontario, station will see the exterior of the ex-CN (nee Grand Trunk) facility covered in brick and vinyl siding. The brick will cover the lower portion of the walls, up to the window sills, with the balance covered in horizontal vinyl siding.

According to VIA, consideration had been given to exposing the building's original brick finish which had been previously covered during a CN modernization campaign in the early 1960s. Following an examination of the exposed brick, it was concluded that the finish was in too poor a condition to carry out such work.

Co-incident with the work at Brockville, VIA is also carrying out maintenance at the station in Gananoque Junction. Built by the Grand Trunk Railway, the frame structure is served on a daily basis by Trains 43 and 44 and at 03:28 on Sundays - stopping on advance request - by Train 58. (Philip Jago)

The Motive Power Scene

Many thanks this month to Bruce Chapman, Colin Churcher, Martin Galley, Charls Gendron, Doug Phillips, David Stremes, and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1987 **Canadian Trackside Guide**, eg. (p1-66).



MORE RETRUCKINGS: (p1-6) GMD1's 1030, 1039, 1044, and 1047 have traded their A1A-A1A trucks for Flexicoil B-B trucks and been renumbered 1130, 1139, 1144, and 1147, bringing the number converted to 34. Nos. 1009, 1029 and 1045, planned for conversion in 1987 (September **Branchline**), have thus far retained their A1A-A1A trucks as have 45 other sisters.

FIRST OF REBUILDS RELEASED: (p1-3, 1-19) 'Mother' GP9u's 7232-7234 (ex-GP9's 4253, 4301, 4302) and slug mates 233-235 (ex-GP9's 4370, 4414, 4368) were released in December for service in Sarnia. Six more sets are due early in 1988.

LAST ONE MODIFIED: (p1-9, 1-10) M-420(W) No. 2567 has been lightweighted and renumbered 3567. She was the last of the 75 M-420(W) and 10 HR412 units modified, having been delayed awaiting wreck repairs, using parts from recently retired sister 2565.

31 UNITS STORED UNSERVICEABLE: As of late-December the following units were stored unserviceable: (TASH = Montreal Taschereau Yard; PSC = Montreal Point St. Charles)

S-13's 113 and 115 (both at TASH);

GMD1 1071 (PSC);

SW1200RS's 1209 (TASH), 1250 (TASH), 1290 (PSC), 1304 (TASH), 1312 (TASH), 1313 (TASH), 1319 (TASH), 1351 (PSC), and 1380 (PSC);

RS-18's 3109, 3113, 3637, 3645, 3652, 3698, 3721, and 3831 (all at Moncton);

GP9's 4260 (PSC), 4345 (TASH), 4409 (PSC), 4411 (PSC), 4491 (PSC), 4560 (PSC), 4596 (TASH) and 4606 (TASH);

SD40's 5013 (PSC) and 5061 (Winnipeg);

SW900 7942 (Toronto).

In addition, the following units were in main shops undergoing heavy repairs (mostly wreck related):

SW1200RS 1508;

SD40's 5017, 5116, 5126, and 5170;

SD40-2(W)'s 5286, 5306, and 5331;

GP40-2L(W)'s 9416, 9530, and 9548.

STILL AROUND: The following retired units were noted at Taschereau Yard in Montreal in late-December:

SW1200RS's 1214, 1249, 1255, 1294, 1297, 1299, 1332; RS-18's 3112, 3117, 3693, 3703, 3707, 3722, 3724, 3730, 3732, 3734, 3743; C-424 3228; GP9's 4223, 4248, 4266, 4339, 4366, 4581, 4608; SW8's 7155, 7157, 7159, 7162, 7168-7172, 7174-7176, 7180-7183; SW900's 7205, 7900, 7916, 7944, 7946-7949, 7951; S-4's 8033, 8038; S-7 8214; FA-1 9400.

CP Rail

REASSIGNED: One-of-a-kind MLW RSD-17 No. 8921, affectionately known as the "Empress of Agincourt", has been reassigned from Toronto to Montreal to be closer to her fellow MLW units. Might she become known as the "Empress of Hochelaga"?

BACK HOME: Six of the units leased by CP Rail returned home in December: BC Rail SD40-2's 747, 750, and 757; and Chicago Missouri & Western GP40's 3517, 3521, and 3522.



ALL IN SERVICE: VIA's four recently-acquired ex-Inland Steel SW1000 units are in switcher service. Nos. 201 and 203 are assigned to the Mimico (Toronto) Maintenance Centre and nos. 202 and 204 to the Montreal Maintenance Centre.

ON THE PRESERVED SCENE

VINTAGE COACH TO MOVE: The Cranbrook Railway Museum in Cranbrook, B.C., has acquired 86-year-old former CP wooden coach No. 1221 (nee No. 621) which has been used as a cottage for many years in Bragg Creek, Alberta. The move to Cranbrook is scheduled for early 1988.

NEW HOME: (p2-5, 3-11) Former CP CLC 44-Ton diesel-hydraulic No. 19 (serial 3006, built 4/60) has been preserved at Champion Park in Okotoks (south of Calgary), Alberta. CP sold the unit to Pendivic Construction as their No. 2034 in 1972. In turn the unit went to Canterra Energy Limited (Ram River, Alberta), and then to Skibstead in Rosebud, Alberta, before going to Champion Park.

CABOOSE DONATED: Burlington Northern has donated transfer caboose no. 11474 to the West Coast Railway Association in Vancouver, B.C. The caboose has been assigned to the Vancouver area since she was built on the frame and trucks of Great Northern BLW VO1000 diesel no. 137 (nee no. 5337 in November 1943) in July 1964. Assigned Great Northern no. X-180, she was renumbered X-325 in January 1970 and became Burlington Northern no. 11474 in January 1974.

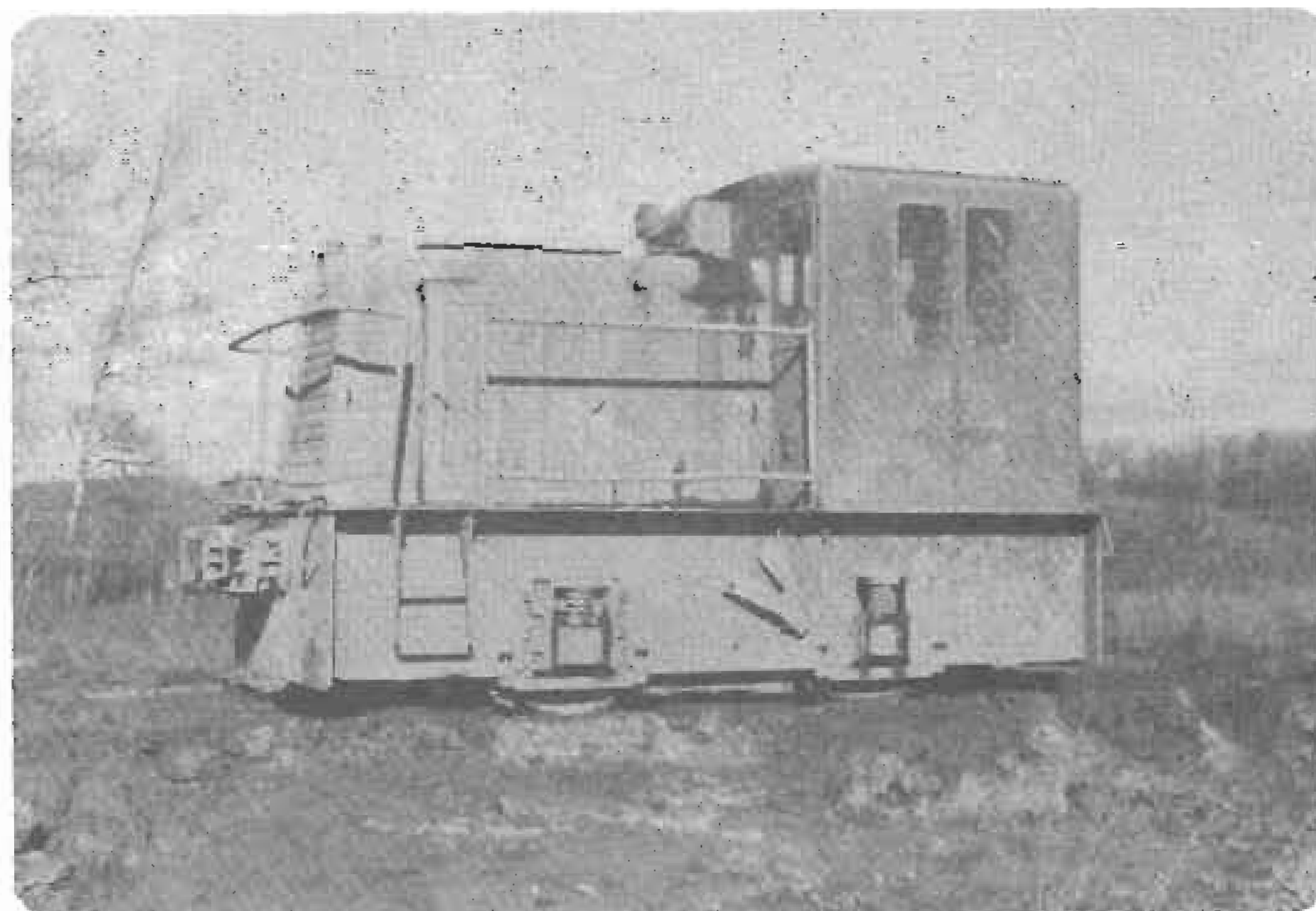
CAN ANYONE HELP?: Four 2-foot gauge Hunslet 0-4-0T locomotives from the North Wales slate quarries were sold to enthusiasts in Canada in the mid-1960s:

NAME	S/N	BLT.	FORMERLY
KING OF SCARLETS	492	1889	Padam Quarries
GERTRUDE	995	1909	Penrhyn Quarries
EDWARD SHOLTO	996	1909	Penrhyn Quarries
MICHAEL	1709	1932	Padam Quarries

"Gertrude" is sectioned and in the Ontario Science Centre in Toronto. "Edward Sholto" was owned by a Dr. White in Athens, Ontario, in the 1970s but was subsequently sold. "King of Scarlets" and "Michael" were shipped to Toronto in May 1965, possibly intended for the Ontario Science Centre. It is suggested that all but "Gertrude" may be stored in a barn in Langstaff, Ontario. Can anyone provide any further details?

In keeping with this month's heritage theme, we present something departed, something that is one-of-a-kind in Canada, and something that will soon disappear.

Canada Cement Lafarge at Fort Whyte (near Winnipeg), Manitoba, owns the only General Electric 15 ton unit in Canada. The somewhat dirty unit was built in April 1955 (serial 32325). Mark Perry took the photograph on October 27, 1980.



CP Rail no. 5748 is one of six SD40-2 units to be specially painted to promote EXPO 86 in Vancouver, B.C. (others were 5610, 5614, 5647, 5698, and 5775 - all but 5610 still carry the scheme). Ross Harrison photographed 5748 as she paralleled Highway 43 between Perth and Smiths Falls, Ontario, on November 14, 1987. Trailing 5748 was leased Chicago Missouri & Western (ex-Western Pacific) GP40 no. 3521, which was returned to her owner in December 1987.



CP RS-10 no. 8566 ploughs through the snow at Adirondack Junction, Quebec, during the last week of 1973 enroute to rescuing a stalled sister. No. 8566 was one of 66 RS10/RS10s units on CP's roster, and was retired in 1981 at age 25. Sister 8570 closed CP's book on the RS-10 in 1984.

Barely visible behind 8566 is the small Adirondack Jct. station which has since been razed. In the background is the Mercier Bridge which spans the St. Lawrence Seaway and the St. Lawrence River. Photo by Paul Bown.

Bytown Railway Society

P.O. BOX 141, STATION A
OTTAWA, ONTARIO
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CANADIAN TRACKSIDE GUIDE, 1988

The 262-page Canadian Trackside Guide, 1988 is now available from the Bytown Railway Society.

Still in its convenient 5.5" x 8.5" format, this year's edition of the Guide contains a full and accurate listing of the motive power and passenger rolling stock owned by Canada's Class I and Class II railways as of January 15, 1988. Also included is the most comprehensive record of industrial locomotives in Canada. One section of the Guide is specifically devoted to a listing of preserved railway equipment. The Guide also includes a detailed breakdown of urban rail transit equipment - including both rapid transit and commuter rail operations on existing Class II roads.

The Guide also provides an extensive inventory of Cabooses (Vans) in Canada. Following the December 14, 1987 decision of the Canadian Transport Commission which relieved Canadian National and Canadian Pacific from the obligation of operating cabooses at the tail end of most of their freight trains, this may be the last year for such a comprehensive listing of cabooses in "active" service in Canada.

Not to be overlooked are sections on rail mounted cranes as well as on snow fighting equipment (plows, flangers, and spreaders). For instance, the oldest pieces of snow fighting equipment in active service on a Canadian railway are four snow plows belonging to CP Rail and built in 1910 at the company's Angus Shops in Montreal, Quebec. The Guide also includes a section on work equipment belonging to rail service companies such as Sperry and Speno.

NEW FEATURE

This year's edition of the Guide provides for the first time ever a comprehensive listing of the Canadian passenger rolling stock which is now in work train service. For passenger car enthusiasts and those interested in acquiring historic rolling stock for museum purposes, this section is a "must have".



Canadian National #59215 was originally built in 1938 by Canadian Car and Foundry as 40 seat Diner #1333, one of a six-car order, numbered 1330-1335. All but one of these cars (#1332 which was sold for scrap in 1972) continues in non-revenue service today. Number 59215 is shown as the Dining Car on the Toronto Auxiliary at Milton, Ontario, in August 1978 while the Auxiliary was cleaning up a derailment.

Canadian Pacific #411233 was built by the Canadian Car and Foundry and CP Shops in 1926 as a 3 Compartment, 1 Drawing Room, Buffet and Observation car named "Mount Avalanche", one of an eleven-car order. It was converted into a Cook-Diner-Sleeper in 1958, and may be the only former "Mount" car still existing. Photographed August 15, 1981 at Masson, Quebec. Both photos by David Stremes.



OTHER FEATURES

In addition to a complete listing of active and preserved rail motive power and rolling stock in Canada, the Guide also includes comprehensive explanations and descriptions of how railways in Canada classify their motive power. Unlock the mysteries. Quit counting louvers and grills, and radiator shutters. Listing locomotives by their number series in an easily readable format, the Guide makes you an instant expert in equipment identification.

The Guide includes the main radio frequencies of Canada's principle railways. There are summary lists of motive power by railroad; listings of extinct models and their final disposition (many have been sold to industrial railways and shortlines, a few to rail museums, it's all listed in the Guide); and a listing of the maintenance bases for the various classes and sub-classes of the locomotives owned by the major railways.

Convenient appendices in the Guide, include a handy reference of the various builders (80 at last count) and railway companies (at 177, a "who's who" of rail operations since the beginning of the industry in North America over 150 years ago).

A MUST FOR THE SERIOUS ENTHUSIAST

Now in its 8th year of publication, the Canadian Trackside Guide has been critically acclaimed by acknowledged authorities within the ranks of North American rail enthusiasts and from within the Canadian railway industry.

The Guide has been described as "a must for the serious enthusiast." In Canada, the railway industry acknowledges it as the single-most comprehensive listing of motive power and rolling stock ever published.

HOW TO ORDER

Retailing for \$11.25 ppd, the Guide is available direct from the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, K1N 8V1. Allow 4-weeks for delivery.

BRANCHLINE

CANADA'S RAIL NEWSMAGAZINE

Branchline, Canada's Rail Newsmagazine, is published 11 times a year (July/August combined) and offers timely information on railway news and happenings in Canada.

Sent directly to members of the Bytown Railway Society or available at selected hobby shops, Branchline provides its readers with a comprehensive accounting of the latest developments on the Canadian railway scene. Written for rail enthusiasts, Branchline has also been acclaimed by the railway industry as the prime source of information on what's happening on the railway scene in Canada.

Originally the newsletter of Ottawa's Bytown Railway Society, Branchline has assumed a greater role over the years, expanding its scope from that of providing information on the Society to one that includes Society information as well as a comprehensive reporting on railway news and events in Canada.

REGULAR FEATURES

Regular features in Branchline include the "Information Line", a comprehensive reporting of railway news and happenings. Information on decisions affecting the rail industry by the government regulatory body is found in "NTA Decisions", enabling the serious enthusiast to keep abreast of changes in Canada's railway network. Good old fashioned train spotting, reports on interesting consists and motive power lashups, and straight railway gossip, can be found in "Along the Right of Way". Readers of the Canadian Trackside Guide will especially appreciate the "Motive Power Scene", which provides monthly updates on the status of active and preserved Canadian railway motive power and passenger rolling stock. As an added benefit, all additions, retirements, rebuilds, sales, etc., are referenced to the applicable page of the current Trackside Guide. In effect, subscribing to Branchline is like subscribing to Trackside Guide on a monthly basis!

FEATURE ARTICLES

Aside from the regular fare, each issue of Branchline contains feature articles, written by rail enthusiasts for rail enthusiasts. Subject matter and themes vary from month to month. On one occasion, it might be an anecdote from the golden age of Canadian railways, or the recounting of an historical event. Another time might find a comprehensive accounting of contemporary activities.

ATTENTION NON-SUBSCRIBERS

In announcing the 1988 Canadian Trackside Guide, we have included the February issue of Branchline for the benefit of non-subscribers. For those of you who do not receive Branchline, have a look at it and consider a subscription. At \$20.00 delivered to your door or \$2.50 per issue at selected hobby shops, Branchline is your ticket to comprehensive and enjoyable reading about railways in Canada!

HOW TO ORDER

Obtain your subscription to Branchline by sending \$20.00 (cheque or money order) to the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, K1N 8V1.

THE BYTOWN RAILWAY SOCIETY

As an added bonus, a subscription to Branchline provides you with a membership in the Bytown Railway Society.

Established in 1969 as a non profit, volunteer, organization incorporated under Federal Government statute to promote an interest in railways and railway history, with particular interest in the National Capital Region, the Bytown Railway Society sponsors a wide variety of activities for the rail enthusiast.

MEETINGS

The Society holds twice-monthly meetings in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Boulevard, Ottawa, Ontario. The meetings are held on the first and third Tuesday of each month, excepting July and August. Meetings on the first Tuesday of the month feature presentations by acknowledged rail experts on a wide variety of topics, both current and historical. Meetings on the third Tuesday of the month are held on an informal basis and are an opportunity for members to get together and show slides or movies of trains in action.

PUBLICATIONS

The Society encourages and supports the production of publications related to the contemporary and historic Canadian railway scene. Aside from its two flagships, Branchline and Canadian Trackside Guide, the Society has also supported the publication of a history of the St. Lawrence and Ottawa Railroad, and Snowplow Extra, a series of anecdotes related to snowplow operation in eastern Ontario and western Quebec, and a compendium of railway artifacts, abandoned lines, and buildings in eastern Ontario and western Quebec. In the works is a history of rail transit in Ottawa, and a history of the Thurso and Nation Valley Railway, the last logging railway in eastern Canada.

EQUIPMENT / RESTORATION

Actively involved in the restoration of railway equipment, the Society owns and operates a number of pieces of historic rolling stock. The Society also provides technical assistance to the National Museum of Science and Technology in the restoration, care, and maintenance of its rolling stock collection.

OPERATIONS

For several years, the Society has been involved in the operation and servicing of its steam-powered, 50 ton, ex-Central Vermont auxiliary in addition to assisting with the operation of the National Museum of Science and Technology's ex-CP Pacific Type (4-6-2) steam locomotive, No. 1201.

EXCURSIONS

The Society sponsors rail, bus, and motor car excursions over existing and abandoned rail lines in eastern Ontario and western Quebec.

During 1988, the Society plans to operate several steam-powered excursions, utilizing No. 1201 and her train of historic rolling stock, to various locations in eastern Ontario.

WELCOME ABOARD

A subscription to Branchline; steam operations; equipment and rolling stock maintenance and preservation; access to information about railways and railroading in Canada. The Bytown Railway Society. Welcome Aboard!

THE SALES DESK

We also have the following items available from the "SALES DESK".

ITEM NO.	ITEM DESCRIPTION	PRICE
B.R.S. PUBLICATIONS -		
TG82	"TRACKSIDE GUIDE - 1982"	\$5.00
TG83	"TRACKSIDE GUIDE - 1983"	\$7.95
TG84	"TRACKSIDE GUIDE - 1984"	\$8.50
TG87	"TRACKSIDE GUIDE - 1987"	\$10.00
TG88	"TRACKSIDE GUIDE - 1988"	\$10.00
ORH	"A GUIDE TO OTTAWA'S RAILWAY HERITAGE" - A 32 page booklet listing various railway artifacts within roughly 100 miles of Ottawa - including four historic aerial photographs.	\$5.00
VARIOUS B.R.S. ITEMS -		
BR-5	CASSETTE TAPE - SOUNDS OF CPR 4-6-2 #1201 AND CN 4-8-2 #6060	\$6.00
BR-7	SKETCH OF CPR 4-6-2 #1201 (12" X 24")	\$3.50
BR-9	'1201' HASTY NOTES (PACKAGE OF 10) Featuring the same sketch as in BR-7	\$3.50
CANADIAN RAILWAY VIDEOS (RAIL INNOVATIONS) - "VHS" or "BETA"		
RI-1	CANADIAN STEAM IN THE 50s - filmed in 16mm by Newton Rossitor during steam's final years in Ontario & the Prairies. 58 min., colour, narrated.	\$46.00
RI-2	ONTARIO STEAM IN THE 50s - 58 minutes of CN and CP steam action. Narrated by veteran CN and CP hoggers - what it was like to work steam - Colour	\$46.00
RI-3	MANITOBA STEAM IN THE 50s - 29 minutes of 16mm colour of CN and CP steam in Winnipeg, Brandon, Minnedosa and others. Narrated by Newton Rossitor.	\$35.00
RI-4	THE CANADIAN - from CP's archives, classic 1955 film of the "Canadian". Tour the train, then ride west from Montreal to Vancouver in brand new Budd stainless steel cars behind 'F' units. 25 mins. colour, sound.	\$35.00
RI-5	CP LAGGAN SUB - ride CP 'F' units through the Rockies from Calgary to Field. Includes 1940 triple-headers on the "Big Hill", plus SD40-2's and 'F' units. 27 minutes, sound and colour (except 1940s section). Narrated	\$35.00
RI-6	RAILS, WIRES & PANTOGRAPHS - unique look at electric railroading as seen through the 16mm lens of Doug Short. Includes MILW 'Little Joes', CN electrics in Montreal, GG-1s on Amtrak and New Jersey Transit, plus South Shore Line freight and interurban action. Colour, sound, narration, 28 mins.	\$35.00
NATIONAL MUSEUM OF SCIENCE & TECHNOLOGY VIDEO - 'VHS' or 'BETA'		
NMST	1201 THROUGH THE ROCKIES - Former CP 4-6-2 1201 travels from Field to Calgary in July 1986. Filmed by the Museum of Science and Technology. 16 minutes, colour, sound.	\$19.95
RIDEAU GRAPHICS PRODUCTS		
- PASSENGER CAR HISTORY - 15" x 20" format - full colour air brush on heavy art stock - six impressions of various passenger cars for the following railways: all \$10.00		
PC-1	CANADIAN NATIONAL	PC-4 NEW YORK CENTRAL
PC-2	CANADIAN PACIFIC	PC-5 DELAWARE, LACKAWANNA & WESTERN
PC-3	DELAWARE & HUDSON	PC-6 PENNSYLVANIA
- HISTORICAL RAIL MAPS - "25" x "38" format, heavy quality stock, sepia on beige:		
RM-1	SOUTHERN ONTARIO	\$6.00
RM-2	QUEBEC	\$6.00

ORDER FORM

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ADD SHIPPING CHARGE: (first item \$2.00 if other than book, otherwise \$1.25; each additional item \$0.50)

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