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Branchline

CANADA'S RAIL NEWSMAGAZINE



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BRANCHLINE is published by the Bytown Railway Society, an all volunteer, non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history. The Society operates without federal or provincial grants.

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**DEADLINE FOR THE JANUARY
ISSUE IS DECEMBER 10.**

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ON SHEET: Our feature articles this month include: some Christmas memories from the steam-era; a tribute to 'Bullet-Nosed Betty'; a last trip that wasn't; an 'Operation Lifesaver' special; the trials and tribulations of moving steam locomotives; and our regular monthly features.

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 17:00.

Tuesday, DECEMBER 6 - Come one, come all! The meeting will feature our annual Christmas family movie. Bring along your family and friends. Ray Farand and David Stremes will be providing coffee and doughnuts, for a small fee.

Tuesday, DECEMBER 20 - Our usual 'third Tuesday of the month informal slide night.' Bring out some of your current slides, or some oldies, and share your experiences and skills.

Tuesday, JANUARY 3 - Our Annual General Meeting at which we will elect the executive for 1989. Have you considered running for office? Details on the evening's entertainment will appear in the January Branchline.

Every Saturday - Restoration activities at the National Museum of Science and Technology. There's always plenty to keep one busy year round - e.g. washing, painting, chipping, filing, sanding, etc. on both the Museum's and the Society's equipment. Come on out.

SUBSCRIPTION/MEMBERSHIP FEE TO BE INCREASED: After holding the line on an increase for the last two years, inflation has caught up with us. Subject to member ratification at the December 6 meeting, the subscription/membership rate will increase by \$2.00 to \$22.00 (U.S. members kindly remit in U.S. funds) effective with subscriptions/memberships expiring with the January 1989 issue (8901 on your mailing label).

All renewals postmarked before December 15, 1988 will be accepted at the present \$20.00 rate.

An expiry reminder will be stamped on the back cover of the issue prior to the expiry issue. As well, a 'last issue' warning will be stamped on the back cover of the 'expiry' issue.

WANTED: John Moore, Box 221, Deep River, Ontario, K0J 1P0, wishes to buy, rent, or borrow a CPR Smiths Falls Division (Eastern Region - Quebec District) employees' operating timetable for the 1948 - 1952 period (winter 1951-1952, effective September 1951 preferred). Please write direct to John or call him at (613) 584-2128.

ON THE COVER: CP Rail M-630 4560 and a sister power a load of continuous welded rail through Bedell, Ontario, in February 1987. Photo by John Stewart.

INSET: CN's brand-new 4-8-2 6060 poses for her publicity photograph in Montreal in October 1944. Photo by CN, Jacques Beaubien Jr. collection.

**ON BEHALF OF THE EXECUTIVE OF THE BYTOWN RAILWAY SOCIETY,
THE EDITORIAL STAFF WISHES YOU A SAFE CHRISTMAS AND MAY
1989 BE A HAPPY AND PROSPEROUS YEAR.**

Information Line

VIA TO SELL-OFF CORRIDOR?: According to a report in the *Financial Post*, VIA Rail plans on following the lead of its British counterpart British Rail, and put its operations on a commercial footing prior to selling potentially profitable routes to the private sector.

By the end of this year VIA plans to present a 20-year plan to the federal government. Part of this plan will seek long-term financing for new equipment, and support for a high-speed link between Montreal and Toronto. VIA President Denis de Belleval believes that with private money, a high-speed link between Montreal, Ottawa, and Toronto, modelled on France's TGV, could be in place by the mid-1990s. The Windsor to Quebec City corridor, the only part of VIA's system that could possibly pay for itself, would be privatized.

Critics say that with \$3 billion pumped into VIA between 1982 and 1987, Ottawa should "give up on a system conceived over a century ago to meet transportation demands that no longer exist. But politicians remember that the railroad is still an important regional employer and that some voters ride trains."

VIA President de Belleval believes that a more efficient service will entice passengers back - "In order to tap a larger market, we need to provide speed, reliability, and comfort. We need a high speed link." That is why he believes that a high-speed link, at a potential cost of \$4 billion, could pay for itself eventually. He uses as an example the eight-year old Paris-Lyon TGV link that is operating in the black, and serves a population of about 12 million, compared to the 15 million who live in the Windsor-Quebec City corridor. He believes that Ottawa would be open to a sell-off of the corridor service, because "it's already costing the federal government \$200 million a year in subsidies in the corridor. With such a large deficit, I have a bargaining tool."

The government must make a political decision on VIA's regional services, de Belleval adds, either stopping service, or continuing them as a regional or social service, and clearly labelling the subsidy. He believes that service through the Rockies could make money if the service was operated primarily for the tourists, but on the Montreal-Halifax service, he is blunt - "There is no hope for a payback on any investment we make there." (*Financial Post*, 10/10/88)

STUDY ON EFFECT OF FUMES WITHHELD: Canadian National has withheld the public release of a recent study which it commissioned on the diesel pollution problem in Montreal's Central Station.

For years, railway workers and the travelling public have complained about the atmosphere at the station. On certain days, the fumes from idling diesels are so bad that the passenger concourse - located above the platforms - is bathed in a blue haze.

According to CN spokesperson Jean-Guy Brodeur, the study has confirmed that the poor air quality does not pose a danger to the health of the workers or the travelling public. Nevertheless, Brodeur declined to release the results nor to discuss them extensively.

Recently, measures have been taken by VIA Rail Canada, who leases part of Central Station from CN, to improve the ventilation in the platform area of the station. (*Montreal Gazette*, 18/10/88)

VIA RAIL'S "PRIORITY PROJECT", THINGS JUST KEEP ON GETTING BETTER: VIA Rail Canada has announced the second phase of its Montreal/Toronto "Priority Project". Designed to improve VIA's share of the travelling market between these two centres, the initiative has already paid off in big ways for the passenger rail corporation.

For the latest round, VIA has announced that it will largely concentrate its improvements in the realm of marketing, with special promotional campaigns being launched.

Stations in the corridor will continue to be improved. Platform vestibules at Dorval and Kingston will be enlarged and equipped with heating and seats. Platform markers will also be extended in Kingston and Guildwood. At Union Station in Toronto and Central Station in Montreal, signage will be improved and a new public address system will be installed at Union Station.

Big changes are in store for Dorval, including new signage and a link to the new bus terminal built near the station there. Since June, moreover, a shuttle bus has operated between the station and Dorval Airport, immediately to the north. With the bus and air connections, VIA boasts that Dorval is a "truly intermodal station."

Work also continues in the refinement of LRC equipment. The latest "improvement" is a project to test the feasibility of using mechanical steps. Currently all cars are equipped with automated ones and they have given VIA's operating people more than a few grey hairs over the years with trains suffering undue delays because of malfunctioning doors and steps. Many's the time during the depths of winter that one comes across frustrated VIA trainmen kicking and hammering away at frozen steps and doors in order to open or close them. (*Vialogue*, October 1988)

VIA ANNOUNCES CANDIDATES FOR HEP PROJECT: Pending the inevitable last-minute changes, VIA Rail Canada has announced that its stainless steel HEP program will include the renovation of 151 ex-CP and 6 recently purchased passenger cars (to be performed by CN). This breaks down as follows: 28 coaches; 42 "Manor" and 29 "Chateau" sleepers; 20 "Skyline" cars; 12 "Park" cars; 11 diners; and 15 baggage cars. As well, plans are being finalized for the conversion of 33 ex-CN smooth side cars.

The first car to go into the shops was Baggage Car 604. VIA plans to have the first renovated train set in service by June of

1989 with the work on all of the cars finished by December of 1992.

Also included in the rebuild program will be the conversion of the 15 ex-CP stainless steel baggage cars and two ex-CN baggage cars (smooth side) into baggage-cafe cars. One-third of each of the cars will be turned into a takeout section for coach passengers. This will include the addition of a galley, air conditioning and heat.

Sharp-eyed followers of the BRS **Trackside Guide** will note that not all of the "Park" and dining cars are to be "hepped". Those "Park" cars not receiving the treatment - at least in this go around - include No. 15501, "Algonquin Park"; No. 15506, "Glacier Park"; No. 15507, "Kokanee Park"; No. 15509, "Laurentide Park"; No. 15517, "Waterton Park"; and No. 15518, "Yoho Park". The diners include: 16510, "Frontenac"; 16511, "Imperial"; 16512, "Kent"; and 16518, "York".

These cars will remain 'steam-heated' for the the eastern transcontinental "Atlantic" between Montreal and Halifax which operates mainly with ex-CN equipment that is not currently scheduled for the HEP project. (**Vialogue**, October 1988)

GO PLANS SPECIAL CEREMONIES FOR NEW LINE: On December 3, GO Transit will officially open its double tracked eastern extension to Whitby. The line runs in the space between CN's Kingston Subdivision and Highway 401.

For the day's festivities, two special trains will start eastward from Pickering, the current eastern terminus, stopping at the new GO stations between there and Whitby. On board the trains will be various officials from GO, as well as the Provincial Government, and the local municipal politicians. The general public will also be invited aboard for a free chance to ride on the new line.

It's even rumoured that Santa Claus might get into the act while the trains are at Whitby. For further details, Toronto-area residents are advised to contact GO Transit.

Regular service is to commence the following day on December 4. (Information courtesy of GO Transit)

PIONEER RAILWAY MUSEUM: On October 4, Alberta Tourism Minister Don Sparrow and Walter Van De Walle, Federal MP for Pembina, jointly announced \$60,000 in funding under the Canada/Alberta Tourism Agreement to study the feasibility of relocating the Alberta Pioneer Railway Museum at Duagh (near Edmonton) to St. Albert, and developing it as a major tourist attraction.

The application to the Tourism Agreement was submitted by the City of St. Albert, working in conjunction with the APRA.

The study will address the locational and site requirements of an expanded railway museum operation. Among the items to be examined will be a potential site in the Campbell Industrial Park. All aspects of museum development will be analyzed, including design, capital and operating costs, marketing strategies and organizational requirements. (**Canada/Alberta Tourism Agreement**, thanks to John Burbridge)

THE GREAT CANADIAN STEAM RAILWAY EXCURSION SETBACKS: The 1260-mile five-day doubleheaded steam excursion between October 21 and 25 encountered a few unfortunate events which severely delayed the train and took the edge off the scenic wonders of the trip's itinerary through British Columbia and northwestern Alberta.

On the first day near Chilliwack, B.C., a steam fitting lodged in a switch and derailed one truck of BC Government coach "D'Arcy", causing a four-hour delay to the 15-car train, and the loss of the "D'Arcy" for the balance of the trip. This unfortunate event was followed by the derailment of one truck of Alberta's ex-CN 4-8-2 6060's auxiliary tender and a set of drivers on British Columbia's ex-CP Royal Hudson 2860 during the servicing stop in the Kamloops Yard, causing the second day's departure to be 'somewhat off the advertized'. Locomotive bearing problems prior to reaching Jasper, Alberta, further delayed the train, causing 6060 to miss most of her homecoming celebration in Jasper. Further bearing problems on the third day resulted in a 2 A.M. arrival at Prince George. Fortunately, the last two days of the excursion, from Prince George to North Vancouver on BC Rail, were basically uneventful.

For the record, the consist for the first three days was:

BC Royal Hudson 2860 (with auxiliary tender 2860B);

Alberta 4-8-2 6060 (with auxiliary tender 6060B);

VIA Steam Generator 15492;

VIA Baggage 9642;

BC Power & Tool Car "Prince George";

BC Coaches "Lone Butte", "Alexandria", and "D'Arcy" (the latter removed at Chilliwack);

VIA Daynighters 5722, 5721, 5713, 5715, 5709, 5717, 5733, 5736, 5732, and 5749.

From Prince George to North Vancouver the consist was:

BC 2-8-0 3716;

BC Fuel Tank Car;

BC Royal Hudson 2860 (with auxiliary tender 2860B);

BC Power & Tool Car "Prince George";

BC Lounge/Observation "Britannia";

BC Coaches "Lone Butte", and "Alexandria";

BC Club Car "Resolution";

VIA Daynighters 5722, 5709, 5713, 5715, and 5721. (John Cowan)

ESTIMATE FOR COMMUTER OPERATION CHALLENGED:

Various mayors of communities in British Columbia's lower mainland, as well as the provincial premier, are challenging estimates that a proposed commuter rail operation designed to link communities in the Vancouver area with the west coast metropolis are "widely exaggerated and grossly inflated."

Many feel that the service - targetted to operate on the CP Rail line between Vancouver and Coquitlam, can be brought on stream for the \$32 million already committed. Any expenses over and above that have been deemed to be "gold plating." Indeed, Port Moody Mayor David Driscoll was quoted as stating that the additional costs "represented double-tracking and all sorts of other bells and whistles that were never envisioned."

The feelings of officialdom notwithstanding, a CP Rail spokesperson has stated that he feels that the revised figures are "based on a realistic appraisal of the situation." (Vancouver Sun, 28/09/88)

MINISTER OPTS NOT TO FOLLOW THROUGH ON MORATORIUM: Transport Minister Benoit Bouchard has retreated from an earlier statement that he was prepared to consider the imposition of a moratorium on rail line abandonments - at least over the short term (Branchline, November 1988).

Several days following the release of his earlier comments, the Minister told reporters that a moratorium was not practical. On September 29, he stated, "It's not my decision to impose a moratorium because if you do that you freeze all the decisions of the National Transportation Agency even with branch line abandonment that could be accepted by everybody."

Although paving the way for a resumption of due process, Bouchard also indicated that he was prepared to intervene to block the abandonment of any lines deemed to be significant by the various provinces. (Globe and Mail, 30/09/88)

REDUCED CREWS FOR C.A.R. TRAINS IN MAINE: Members of the United Transportation Union who work for the Canadian Atlantic Railway (CP Rail) in Maine have voted to accept a reduced crew rule for all CAR freight trains in the State.

According to CAR general manager F.J. Green, the change is "a sound business position". Green also indicated that management would reciprocate the UTU's co-operation by "doing everything possible to bring new business to our rail lines." (Canadian Pacific Announcements, 04/10/88)

FALLEN FLAG: The name BC Hydro Railway is no more. One of the first acts of its new owners, IteL Rail Corp. of California, was to rename it the Southern Railway of British Columbia. During 1987, the largely industrial switching, ex-interurban, operation had revenues of \$21.5 million. (Vancouver Province, 29/09/88)

BALL RESTS WITH CN IN MOVE TO DEVELOP RAIL LANDS IN NORTH BAY: Municipal planners in North Bay, Ontario, have advanced a project to convert 55 acres of prime waterfront land from rail to other, more lucrative, use.

The property belongs to CP Rail. Last year it announced that it was ready to listen to proposals which would lead to a removal of the trackage provided complimentary facilities could be secured in either the Ontario Northland or Canadian National yards which are also in the community of 35,000. The City's preference is to move CP traffic onto parallel CN lines in the community while the yard operations would be given over to the ONR. The City hopes that the ONR would also be able to hire as many CP employees affected by the change as possible. For the moment all sides are awaiting a decision from Canadian National. Sources indicate that a master plan for development could be in place

as little as one year after the railways are able to come to an agreement. (North Bay Nugget, 24/09/88)

CN TO REMOVE EDMONTON YARD: Developers are poised for an operation that will remove CN tracks from 64 acres in Edmonton's downtown core. In September, the Alberta Government agreed to pay \$16.9 million for a 26-acre parcel in the CN yards for a new Grant MacEwen Community College campus. The rails should be gone by October 1989 and the college should be ready for classes by 1996. (Financial Post, 09/11/88)

CN REPORT CALLS FOR REDUCTION OF 17,000 JOBS: A Canadian National Railways report leaked to NDP Member of Parliament Bill Blaikie says that the current employee level of 43,000 will have to be reduced to a level in the vicinity of 26,000 during the next several years. The Manitoba MP called the cuts "employee slaughter."

A CN spokesman said the company has been telling its workers for years that job cuts are coming and that the lay-offs will take place over the next five to ten years.

However, Ron Lawless, CN's president and chief executive officer, denied that the company has any plans for massive lay-offs.

In a statement November 8, Lawless said CN's corporate plan, tabled this year in the House of Commons, projects a reduction in employment of about 10 per cent, or 4,000 positions, over the next five years. It said the reduction will be achieved largely through normal attrition, by such means as reduced hiring and normal and early retirement. (Montreal Gazette, 06/11/88 and 07/11/88)

ERRATA: Further to VIA Rail's corridor schedule published in last month's Branchline, the schedule for train 33 has been revised. It leaves Montreal at 11:20 and arrives at Ottawa at 13:38. As well trains 30 and 33 are operated with LRC equipment. (Earl Roberts)

EQUIPMENT CYCLING IN OTTAWA: With revised VIA Rail schedules effective October 30, equipment is cycled through Ottawa on a weekday as follows:

	OTTAWA	OTTAWA	
TR. EQPT.	ARRIVAL	DEPARTURE	TRAIN BECOMES:
FROM MONTREAL -			
31	LRC 1000	1200	#43 to Toronto
33	LRC 1338	1750	#47 to Toronto
35	CONV 1818	1455	#34 to Montreal
37	CONV 2000	0910	#32 to Montreal
FROM TORONTO -			
40	LRC 1154	1630	#45 to Toronto
42	LRC 1610	1705	#36 to Montreal
44	LRC 2032	0750	#41 to Toronto
46	LRC 2154	0710	#30 to Montreal
48	CONV 0620	2359	#49 to Toronto

NOTE - The unit off Train 35 powers Train 49 to Brockville and Train 48 back to Ottawa (Trains 48 and 49 continue to operate pending National Transportation Agency hearings - neither train appears in the timetable).

NTA Decisions



CSX TOLD TO IMPROVE PROCEDURES: Following the May 3, 1987 runaway of two CSX diesel units and twelve empty cars at Chatham, Ontario, onto mileage 63.2 of CP Rail's Windsor Subdivision, the National Transportation Agency has ordered CSX to file a plan for how it intends to improve "the storage of unattended locomotives at all locations where such procedures are required." (29/09/88)

DEATH KNEEL FOR NEW BRUNSWICK BRANCH: The National Transportation Agency has authorized Canadian Pacific to abandon that portion of its St. Andrews Subdivision from a point near the Champlain Spur (mileage 18.1) to the end of the line at St. Andrews (mileage 27.8).

This is one of the oldest pieces of rail trackage in the Maritimes, having its origins in the St. Andrews and Quebec Railroad, which with its reciprocal the Quebec and St. Andrews Railroad, was incorporated in 1850 to connect Canada East (now Quebec) with the Bay of Fundy at St. Andrews, New Brunswick. In 1864, authority was given to the Woodstock Railway to build from that community, located to the north of Fredericton, towards the St. Andrews & Quebec in order to effect a connection with the road to the south.

Some six years later, in 1870, the New Brunswick Railway was authorized to take over "the rights, powers, etc. of the Woodstock Ry. Co." Co-incidentally, the NBR was granted the necessary authority to "build from Woodstock to Edmundston and from Woodstock to Fredericton; with right to acquire Woodstock Ry. Co's project, construct bridges . . ."

In 1891, the New Brunswick Railway was leased to Canadian Pacific. Prior to that time, the NBR had also: acquired by lease the New Brunswick and Canada Railroad (1883); leased the Saint John and Maine Railway; and been involved financially with the Fredericton Railway and the Arcostock Railway. (07/10/88 and Dorman, Robert. *A Statutory History of the Steam and Electric Railways of Canada, 1836-1937*)

ABANDONMENT ORDER STAYED: The National Transportation Agency has amended an earlier decision granting Canadian Pacific the authority to abandon its Colony Subdivision (Saskatchewan) between Rockglen (mileage 0.0) and Killdeer (mileage 24.6). As reported in the February 1988 issue of *Branchline*, the abandonment had been effective December 31, 1988 or whenever the Saskatchewan Wheat Pool Elevator at Killdeer was closed, whichever came first.

Following interventions from various parties, including the Federal Minister of Transport and the Province of Saskatchewan, the NTA has amended the effective date of the abandonment to August 31, 1989. The extension is necessary to "provide an opportunity to assess a road impact study undertaken jointly by the Province of Saskatchewan and the Federal Government and its implications for a road rail proposal." (11/10/88)

WINNING THE BATTLE, BUT WHAT ABOUT THE WAR? Last month's issue of *Branchline* carried a somewhat enthusiastic headline trumpeting "Power to the People". By dint of hard effort, it seemed that VIA Rail Canada's attempts to discontinue overnight train service between Ottawa and Toronto had been arrested, temporarily at least, by the National Transportation Agency which, responding to a number of public submissions, had decreed that the train's status could only be decided by the NTA following a formal submission by VIA to the Agency.

Upon receipt of VIA's "formal application", the Agency then directed the passenger rail corporation to issue public notices giving potential interveners 30-days to file submissions with the NTA.

Many saw the thirty day period as somewhat of a minor victory. Events took on a new urgency, however, when VIA, in a brilliant show of "one upmanship" was able to convince the Agency on October 6, to reduce the thirty day period to almost half. Instead of having until October 30, interveners were duly notified - in rather quiet media announcements - that all submissions were due by October 18, a full twelve days earlier.

Although caught off guard somewhat, the rail lobby organization, Transport 2000, was able to sound the alarm in the form of a written notice which was mailed out on October 11.

The NTA, for its part, also followed up with the earlier interveners, notifying them of the revised deadline. As a gesture of fairplay, moreover, sources from the Agency also confirmed that earlier submissions from potential interveners would be duly considered by the Agency in its deliberations over the future of the overnight service. Indeed, the Agency appeared to leave the impression that the revised date was somewhat of an academic exercise given that the vast majority of the arguments with respect to the service were already on file and it was doubtful as to whether any new evidence would be forthcoming.

As the last week of October came up, all concerned parties anxiously waited for an announcement from the NTA. For its part, VIA Rail continued to hold fast to its preferred scenario. Numbers 48 and 49 were deleted from the Reservia system and all crew members were notified that their assignments on the affected trains would be terminated, effective the morning of October 29. Finally, near the close of business on Friday, October 28, the NTA issued an interim statement to the effect that the operation of trains 48 and 49 was to continue, pending a final decision by the Agency.

Upon receipt of the notice, VIA Rail immediately programmed its Reservia system to accept reservations for the overnight service for the next 30-days or essentially the month of November. VIA did not opt to extend the train for a longer period in anticipation of a favourable decision from the Agency some time in November.

Indeed, VIA now finds itself in a bit of a bind financially. Its budget for the Ottawa/Toronto service can only support the continued operation of four round-trip trains

and it now has five, Nos. 40-49, inclusive. The company now has more passenger trains operating between Ottawa and Toronto than were ever fielded by Canadian Pacific (CN was never a real player) during the so-called golden years of passenger rail travel in Canada.

As the NTA tries to balance VIA's attempts to incorporate bottom line management with a fairly strong groundswell of support for the overnight service (58 submissions in favour of retention vs. 2 which sided with VIA), the next few weeks could be interesting. (Philip B. Jago, with background information courtesy of Transport 2000 and other informed sources)

SUBMISSIONS INVITED ON A.C.R. RE-ORGANIZATION: The National Transportation Agency has invited submissions from interested parties on an application by the Algoma Central Railway to "transfer its Rail Division to Algoma Central Railway Inc." News of the ACR's intentions was first unveiled last January. (28/10/88)

RAILWAY CAN DISCONTINUE EMERGENCY BRAKE TEST: Canadian Pacific has received official permission from the NTA to discontinue the emergency brake test which is presently carried out at Fording, British Columbia, prior to the departure of loaded coal trains from there.

Originally, the test had been ordered after concerns were expressed that an emergency brake application might not always "propagate through robot cars or other equipment performing the same function. Subsequently, CP Rail modified the robot cars to include a No. 8 vent valve to reduce the possibility of such a failure.

The NTA then investigated and determined that the likelihood of emergency brake failure was minimal to say the least, whether or not the No. 8 valve modification was taken into effect.

It therefore decided to cancel its earlier order requiring the emergency brake test. (06/10/88)

TRACK TIE CONDITIONS FOUND UNACCEPTABLE: The National Transportation Agency has ordered CP Rail to effect track tie repairs to that portion of the Victoria Subdivision (Esquimalt and Nanaimo Railway) between mileages 95.3 and 129.0. The order follows an inspection of the line by officers of the Rail Safety Branch of the NTA.

The work is to be carried out by June 30, 1989. Pending a final inspection by the NTA, CP is to lower train speeds by 10 m.p.h.

In addition to freight traffic, the Victoria Subdivision also handles VIA Rail Trains 198/199, the "Malahat". (07/10/88)

RAILWAYS ORDERED TO REDUCE SPEED OF DANGEROUS CARGOES IN METRO TORONTO AREA: Both Canadian National and CP Rail have been ordered to operate trains carrying dangerous commodities at special reduced speeds along certain rail corridors in the Metro Toronto area. Depending upon the type of cargo, the NTA has limited train speeds to between 25 and 35 miles per hour.

CP Rail has been ordered to implement the directive on the following lines: MacTier Subdivision, between mileage 0.0 and 6.0; Galt Subdivision, between mileage 4.9 and 9.55; North Toronto Subdivision, between mileage 0.0 and mileage 5.9; and Belleville Subdivision, between mileage 197.0 and 206.3.

Affected CN lines include the following: Weston Subdivision, between mileage 4.8 and 9.51 and York Subdivision, between mileage 18.4 and 25.2.

Details on the directives and comments from railway personnel were provided in the November issue of Branchline. (26/09/88)

APPLICATION FOR ABANDONMENT OF OTTAWA-AREA LINE: Canadian Pacific has filed an application to abandon its Carleton Place Subdivision (Ontario) between Nepean Junction (mileage 9.0) and Carleton Place (mileage 28.1).

Although utilized on a daily basis by VIA Rail's "Canadian", the line is virtually bereft of revenue freight traffic. According to figures released by the National Transportation Agency, it generated two carloads of revenue traffic in 1986, for an overall loss of \$588,002. Ironically, the abandonment does not report the revenues received by CP Rail for the operation of the passenger train over the Subdivision.

Should the application be approved, VIA Rail will be forced to seek an alternate route for its transcontinental service, unless it opts to assume control of the Carleton Place Subdivision. Possible scenarios include: operating over CN's Renfrew Subdivision to Arnprior and then switching over to CP Rail's Chalk River Subdivision or forsaking CP's route up the Ottawa Valley in favour of CN's freight-only Beachburg Subdivision.

Complicating the former option is the fact that the CN has filed to abandon the Renfrew Subdivision, not to mention the relatively poor condition of the line and the fact that major repairs are required to a bridge over the Madawaska River on the outskirts of Arnprior. Should the latter option be exercised, the Ottawa Valley communities of Carleton Place, Arnprior, and Renfrew would be without rail passenger service for the first time. Pembroke would continue to be served via its CN station. Indeed the latter point might serve to explain earlier reports in Branchline as to why VIA has taken out an option on the CN station there.

Persons opposing CP's application are asked to file a submission with the National Transportation Agency, with a copy to H.C. Wendlandt, General Solicitor, Canadian Pacific Limited. (07/10/88)

ERRATA: In last month's issue, we indicated that the Great Western Railway had opened between the Niagara Suspension Bridge and Hamilton on November 10, 1872. Ray Corley has kindly pointed out that the date should have read 1853.

Canadian Tire money is eagerly sought to help defray the Society's restoration expenses.

MIDNIGHT MADNESS

BY PHILIP JAGO

A popular music hall song pokes fun at "Mad dogs and Englishmen [who] go out in the mid-day sun." On October 28, the same charge could have been levelled at six members of the Bytown Railway Society - and it probably was by the wives of those who are married-only it wasn't the mid-day sun. Instead, it was just about the opposite by plus or minus 12 hours.

On that evening, Ray Farand, John Godfrey, Mike Iveson, Bob Meldrum, Dave Stremes, and yours truly got together to ride what was supposed to be the last run of Trains 49 and 48, between Ottawa and Brockville.

The event had been planned several months earlier when it seemed that VIA Rail Canada would have the last word on the cancellation of the overnight train. At one point, indeed, we had even thought about going all out to see about arranging to have ex-ACR No 458/459 added to the train for the benefit of members and their associates who might like a night of it partying their way to and from Brockville. We were even going to sell it as "Midnight Madness".

Nevertheless, a few of us still resolved not to let the demise of 49 and 48 go unnoticed. And so we prepared for what should have been some form of funeral train - the last run, etc.

The whole idea took on a more positive note, however, after a late breaking announcement from the NTA at approximately 16:00 hours on the 28th to the effect that the overnight train was to remain in service pending a final decision from the regulatory agency. Immediately, we six became more upbeat and, although not certain that we had only seen the successful realization of what was just a minor skirmish in the overall war (everything has to be seen in a positive light), we resolved to dub the experience the "Victory Express."

Things only got better as the night went on. We set up night photo lines at the stub track at Ottawa Station where No. 49 is marshalled - grabbing off time exposures of FPA-4 No. 6767 as well as posed shots of member Mike Iveson being assisted aboard sleeper "Extew" by VIA Sleeping Car Attendant J.A. Smith of Montreal. He was also all-smiles after hearing the news about the train.

Indicative of our luck that evening was what awaited us at Brockville. After an uneventful trip, we arrived there to find the CP side of things stacked full of freight cars while C-424 No. 4211 shepherded loads and empties from and to the Brockville freight shed.

At Brockville, there were lots of opportunities for night photos. Bob Meldrum started herding us up and down the platform for shots of the head end of No. 49 adjacent to the front of the station as well as going away shots from the rear of the train. There was also the wayfreight. We lined up in front of the 4211 which, while we were busy with No. 49, had got itself set up to go back to

Smiths Falls and, in the shadows of the William Street overpass east of Brockville station, we banged off shots of the big MLW from a variety of angles. Even the engineer got into the act. Ray Farand seemed to know him and we were able to get him to turn on and off as well as dim the headlights and ditchlights as we so required for our exposures. Talk about service.

Meanwhile right behind us, the "National" put on a show, rolling through several hot shot freights to the delight of one and all. The arrival of No. 59 gave us the occasion to head back up the platform for more photos whereupon we happened upon member Paul Sheppard, who resides a few blocks away from the station. Paul had come down for what he felt was the last run of 49 and 48 and he was more than a little pleased with our news.

With 59's departure, we finally adjourned to the nearby Tim Horton doughnuts for a mug-up and a chance to get warm. Inside was the Ottawa train crew, including member Mark Merriman who was engineer that night and whom we had already kibitzed with in Ottawa prior to departure. Loaded with camera gear, and attracting more than a few stares from the locals who frequent such establishments in the wee hours, we sat at one end while Merriman and the rest of the VIA crew sat in the other, determined not to be associated with the likes of what had just walked in!

It was soon time for No. 58 so we wandered back to the station to wait out the switching operations when No. 48 is made up in Manitoba Yard, about a quarter mile to the west of the station. Eventually, No. 58 pulled in, did its business and headed slowly east towards Montreal. Close behind came No. 48. The FPA-4 ground to a halt directly in front of the station and we boarded the coach - being careful not to awake the sleeping passengers.

The trip back to Ottawa was, like the outbound journey, without incident. Once at the station, we headed off to the restaurant for a "plastic breakfast" and then slunk home - some of us to go to bed, others to take on the trials and tribulations of the "Saturday Morning Confusion!"

Anyway, back to "mad dogs and Englishmen". Two incidents stand out. While No. 49 waited at Brockville, the passengers on the waiting coach were crowded to the various windows watching the pack of us chasing around-replete with tripods and flash guns - and popping off at everything we saw. We were aware of more than a few of them laughing and gesturing in our direction. Then there was John Godfrey's situation. John doesn't live in Ottawa like the rest of us. No, he's from Montreal. According to John, it was no easy task to get a VIA ticket agent in Montreal to sell him a return ticket to Brockville, via Ottawa, and in the middle of the night. John's not sure but as he left the ticket wicket he thinks he overheard the agent muttering something about "mad dogs and Englishmen."

Saving Lives the United Way

BY RAY FARAND

There was a time not that many years ago when travellers passing through Ottawa's main passenger terminal referred to it as Ottawa Union Station. The term "Union" imparted a spirit of co-operation between the railway giants of the day and the government that has its seat of power only footsteps up the hill along Wellington Street.

Today, Ottawa Union Station is but a memory for a generation that has seen Canadian railways slip from their place of prominence in the public eye to become what most perceive to be simply a drain on the public purse. Along with a new terminal location for the capital's gateway came an abbreviated title, simply Ottawa Station. Though it is still a jointly operated facility in many respects, occasions when one can literally see and feel the spirit of co-operation between today's major railway players are not often forthcoming.

One of these unique opportunities presented itself on September 12, 1988 when Ottawa Station truly became a "Union" station if only for a few hours. The occasion was the inauguration of Operation Lifesaver's National Awareness Day. This timely event re-dedicated the commitment of Transport Canada, the Railway Association of Canada, the Canada Safety Council, Canadian National Railways, CP Rail, VIA Rail Canada Inc., and law enforcement agencies all across the country, to a common goal, that being to reduce the number of deaths and injuries that occur at rail/highway level crossings.

Though the official ceremony was to be held at the east end of CN's Walkley Yard near Conroy Road, the station was used as a staging area to assemble a special train that would take officials and guests to the main site. The news media was also in attendance and it was their task to get the message out to the Canadian public that rail/highway crossings are to be respected and approached with caution.

The list of speakers on hand to host the event included Operation Lifesaver's National Director and the day's Master of Ceremonies, Roger Cyr, Transport Minister Benoit Bouchard, and R.S. Allison, Chairman of the Railway Association of Canada, and Chief Executive Officer of CP Rail. In addition to other notable officials such as Denis de Belleval, President of VIA Rail Canada Inc., and John Kelsall, Canadian National's Vice-President of Operations, one could not help but be impressed by the support directed towards the program by the Canadian Association of Chiefs of Police. Police Chiefs, or representatives from the police forces of almost all of the municipalities of Ottawa-Carleton and West Quebec, as well as the Royal Canadian Mounted Police, Ontario Provincial Police, Quebec Police Force, and the railways' own police forces were on hand. Some, including Ottawa's Chief of Police Arthur Rice, were in full dress attire.

To take this distinguished entourage from Ottawa Station to the site of the inauguration ceremony, a special move was set up using locomotives, passenger and business cars supplied by Canadian National, CP Rail and VIA Rail. The special train was comprised of a pair of resplendent SD40-2's, CN 5244 and CP 5934, both freshly painted, and immaculate VIA F40PH-2 6412, CN Business Car No. 91, VIA coach 5650, and bringing up the markers, CP Rail's Official Car "Wentworth". Those of you who are historically minded will recall that the "Wentworth" was temporarily assigned to the Royal Train of Their Majesties King George VI and Queen Elizabeth back in 1939. Tipping the scales at nearly 100 tons, this 1926 product of CP's Angus Shops was a splendid choice for a tail end car. Under the bright September sun, the train was nothing short of spectacular in appearance with its "Kodachrome" blend of colours.

Shortly after 10:00, the Special eased out of the stub track at the east end of Ottawa Station and proceeded slowly towards Walkley Yard via the Alexandria Subdivision and the Walkley Line. The schedule called for the move to take approximately one-half hour, enough time for the news media to view an audio-visual display designed to inform the public about Operation Lifesaver's primary goals and to demonstrate the impact that the program has had since its inception in 1981.

Statistics indicate that Operation Lifesaver has helped significantly to reduce the incidence of level crossing accidents in Canada. The total number of accidents at the 27,000 public rail/highway level crossings in Canada has fallen from 826, recorded in 1980, to 458 in 1987 - a 45% decrease. During the same period of time, injuries dropped 37% and fatalities were down 40%.

Impressive results such as these do not come cheap. Since 1980, Transport Canada has been providing an annual grant for the program and plans are for the federal government to spend a further \$100,000 in each of the fiscal years 1987/88, 1988/89 and 1989/90. The Railway Association has agreed to provide matching funds for the same period. The result of these worthwhile expenditures will be continued public safety awareness education and modernization of level crossing protection across the country.

At Walkley Yard, everyone made their way to a temporary sheltered area to listen to the keynote speakers, Messrs. Cyr, Allison, Rice, and the Honorable Minister Bouchard who formally closed out the ceremony. The remaining time was devoted to the news media who conducted personal interviews with the organizers. It is somewhat ironic to note that during this period of time, as the special train prepared for departure, the Conroy Road crossing circuit was activated, setting off the bell and warning lights. Despite the presence of the nearby train,



Plenty of Power: 9,000 horsepower from three railways is more than ample to power the three-car Operation Lifesaver special train towards Walkley Yard in Ottawa on September 12, 1988. Photo by Ray Farand.

motorists continued to cross the tracks, many of them barely taking the time to slow down and look both ways. Obviously more work remains to be done, with driver education at the top of the priority list.

Shortly after 11:30, everyone re-boarded the train for the return trip to Ottawa Station. The train backed down the Walkley Line and east onto the Alexandria Sub before it proceeded on the final leg of the trip back to "Union". If one word can be used to sum up the entire affair, it would have to be "class". It was truly a class act from start to finish, and the participants have to be commended for their efforts at getting the message out to Canadians. When it concerns grade crossings, "Trains Can't Stop".

POSTSCRIPT

Upon arrival back at the station, everyone said their final goodbyes and went their separate ways except for a pair of "train buffs", excuse me, BRS reporters (yours truly and the Features Editor, Dave Stremes). As we said our goodbyes, Dave was approached by a senior Ottawa Police official, who wanted to know if he was a photographer hired by the railway! After explaining that he was not, and that the camera had slide film in it, Dave was still asked if he would mind taking a few pictures of Ottawa Police officials, including Chief Rice, as well as Roger Cyr, and J. Mel Beaupré of the Railway Association of Canada. After being assured that the Ottawa Police Photo Lab would handle any photographic work necessary, the group assembled on the rear platform of CP 5934 for their photo.

After saying our goodbyes, we had to hang around to see the last moves of the day completed in the yard on the south side of the station. There's something to be said for those who persist in being the last ones to leave a good party, though party may not be the appropriate term in this case. As our last unofficial act of the day, we were granted a tour of the "Wentworth" by a very obliging Business Car Attendant, Norman Virgoe.

While we were admiring the overwhelming elegance of the car's interior, VIA 6412 had been uncoupled from the two SD40-2s and then nosed up to the "A" end of the private car. Shortly after that I realized we were about to be treated to an unexpected ride around the M&O wye. To try and explain to you what it felt like to be sitting on a plush sofa gazing out the door onto the balcony of an honest to goodness business car (Car No. 27 notwithstanding, besides it doesn't have a sofa), all the while trying to take a picture of the big yellow nose of a new VIA locomotive and at the same time eat a leftover muffin without dropping any crumbs on the carpet, is almost beyond description. Ah-h-h, railfan heaven. To quote a popular television commercial, "It just doesn't get any better than this!!"



Canadian National 4-6-4 5700 (nee 5703) is slowly backed from her display location of 21 years on October 18, 1988 in preparation for her move to a display site in St. Thomas, Ontario. Photo by John Stewart.

ON THE ROAD AGAIN

BY JACQUES BEAUBIEN JR.

As reported in last month's issue of *Branchline*, a long-term renovation program at the National Museum of Science and Technology in Ottawa has seen the departure of three steam locomotives from the Locomotive Hall. The extra space, according to a NMST press release, is to "provide room for a larger and more receptive area for the public in general and school groups in particular." Because of the height of the Locomotive Hall, the new area will be split vertically, thereby creating two floors.

Involved in the move were CN 4-6-4 No. 5700 (nee 5703), CN 2-6-0 713 (nee GTR), Stelco 0-6-0 No. 40 (nee TH&B) and CP 4-6-0 No. 926. The latter, however, was only shuffled to 5700's track, along with CN caboose No. 76109 which was previously behind No. 40. In order to accommodate 926 and the caboose, approximately five feet of track was added to each end of the track previously occupied by the 5700. The work took place immediately prior to the removal of the Hudson.

Since the Museum only has one employee (Dave Elliot) currently devoted to the care and maintenance of the locomotive collection, the Bytown Railway Society was asked to provide the necessary assistance. It fell to Joe Toscas and myself to answer the call to arms, so to speak. In the end, I wound up spending more time than Joe, as I saw this as an opportunity for me since I had never been exposed to this kind of activity.

My involvement began on October 6, a week and a half before the actual move. I started by helping Dave build the extra track in front and behind the 5700. I then went on to uncouple the tenders of 40 and 713. Next was the removal of all the eccentric rods and cranks, combination and connecting rods which we did on 713, 40 and 5700, respectively.

Due to the massiveness of 5700's connecting rods and the awkward space to work inside the locomotive bay, we had opted to wait until 5700 was outside before removing them. However, all the other ones came off inside with the help of come-alongs and, as space would permit, a forklift. I had also started to remove the "collectible" items such as builder plates and number boards, headlights, bells, etc., before the big move.

On Monday, October 17, a contractor began removing the wall behind the 5700. It was then where reality started sinking in. I am not reluctant to admit that 5700 was my favourite part of the display there and that I personally felt upset that she was selected to move away. Other feelings and thoughts could probably be shared from other members on this whole event, but that is not the purpose of this document.

The NMST press release mentioned that the 926 would be moved first. So much for planning. It didn't quite happen that way. There were three different CN crews assigned to this task. Included were a track gang from

Ottawa, a crew from Montreal - complete with a 100-ton mobile crane, and a third crew from Capreol, Ontario, equipped with a system of hydraulic jacks capable of lifting and laterally moving railway equipment.

The latter crew was assigned at the last minute as CN felt that their system would simplify the work. This was the reason why the 926 was not the first engine to be taken out of the hall. Originally, plans were that 926 - which had an overhead door behind her - was to move out first to clear that area. The mobile crane would then go inside to lift and carry across engines, tenders and caboose onto 926's old track and move them out one by one. Afterwards 5700 would come out through the hole with panel tracks connecting her to the Museum siding. Finally, after several switching maneuvers with the help of the north track at the Museum, 926 and the caboose would be pushed back into the building on 5700's extended track.

By including the third crew, the original plan was scrapped, however, leading to a certain degree of confusion and, unfortunately, a few not so genteel discussions.

Very early on, the track gang realized that there was no way that their panel track would be able to connect from behind 5700 or 926 directly with the Museum siding as the curve ratio was just too great. It was then decided that 5700 would be the first to move out and back as far as possible; followed by 926 doing the same and then moving into 5700's old spot.

On the afternoon of October 18, the 330-ton locomotive rolled out, seeing daylight for the first time in 21 years. No time was wasted in removing the rods while the CN crew got the 926 ready to move.

The Locomotive Hall was built after the locomotives had been marshalled onto their respective display tracks. The rear wall of the Museum was then built and large overhead doors were placed along it at strategic intervals. Regrettably, the clearance on the doors was just slightly less than that required by the 926. Only by dint of a pry bar on the underside of the door were we able to get the D10's smoke stack to clear the opening.

Once she was in the parking lot, a bit of moving and twisting of tracks was required in order to roll her back inside onto 5700's track.

That same evening, the Capreol crew was performing a lateral move inside the museum with caboose 76109. It seemed to me that they were not fully equipped as their single set of jacks could only work one end of the car at a time. The futility of the set-up soon became apparent and the 100 ton mobile crane was brought in to assist and the rest of the operation was pulled off without a hitch.

On Wednesday, October 19, the caboose switched display tracks in the same manner as

the 926. The only exception was that she was lifted onto the adjacent trackage as opposed to being shifted into place on panel tracks. Once back inside, she was coupled to the 926 and her smoke jack re-installed.

The focus then shifted to the 5700 which was outside almost perpendicular to the Museum siding. In order to get the engine properly oriented (ie. in a parallel position), a great deal of backing and forthing was required. Indeed, the task took much longer than originally planned, thereby delaying the locomotive's departure from the Museum by a day and a half.

The exercise required a great deal of patience and it was many the time during which I saw the newly lined-up track creeping back to its previous position as the curve imposed on it could not withstand the impact of the huge K-5 moving back and forth. Even the tight "S" curve between north and south track switches almost caused the drivers and engine truck wheels to drop.

The 5700 was eventually pulled onto the "Old Alex" Sub. in the late afternoon of Thursday, October 20, coupled to a half dozen loaded ballast cars and a caboose. The CN yard engine took the consist down to Walkley Yard at a speed which rarely got as high as 15 mph. There, she received a plentiful grease job. She then left early the following morning, pulled by a 3500-series diesel unit going east as far as Coteau, Quebec. There, she switched onto the Kingston Subdivision and headed west towards St. Thomas, Ontario, her new home. While on the main line, the special train operated at a restricted speed of 25 mph.

With the 5700 out of the way, the Capreol crew lost no time in moving 713's tender onto 926's old track. It was then pulled out of the Museum and spotted on one of the Museum's tie-less panel tracks. The tender was tied down onto the track and the whole thing was shifted across the parking lot by the mobile crane, in a seemingly effortless operation. The tender was eventually positioned parallel to the siding, ready for a transfer by the multi-purpose crane.

A track was then laid out, joining up to 713's tracks inside the Museum. This enabled 713 to move out without having to do a lateral shift. Panel tracks were then laid right up to the siding and as parallel to it as possible. It then fell to the mobile crane to pull the 713 to the end of the temporary track and lift her onto the siding.

In the interim, the track leading into the building was switched to the rear of Stelco No. 40 which then received the same treatment as the 713. By now it was the latter part of Friday and all CN had to do was to realign the Museum siding and pick up its panel tracks.

The move of 713 did not come off as quickly as the 5700. Several days lapsed and it was not until October 31, that it left the Museum, destined for the Canadian Railway Museum in St-Constant, Quebec.

Although new homes have been found for the 5700 and the 713, the status of No. 40 is still up in the air. Tentative plans have been made to store the 0-6-0 temporarily in a room adjacent to the shop where NMST 4-6-2

1201, the Shay, and the "Blue Goose" reside. This already contains a portion of the Museum's railway collection which is not ordinarily on public display, including the former Vice-Regal Cars which were last used to take Queen Elizabeth and Prince Philip up the Gatineau in 1977.

At press time, 40 is still outside the shop. It is understood that several communities have indicated an interest in acquiring her for public display. Although anxious to find a new home for her, the Museum has also stated that it is not prepared to release the ex-TH&B steamer until it receives complete assurance that it will be housed and maintained in conditions similar to that in Ottawa.

Further to that point, moreover, **Branchline** readers should also be advised that similar conditions apply both to the 5700 and the 713. Prior to their release, the Museum received assurances from St. Thomas and the CRM that both locomotives would be properly housed and not exposed to the elements as was implied in the **Branchline** article. Indeed, CN has agreed to store the 5700 in its St. Thomas Shops until a suitable structure can be built by the community to house her.

STEAM LOCOMOTIVE RECEIVES REFURBISHING:
Canadian National 4-6-2 5270 recently underwent a cosmetic refurbishing, restoring it to the magnificence it once had. CN presented the ex-Canadian Government Railways locomotive to the City of Moncton, New Brunswick, in 1961 for display in Centennial Park.

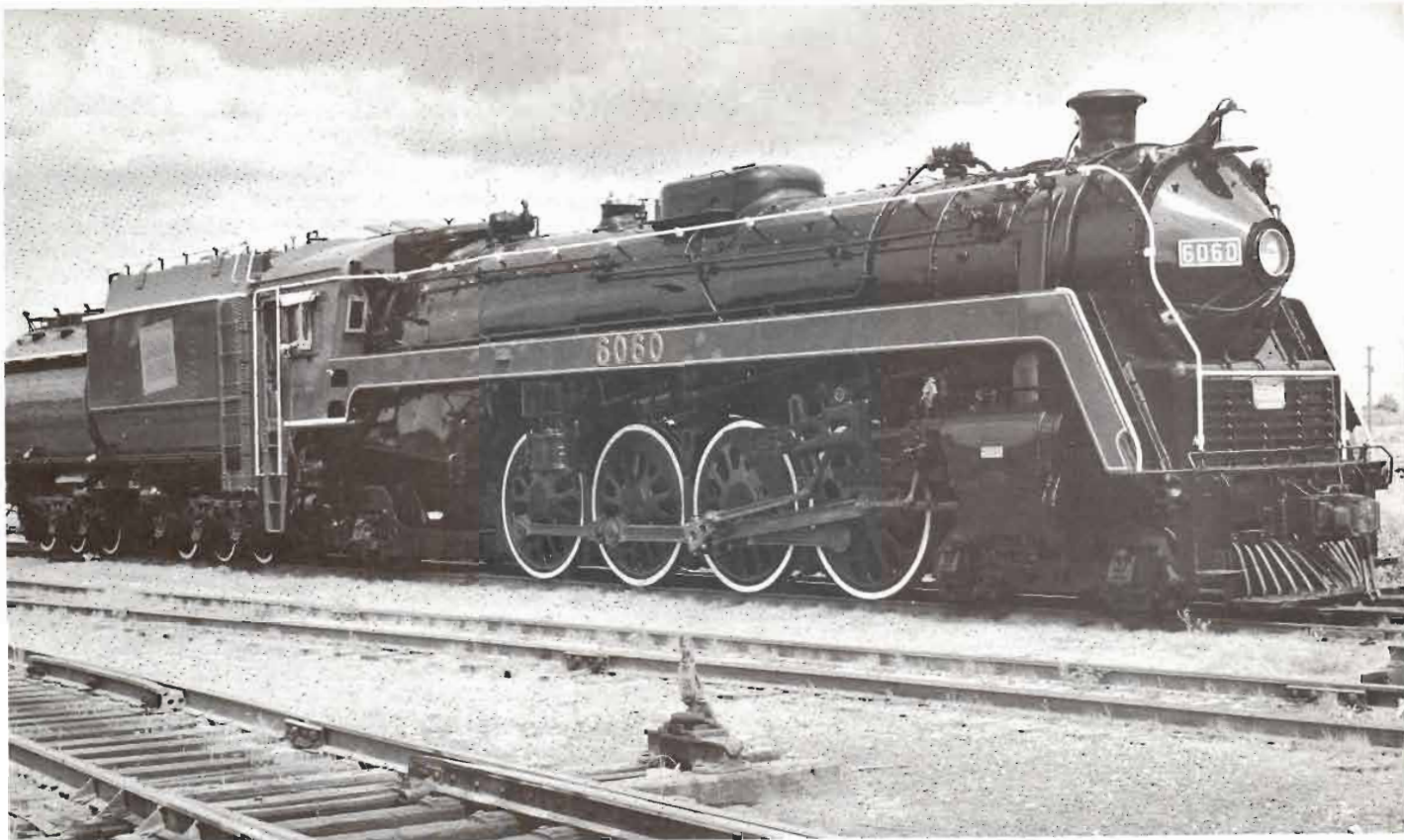
Since then, the weather had played havoc with 5270's condition. While the locomotive had received some minor repairs and painting in 1970 when the Moncton Model Railroad Club undertook some restoration work, maintenance had not been kept up in recent years and the locomotive had taken on a dilapidated appearance.

The refurbishing, carried out by Canadian National, saw the replacement of the boiler jacket, the removal of asbestos insulation, installation of new lagging, replacement of cab windows, electrical wiring and lights. Two coats of primer paint and two coats of Imron black paint were applied. Lettering, stenciling and trim were added to complete the cosmetic restoration.

The City of Moncton will build a fence and overhead canopy to protect 5270 from the elements long into the future. (CN **Railnews**, September 1988, thanks to Geoffrey Peters)

P.S. Ex-CP 4-6-0 1095, displayed in Confederation Park in Kingston, Ontario, has received a much-needed facelift. The boiler jacket was purposely not reinstalled to avoid having water trapped between it and the boiler. (Hugues Bonin)

P.S.S. - Canadian National 4-8-4 6213, displayed outside the Maritime Museum in Toronto, Ontario, recently acquired a pair of smoke deflectors (elephant ears) coincident with her repainting.



CN 4-8-2 6060 poses in Montreal in August 1973 after her rebuild. Photo by CN.

TRIBUTE TO BETTY

"6060 - 15 Years Old and Still Going Strong"

BY JACQUES BEAUBIEN JR.

It was fifteen years ago, on September 15, 1973, when I first met Canadian National U-1-f Mountain type (4-8-2) steam locomotive No. 6060. The occasion was her maiden excursion trip after her rebirth, which ran from Montreal to Victoriaville, Quebec, via my hometown of Richmond. I was 13 years-old then and I had never seen a U-1-f before, even in photographs. Needless to say, I did not even realize that she was beginning a second career. No. 6060 rolled off the erecting shop floor at MLW in October of 1944 (only four months after 'our own' beloved 1201 rolled out of CP's Angus Shops) but her story began a while before that.

Canadian National entered the war years without the number of engines it properly needed to cope with the massive transportation effort required by the conflict. In 1939, the government road could boast of no more than 151 large modern engines out of the 2,540 on its roster, a scant 6% of its motive power capacity. As the war progressed, it became a matter of great concern as the existing motive power chalked up incredible mileages, coping with staggering train lengths. Of course, there was the human element as well as CN personnel turned in countless hours of overtime. By the end of the war years, however, 135 large locomotives had been added to the motive power pool, reflecting three times the number which had

been on the roster during the worst years of the Depression.

Twenty Mountain type U-1-f series locomotives, numbered 6060-6079, were a part of the locomotives built during the war years. CN could have had another twenty Northern types (4-8-4) instead, but the decision to order the Mountains was likely due to the following:

CN relied on a mix of locomotive types as they were usually assigned to trains which exactly suited their haulage capacity and speed. As any railway company would agree, extra power capacity on a train was considered wasteful. If 20 modern engines were to be added, they should be capable of operating beyond the territory to which the Northern types were restricted due to their weight (when CN was formed in the early twenties, the trackage which it inherited was for the most part an over-built network of light rail lines, including a host of bridges requiring light axle-loading.) Indeed, even if the Northern types and the earlier Mountains were light by North American standards, they were restricted to certain well defined main lines. Finally, in order to aid the country's war effort, CN, as well as many other industrial concerns, were limited as to the use of metals. Indicative of the constraints were the two-wheeled trailing truck, one piece cast-frame, and the single smoke box

door and headlight housing.

Although dimensionally similar (overall length slightly more than 93 feet, etc.), the U-1-f class was a far cry from its U-1-a predecessor in both mechanical and cosmetic details. The new locomotives were built on and around a one-piece cast frame which included the pilot, cylinder and valve block, and hefty mounting brackets for the air compressor and the Elesco exhaust steam injector. The latter was fitted to the left side, outboard to the rear driving wheel; this following the design of the U-2-h Northern. Many design improvements and refinements built into the latter U-2 Northern were also to the benefit of the U-1-fs. These included the combined steam and sand dome, the outside bearing engine truck and the boxpok driving wheels, as well as 73-inch driving wheels. By then, this latter had been established as the convention for the drivers on big power.

Although advertized as high-speed passenger engines, the U-1-fs could and often did tackle long freight trains during their sixteen-year career. They were helped in this by increased tractive effort (an extra 2000 lbs. or 52%) over the previous class of Mountains, but without any significant additional weight (335,700 lbs.). This was a result of higher boiler pressure since advance engineering meant that increased pressure (260 lbs/sq. in) precluded the additional weight. Not wishing to be venturesome, CN specified the old reliable Walschaert motion for the new class in addition to the Franklin Type "E" air-operated power reverse gear. Giving the new class more of a family appearance, CN also opted for the Vanderbilt-type tender, having a capacity of 18 tons of coal and 11,700 imperial gallons of water.

The new locomotives were referred to as "Bullet Nose Betties", a moniker that alluded to the distinct conical shape of the engines' front. Indeed, in spite of its family similarities, the new class was quite distinctive from other sisters, having not only a conical nose, but also deep running board skirts sweeping the engines' entire length. Also, one would be remiss not to mention other features such as the compact grill housing on the pilot beam which enclosed radiator piping to cool air employed in the brake system, the British-style flared smoke stack, and the prominent bell suspended above the nose.

The new breed was finished in CN's passenger livery of black, with olive-green running-board skirts, cab and tender. Outlining this was gold striping and brass number plates, aluminum handrails (some were later painted over with white), and white tire trim.

In an era of scarce materials and shop skills, why was the decision made to add such non-practical details as the conical nose and the deep running board skirts? Perhaps the traditional pride of the motive power personnel over-exerted the need to conserve. In any event, the CN was not alone in building semi-streamlined locomotives in wartime. Both Canadian Pacific and the

Delaware & Hudson also produced some notable examples. I should also mention that CN's 1930-built K-5 5700s (4-6-4) also adopted the wide running board skirt, black and green paint scheme, and flared smoke stack after the introduction of the Bullet Nose Betties.

The 6060s were the only modern CNR class of steam power to miss out on the "elephant ear" smoke deflectors. CN had experimented with many types before, with some tests still being carried out as late as the early 1950s, but without any dramatic success. It may be that the slightly higher English-style stack, combined with the conical nose, produced mysterious air patterns which gave the smoke that very necessary lift!

Sporting the serial number 72757, the 6060 - as would be the case with her soon to be delivered sisters - was originally put in charge of short freight trains between Montreal and Brockville, Ontario, for three round trips before entering main line passenger service. Her 19 sisters were delivered a week or two apart over the following months; the last one rostered for service in January of 1945.

In no time, the 6060s took over such prestige runs as the "Continental Limited" and the "International Limited", although they did not venture too far from the confines of Ontario and Quebec, today's so-called corridor. Easy to maintain and fleet of foot, the locomotives soon found fast favour with the roundhouse, back-shop, and operating crews.

All twenty U-1-fs remained in service until the end of steam although some were converted to burn oil in the late '50s. These were sent to the Prairie provinces - as was the case with 6060. The conversion was relatively simple - a prefabricated oil tank with a fuel capacity of 5000 imperial gallons was dropped into the coal hopper of the tender and the mechanical stoker was removed. Towards the end of the conversion program, "new" square tenders from scrapped 4300-series 2-10-2s were utilized as opposed to the Vanderbilt-types.

Aside from the firing and tender changes, some of the converted U-1-fs suffered other changes to their appearance as the end of steam approached. The 6060 and others lost their distinctive bullet noses, and ended their careers with the conventional smokebox front. Apparently western motive power officials simply disliked the conical noses enough to order their removal. This resulted in a striking resemblance to the 5700s.

After withdrawal from service, 6060 was selected to be displayed at Jasper, Alberta, and was placed on a short section of fenced-in track just to the west of the depot there in May of 1962. She was maintained in good appearance thanks to the enthusiasm of CN engineman Harry Home, now her regular operator and custodian. Two of her sisters were also saved from the scrapper's torch and they are presently on permanent display - No. 6069 is at Point Edward, Ontario, while No. 6077 languishes at Capreol, an important CN terminal in northern Ontario.

In 1971, the search began for a steam locomotive to take the place in excursion

service of CN's famous Northern, No. 6218, which was withdrawn from service in July 1971. A few locomotives were investigated but the 6060 soon became a preferred candidate. She was the right size, being in almost excellent condition. Also, her design was especially distinctive. In order to mollify the residents of Jasper, Northern-type No. 6015 was selected to be her replacement. Although the 6015 had been on display at the Canadian Railway Museum in Delson, Quebec, the Museum was pleased to facilitate the transfer of the locomotive to Jasper as it meant that a working main line locomotive would be returned to service with CN. Accordingly, the 6015 was taken out of the CRM, run through the CN shops at Point St Charles for a cosmetic overhaul and sent out west. The exchange of locomotives in Jasper took place on July 27, 1972. Two days later, 6060 was sent east, the journey to Montreal consuming five days.

It took the better part of a year to restore 6060 to operating condition, the work being carried out by CN at its Point St. Charles shops. Part of the delay was a result of scheduling. CN was involved in a massive diesel retrofit program and it was important that the 6060-rebuild not interfere with this. Finally, on July 5, 1973, the locomotive was steamed for the very first time since her retirement. She ran light to Dorval, Quebec, shortly thereafter for her first running test. After a period of final adjustments and inspections, she was put on public display at Dorval station on September 8 and 9. On September 11, she was submitted to the acid test, being assigned to pull a freight consisting of two idle diesel locomotives and 45 cars to Coteau, Quebec, some 39 miles west of Montreal. She performed without incident and was pronounced fit for excursion service.

Her first official public excursion was on September 15, 1973 when she ran from Montreal to Victoriaville, Quebec, by way of Richmond, that special day when I first saw her.

It was almost a case of love at first sight. Although, I must admit that I was not initially impressed by her looks as I was more familiar with 6218 - all black and unstreamlined. I had never seen green on a CN steam locomotive before. Indeed, at first glance, I thought that she was British! But, as I walked around, I soon discovered her Canadian National insignias. "Damn", I cursed at myself as I did not have my camera with me; I had not had any spare time to pick it up after I had heard the steam whistle over a mile away while at a friend's place. For some reason, moreover, he had not wanted me or my other friend, Jocelyn, to check this out and tried to convince us that the whistle was only someone a few blocks away playing with one in his back yard. But I had been skeptical and, in any event, I knew that was a real steam whistle, not just a recording.

Unfortunately shortly after we arrived at the station, I could tell that they were getting ready to leave and this prevented me from studying this strange new locomotive in every detail. I did want to see her running by in action somewhere as far as our bikes would take us. But I didn't even know where

she was heading, either south onwards to Sherbrooke or east towards Quebec City, as Richmond is a division point on that line. As I didn't want to waste any time asking people around that would know, I sighted the switch in front of 6060 which indicated a movement lined-up towards Quebec City (or Victoriaville). As we pedalled off to the point which I wanted to reach on time, I was just hoping that some brakeman would not pull that switch before the train departed!

With 6060's whistle blowing and her stack exhaust barking as she pulled out and picked up speed, I was running out of breath and cursing at myself for not leaving sooner. What a feeling it was, though, racing this steam engine that was definitely catching up to us but still a good distance away. The loud noises she emitted could have easily convinced me that she was right behind us. The observation point which I had chosen was the Craig Street overpass which was crowded with photographers (mostly motorcaders). In spite of the crowd, I was somewhat relieved as this confirmed my earlier assumption that this was indeed the route that the train was taking to get out of town. Because of the crowd, there was no space to provide us with a decent view. We couldn't go any further without bikes without the risk of missing the whole show. This was not runpast time; it was getting closer and faster on its way somewhere, and wasn't going to wait for us.

The opposite side of the bridge was totally free of people, naturally, and we opted to spot ourselves there. At least we would get a good view of the train speeding away, but what was going to happen to me in a few seconds was cast in my memory forever. I crossed back to the good side, trying to get a glimpse of 6060 and her railfan-filled train as it approached us, but without much luck since I was not as tall as I am today, although I did notice the clean white steam exhaust shooting up in the air. As 6060 was about 200 feet from the bridge, I skipped back to the other side and positioned myself right between the rails from above, and waited. That sharp exhaust sound was getting closer and growing louder; the engineer must have had that throttle close to the ceiling.

What a weird sensation it was, hearing 6060 approaching without knowing exactly when she would actually appear underneath. Well, she soon did and gave me the scare of my life. We were on a low-clearance bridge, and the timing was such that 6060 let off high pressure steam used from one of her cylinders just as the stack passed under my head, which was sticking out for a better view. EEK! My immediate thoughts were that the whole engine blew up under us. Time seems to slow down rapidly at moments like this, making our thinking process do funny things. I can assure you that I was scared out of my pants! Coming back to my senses I was lightened and surprised, realizing that it was only her exhaust which had startled me so much.

Later that day, the excursion train returned to Richmond. This time, I was ready with my Kodak "Instamatic". Although it was a short frightening moment which I had experienced earlier that afternoon, I was determined to relive it again, with different

friends this time. We got on the good side of the same bridge but, to my disappointment, 6060 was practically coasting when she rolled under us and only warmed us up with her still-clean white exhaust. At the station, in order to clear a level crossing, she was split from her 12-car train and moved to an adjacent track to take on fuel and water. I used up my 12-exposure colour film as I really began admiring her beauty.

6060 returned to Richmond on two subsequent occasions. On July 6 and 7, 1974, she operated on a two-day excursion from Montreal to Island Pond, Vermont. Although she caught me somewhat by surprise with her Saturday morning arrival, I did have the opportunity to chase her for some ten miles in a car driven by my brother. We also filmed her return on Sunday evening.

In May of 1976, she made her last trip to the Eastern Townships, operating through to Sherbrooke in conjunction with the annual Sherbrooke "Eastern Townships Festival". Taking place on May 30, the occasion also featured a return side trip between Sherbrooke and Richmond. Of course, I was on it, including camera et al. That weekend, she passed my house no less than four times, never to do so again.

When 6060 was returned to service, Canadian National announced to one and all that they were in the steam excursion business. To kick off things, a special was run on October 27, 1973 to Fort Erie, Ontario, in order to donate 6218 officially to the community. For the occasion, it was arranged to have 6060 push the cold and lifeless 6218 down the last few hundred yards of track immediately prior to the official donation ceremony.

CN's interest in excursions went into decline after 1976, however, after a management re-organization saw the installation of senior personnel who tended to view steam specials in a much less

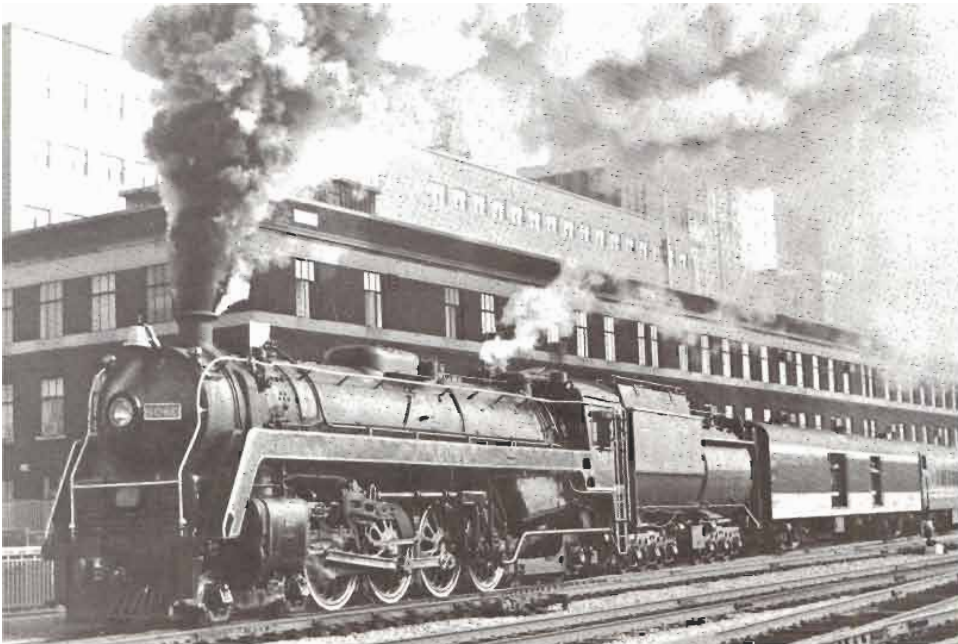
favourable light than their predecessors. That notwithstanding, she still put on an impressive show during the summers of 1976, 1977 and 1978, operating in weekend service between Toronto and Niagara Falls, Ontario. Regrettably tragedy served to marr her final years with CN as a CN employee lost his life after suffocating in her still-warm firebox which he had climbed into to work on.

Purchased by the Alberta Government in 1980 following her last excursion with CN on July 26 of that year, she travelled west from Toronto to Edmonton, being towed under light steam, in the consist of a regular CN freight. Shortly thereafter, in August, she was officially presented by the Alberta Government to the Edmonton-based Alberta Pioneer Railway Association who became her new custodian.

Included in the ceremony was a grant of some \$500,000 for the construction of a two-track maintenance facility, including pits and storage space, at the APRA's museum. Following the ceremonies, 6060 then led the "Jubilee Express" on five excursions out of Edmonton and Calgary in late August and early September, celebrating Alberta's 75th anniversary as a province.

Her operating career in Alberta came to a timely halt as the fall of 1980 marked the mandatory end of her boiler life pending new tubing, etc. For six long years she was to languish, her rebuild program always slowed by a lack of funds.

It took Steam Expo in Vancouver in May and June 1976 to get things really rolling. It seemed only natural that the Bullet Nose Betty should be a participant, given Edmonton's relatively close proximity to Vancouver. With Harry Home the main driving force, funding was procured, help enlisted, and the massive job of rebuilding the locomotive at Jasper, Alberta, swung into full gear in the immediate months prior to the world's fair in Vancouver.



Canadian National 4-8-2 6060 pulls out of Toronto Union Station on one of her regularly scheduled runs to Niagara Falls, Ontario, in the late-1970s. Photographer unknown, collection of Jacques Beaubien Jr.

Home's dreams were realized on May 29, 1986 as 6060 left Jasper unassisted, under her own steam, with an auxiliary Vanderbilt tender and a consist of 10 Alberta Heritage Fund grain hoppers, a crew car (VIA combine 7210), a CN caboose, and a mini CN business car. Although she arrived after the famous May 23 steam locomotive parade, it is to the credit of all concerned that she at least made it there.

Her stint at Steam Expo allowed time for careful perusal of her. And, she was somewhat changed in appearance from her CN days. Her boiler was covered with stainless steel jacketing and her tender now sported Alberta insignias, in deference to her ownership by the province. While at Steam Expo, it was announced that she would remain in the vicinity of the Royal Hudson Shop at North Vancouver where she would undergo further work prior to her return to Jasper. For his part, Harry Home transferred to engine service in Vancouver in order to keep a close watch on the locomotive.

Following the Vancouver extravaganza, it appeared that financial difficulties might once again conspire to derail plans to keep the locomotive in service. But, by the spring of 1988, 6060 was ready and lined up for two special break-in test runs on May 21 and 22. These involved double-heading the North Vancouver-Squamish excursions with Royal Hudson 2860. Apart from towing the dead 6218, this was the first occasion since her renaissance for the Mountain to be teamed up with another steam engine. It also marked a significant date in Canadian steam experience, as well, as it marked the first occasion for the double-heading of big steam power since the famous 6167/6218 farewell/welcome excursion over twenty years earlier on September 26, 1964.

Immediately prior to her debut with history, she took a BC Rail transfer freight from their yards to the CN yards in Vancouver, three miles away.

Her day with history was postponed by one day, however, as 2860 was forced to undergo last minute repairs to the driving boxes on her main set of drivers. And so, for her inaugural run on May 21, 6060 headed out with ex-CP 2-8-0 No. 3716 for an otherwise flawless performance.

Finally, on May 22, she was at last ready to team up with royalty as BC Rail's shop crews worked through the night to get 2860 back into service for the Sunday run. It was raining and the Hudson led. According to BRS member and well-know rail video person W.H.N. Rossiter, "...2860 and 6060 made railway history today by working together - a feat no one would have dreamed possible in the halcyon days of steam!"

Shortly after, 6060 made history when she was called to solo on the Squamish run on June 3 and 4, when both 2860 and 3716 were laid up for repairs. She was again called on to solo on the Squamish run on September 7 when 2860 was disabled with bearing problems, and 3716 was out of service for an overhaul. Alas, this trip was marred just four miles out of the BC Rail station in North Vancouver after a weld on her two-year-old superheater

packed it in, disabling the locomotive immediately.

By now, everyone is familiar with the "Great Canadian Steam Railway Excursion" which took place in late October which saw 6060 return to her Jasper home. Regrettably the so-called event of the century was marred by derailments in Chilliwack and Kamloops [see elsewhere in this month's issue for a full description ... Ed.].

Anyway, as I understand it, 6060 is to form the centrepiece of a prosperous excursion portfolio in Alberta. Close behind will be Harry Home, with his usual tenacity. Hang in there Harry!

Not Quite the Same 6060

During her two reincarnations, 6060 has not escaped a certain degree of modification. During the 1973 rebuild, her replacement conical nose was a new one, only closely resembling the original one. In the late seventies, she received an engine truck wheel set from U-2-c No. 6153, courtesy of the Canadian Railway Museum after an inspection found a cracked wheel.

While at the BC Rail shops, 6060's Elesco Exhaust Steam Injector system was completely removed and replaced with a Hancock Inspirator, a much smaller feedwater device which is also known as a "ground hog" or "mud sucker". As well, railway operating rules now make ditch lights mandatory on all locomotives in main line passenger service. 6060 now sports two sealed-beam ditch lights on her front cooling grill. The "mod" also required a second steam dynamo in front of her original one. Fortunately, the stainless steel jacket is now covered in shiny black paint.

I am somewhat distressed, however, about rumours of the next physical change. The powers that be, in their infinite wisdom, are now considering the installation of an Elesco Feedwater Heater as a reliable means of getting water in her boiler - a definite first for a Bullet-Nosed Betty. EEEKS! Can it be hidden? (Jacques Beaubien Jr.)

Sources

Clegg, Anthony and Raymond F. Corley. Canadian National Steam Power.
Linney, Robert et al. Renaissance 6060.
Rossiter, Newton. Rail Innovations, Toronto, Canada.

WHEN YOU MOVE -- : When you are changing your address, please let us know as soon as your new address is known, with the effective date of the change. Your Society incurs additional expense when Branchline copies are returned by the Post Office.

Christmas Chronicles

BY RON RITCHIE

As a forty year railway veteran (CPR), now retired, it is a pleasure to share with my fellow members some reminiscences of past Christmases as reflected in the lives of railroaders.

Ever since I can remember, the railway companies dressed up the public areas of their properties for the Christmas season. During my working days in Montreal, the CPR always installed decorations in Windsor Station, including, until recently, a real live tree. A replica is now substituted in deference to the fire safety regulations, but the spirit of Christmas still pervades the concourse, particularly during commuter hours. Of course in the bygone days when intercity trains used Windsor Station, there were many more people to enjoy the lights, decorations and music.

In their own way, many of the country stations were also decorated, often by the Agent and staff at their own expense, in order to bring some Christmas spirit to the property. These touches were much appreciated by the townspeople and travellers alike.

Prior to 1977, passenger services were operated by the railways themselves. Indeed, before the late 1950s, they were mainly steam hauled. The Christmas season was, of course, a time of very heavy passenger travel as people migrated in the direction of loved ones. Until the early sixties, travel over any distance was only a fraction of what it is today, and the use of the family automobile was inhibited both by the absence of the major autoroutes, as we know them today, and the vagaries of winter weather.

To accommodate travel peaks, the railways maintained a large reserve of spare passenger equipment. As will be seen later, and fortunately for the railways, freight business declined from a few days before Christmas until after the new year. This freed up locomotives and manpower to handle the extra passenger business.

As with any service-oriented sector, there was a certain satisfaction derived from helping the public to celebrate the festive season. Being only human, however, railway employees also wished for the opportunity to be with their families. As a result, management tried to gauge the requirements carefully and to let as many men off as possible (at least for a day or two), and usually in order of seniority.

Since the more senior men normally held the regular passenger assignments, it would develop that both the additional passenger trains and the regular ones would be handled by men from the spare board. This had the effect of increasing the need for vigilance on the part of all concerned in order to ensure the safety of operations. On some heavily travelled territories, operating officers were forbidden from taking any time off between December 1 and February 1, in order to have the necessary supervision available.

Since as much equipment as possible found itself pressed into service, the shop staffs found themselves hard put to keep everything running.

Of course, no story would be complete without mentioning those unsung heroes of railroading, the section gangs and labourers, who had to be available throughout the Christmas season to clear snow or handle any other emergency that might arise.

Yes, there was dedication on the part of all railwaymen.

Unlike today, in those days, there was comparatively little Centralized Traffic Control (CTC) and no Manual Block System (MBS) - under both of which the systems superiority of trains is nullified. Instead, we had a lot of Timetable and Train Order operation as well as a certain amount of Automatic Block Signal (ABS) territory under which the superiority of trains is paramount.

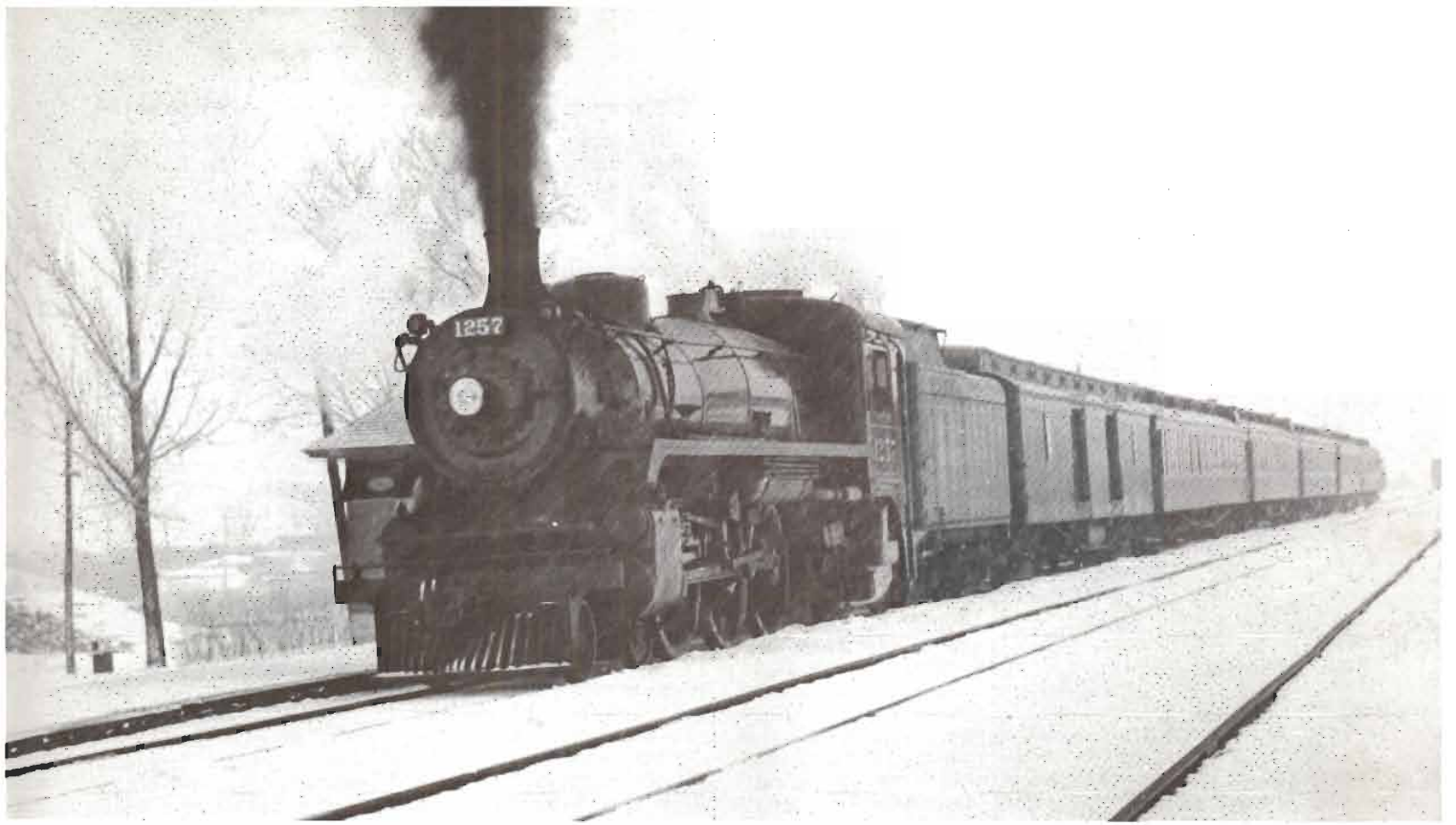
Because a much greater number of passenger trains were operated during the Christmas season (remember, often by other than their regular crews), great care was required. Nonetheless, the exigencies of the service entailed the use, for example, of forms of train orders only infrequently seen. These required careful reading to ensure proper and complete understanding.

I recall one incident in which I became personally involved and in which a head-on collision could have occurred.

Extra passenger trains were to be operated from Windsor Station to the Laurentians. Since the holiday started in mid-week, it was decided to operate the four trains as sections of the regular week day schedule. Not being an operating officer at the time, I was not aware of these operational details. I decided to go home to dinner on what was the third section, returning to Windsor Station afterwards. Enroute home, I detrained at Montreal West and, as customary, walked up to the engines (it was a double-header) to watch them depart.

"WINTER SCENES" (page 19 - top) Canadian Pacific 4-6-2 #257, a 1946 product of Canadian Locomotive Company, heads a six-car wooden consist in front of the Mont Laurier (Quebec) station, circa 1953. The pre-World War I rolling stock had a few more years left before being withdrawn from passenger service. No. #257 was retired in June 1960. Photo by Ken Chivers ...

... (page 19 - bottom) CP Rail RS-18u 1802 (nee 8746) heads south on the Lyndonville Subdivision at Barnet, Vermont, on December 14, 1987. No. 1802 is one of five rebuilt MLW RS-18 units assigned to U.S. lines. Photo by James R. Dufour.



After dinner, upon returning to Windsor Station about fifty minutes after the fourth section had departed, I met the Division Superintendent in the Operator's Office where he was leafing through the train orders. One that I saw sent a chill up my spine. It was addressed to the fourth of the Laurentian trains and read:

Eng 1229 run as Fourth 457
Montreal to Mont Laurier

My concern was that when I had walked up to the engines of Third 457 at Montreal West, I had not noticed any green signals displayed.

When I mentioned this to the Superintendent, he immediately ascertained the whereabouts of Fourth 457 and found that it was at Ste-Thérèse. Arranging to hold it there, he then established that Third 457 had left St-Jerome and the operator there confirmed that Third 457 carried no signals and, further, that a southbound train had left there for Ste-Thérèse upon the arrival of Third 457.

In any event a collision was avoided.

The investigation into this occurrence revealed that at the time the first running order was issued by the Dispatcher, the engine number of Fourth 457 was not known. Accordingly, a little used but legal train order was issued.

Engs 1228, 5170 and 1269
display signals and run as
First, Second and Third
467 Montreal to Mont
Laurier

The crew of Third 457 completely overlooked the fact that under that form of train order they, too, were required to display signals.

That is one example of the type of situation brought on by the unusual traffic patterns that developed at Christmas. Another, and much more tragic one, is that of the evening of December 27, 1942 at Almonte, Ontario.

On that occasion where over forty people died, the regular passenger train - No. 550 - hauled by engine 2518 and consisting of ten cars (wooden) was proceeding eastward toward Ottawa. At that time operation on the Chalk River Subdivision was by Timetable and Train Order, with no automatic block signal system. The train was crowded (a combination of Christmas and wartime conditions) and was consistently losing time at each station stop. The weather was rain and sleet and it was after dark.

Behind No. 550 was Passenger Extra 2802 East, a troop train. Other than coal and water, the extra had no stops to make.

The crew of No. 550 were apparently unaware that they were being closely followed but, even so, should have been protecting the rear of their train as required by the operating rules. They did not, even though when the station stop at Almonte was made, the rear of the train was outside "station limits" as defined in the rule book. At Almonte, they were forty minutes late.

The crew of Passenger Extra 2802 East were aware that they were closing up on No. 550 since the operators at both Renfrew and Arnprior had to hold their train in order to maintain the twenty minute block behind them. In fact, their train had arrived at Renfrew only five minutes after No. 550 had departed and arrived at Arnprior only eight minutes behind the preceding train.

Approaching Almonte, Passenger 2802 East was proceeding at 45 m.p.h.; speed was reduced to about 25 m.p.h., at which time, the engine crew observed the train order signal at "green". Assuming that Train 550 had left that station at least twenty minutes before, they released the brakes. The order was "green", however, because the rear end of No. 550 had not yet passed it, the train being still stopped at the station. A mist from the river had hidden the rear end of No. 550 from the view of the crew of the troop train until they were only about 400 feet from it.

In the ensuing collision, Engine No. 2802 completely telescoped the last car of No. 550 and stopped about midway through the second to last car.

While this is a less than joyful thought at Christmas, it is necessary to recognize that the demands on men and equipment were unusual and, at times, extreme.

As a final item, we return to the humorous, and I am reminded of an occasion in the early fifties when I visited Montreal West station one Christmas Eve. Eddie Burke was the Agent at the time. Profanity was the hallmark of a railroader and Eddie had a reservoir that would mortify a stevedore. He also had an Irish temper that led to infrequent but nevertheless impressive explosions reminiscent of Mount Vesuvius at its best.

Eddie also had a way with figures. If his expertise at profanity was awe-inspiring, his prowess at mathematics was not.

The space occupied by the agent, operator and ticket sellers in the Montreal West station was surrounded by a half-height partition. As a result, at train time, the noise created by people waiting could be quite disturbing. In addition, anyone wishing to look out the window would stand near the door and next to this partition. If they were conversing, everything could be heard inside the office.

This particular evening, although not required to be there, Eddie decided to come in to compile some reports that were giving him nightmares. As he laboured, it became obvious that his head of steam was rising. (Eddie did not possess great powers of concentration and any noise bothered him.) The source of his problem was two elderly ladies (LOLs) who were standing on the other side of the partition. Just as Eddie's blood pressure was reaching the danger level, Train First 42 pulled into the station. It was a doubleheader (engines QC 2588 and CP 2397 according to my log) and each was displaying green signals as required by rule. Just as they pulled by the station, one LOL said to the other, "My isn't it nice that the CP puts green lights on their engines for Christmas."

Dear readers, I leave it to your

imagination the scene that followed. Why Eddie was not fired I will never know. I am only thankful that the LOLs were in such a state of shock that they didn't notice the markers on the rear!

These, then, are a few thoughts on Christmas railroading. These days are gone forever in that, under VIA, there are no longer vast pools of equipment with which to augment passenger trains. The passenger capacity is finite.

Gone are the days when, as I observed one Christmas shortly after World War II, CP operated two sections of most Montreal-Ottawa services, three sections of Train 42 to Saint John, N.B., three sections of the Montreal-Toronto Train 21, four sections of the D&H New York Train 222 and no less than seven sections of "The Dominion", Train No. 7, (three to Ottawa, one to Sudbury, and three to the west).

Best wishes for the Holiday Season to all.

RAILFAIR BOOTH HIGHLIGHTS BRS TALENTS

By
Jacques Beaubien Jr.

A big "thank you" to all who helped set up and staff the BRS booth at this year's edition of Railfair on October 15 and 16.

The BRS display consisted of the usual sales desk items, a video monitor continuously playing some of the footage I shot in the past years (mainly 1201 and the now-abandoned Thurso & Nation Valley Railway); two scale models of vertical lift switches, courtesy of Helen Tucker and the Vehicle Dynamics Laboratory of the National Research Council; and a host of large black and white photographs, courtesy of John Stewart, reflecting various BRS activities.

Lastly, we wanted to give people a first hand idea of some of our activities. Since, it is not possible to bring along model locomotives in the scale we work in, we decided, as a compromise, to display and restore an authentic ex-CN steam locomotive bell assembly which had been previously donated to the Society.

During the course of our work, we discovered the number 5577 beneath many coats of enamel. If it was indeed the engine number, this means that it comes from CN No. 5577 which was scrapped in December of 1941. The 5577 was a class K-3-a Pacific which was built in 1913 by Montreal Locomotive Works, Ltd. for the Grand Trunk Railway. While on that system, she wore the number 241. To confirm our theories, we discovered the letters "GTR" molded onto the yoke.

[As a final note, a special vote of thanks should also go to Jacques for taking on the task of coordinating the Society's activities at Railfair...Ed.]

TidBits

BY DUNCAN DU FRESNE

Looking Back on the Seniority System

Foreword

The seniority system is not unique to the railway industry. Contemporary airline pilots have it as do many workers in non-transportation industries. However, on the railway, in my time, it was jealously guarded, sternly applied, and it governed one's day-to-day working existence.

In order to understand what I am about to explain, I will provide a glossary of terms. I am going to do this right away so that the reader will be able to understand the text, as read, without having to flip back and forth to the "tail end".

This glossary contains my own definitions of the terms used in the text. If "official" ones exist somewhere, and they differ from mine somewhat - don't worry about it!

Glossary

Bid (in), (Bid on, bid for, bidding): This was a bi-annual performance where running trades employees applied for, in writing, jobs of their choice, in their occupational category, in descending order of priority at the "change of timebill" for the duration of the timebill. The employee with the most seniority in each category was the only one who knew in advance which job he would get!

Braking: employee assigned the role of trainman.

Bump (to): when an employee was displaced from a job by another employee with more seniority.

Cut off: being temporarily set back, or worse, in the case of a junior fireman or brakeman, finding oneself temporarily out of work.

Firing: employee assigned the role of fireman.

Job: a train, helper, transfer, yard or other "job" operating as a regular assignment or not.

Occupational Category: Engineer, Conductor, Fireman, Brakeman (Trainman)

Promotion District: physical (geographical) parts of the railway where one's seniority, in one's occupational category, was exercised, also referred to as the Seniority District. For instance, I worked on the Ottawa Promotion District. In accordance with terms laid out in an agreement between the Brotherhood of Locomotive Firemen and Enginemen and the CPR, my seniority (or lack of it - I didn't have a very good turn ie. my position or number on the seniority list) allowed me to "fire" certain specific jobs in

the Montreal Terminals and any job on the Ste-Agathe, Lachute, Park Avenue, Waltham, Maniwaki, Sussex St., Prescott, M&O, Ottawa Terminals, Carleton Place and Chalk River Subdivisions. There were some provisos. I could only work in the Montreal Terminals and the Ste-Agathe Subdivision if I worked "out of Montreal." I had to work "out of" Ottawa West to work on the Lachute, Park Avenue, Waltham, Maniwaki, Sussex St., Prescott, M&O, Ottawa Terminals, Carleton Place and Chalk River Subdivisions. In addition, working out of Ottawa West permitted me to work the passenger jobs (only) on the Brockville Sub. and two passenger jobs on the Winchester Sub. between Bedell and Smiths Falls. In addition, I could work out of Smiths Falls on the "north end." This allowed me to fire in freight service (only) from Smiths Falls to Chalk River and work both the "Renfrew Wayfreight" and the "Eganville Mixed". The "Eganville Mixed" ran out of Renfrew so if one stood for the job, one had to work out of Renfrew.

Having stated the above, I must hasten to point out that there were a number of quirks which I've purposely left out in order to simplify this and what I've said only applied to Firemen. Each of the other running trades' Brotherhoods negotiated their own agreements which differed somewhat from that of the Firemen.

Running: employee assigned the role of engineer or employee assigned the role of conductor. (one individual can only perform one or the other role, not both.

Running trades: basically engineers, conductors, firemen and brakemen (trainmen). The employees who actually operate the trains.

Seniority: length of service in one of the running trades categories (not to be confused with length of time in the company's service).

Seniority List: a typical list, framed and under glass, posted in "booking-in" rooms, yard offices, etc., at divisional points with the name and seniority position of each running trade employee in his particular category. The list specified when an individual's seniority began (to the minute in some cases).

Set back: being demoted from engineer to fireman or conductor to brakeman.

Set up" being promoted from fireman to engineer or brakeman to conductor.

Stand (for): when an employee has sufficient seniority to remain on a regularly assigned job, he "stands for" that job.

Timebill: also known as a timetable, changed twice a year coincident with the Standard/Daylight Saving/Standard time changes.

Turn (your): your position or number on the Seniority List.

Living With the Seniority System

You should now know, having examined the glossary, that your seniority in your particular trade was only applicable in a relatively small area of the total railway-your Promotion District. Should you choose to leave your Promotion District and go to work in another one - you lost your seniority rights and started all over again at the bottom of another list.

Let's clear something else up. If you were a fireman your line of promotion was to engineer as you were an "engine service" employee. If you were a brakeman (trainman), your line of promotion was to conductor as you were a "train service" employee.

Let's see how promotion worked. When you started in "engine" or "train" crew service, you were automatically the bottom man on the totem pole. You did not stand for a regularly assigned job so you ended up on the "spare list".

Men on the spare list handled all extra trains and covered off regularly assigned men who were off sick or away on vacation. Extra trains could be freight, passenger, work trains, auxiliaries, yard jobs, double headers (fireman and engineer only) or second, third or more sections.

On the spare list, you went "on duty" (a CPR term), when "called". This was either in person or by telephone. It could be at any hour of the day or night - winter, summer, spring or fall, Christmas, New Year's Day, whatever. The system did not recognize holidays, Sundays, weekends, etc. When called you went to work, and, by the way, the advance notice of that call was two hours. So, if the job was called for 5 a.m., you were called at 3 a.m.

You bucked the spare list for as many years as it took to rise up the seniority list till you stood for a regular job. The problem here was that the first regular jobs you stood for were low mileage (read low money) jobs with lousy hours. So if you were like me, you elected to stay on the spare list and let a less senior man bid in (and get) the lousy regular assignment. Eventually though, and it might take up to 25 years, you would get promoted or set up to either a conductor or engineer, depending on your occupational category. By the time this happened, you would be the most senior fireman/brakeman out of the terminal and enjoying working on the best paying job with the best hours.

Now about your "promotion." What do you think happened when you got "promoted." If you haven't already guessed, I'll tell you. You automatically lost all your seniority as a fireman or brakeman and became the most junior engineer or conductor. You also automatically lost your "cushy" job on the division's best paying train with the best hours and ended up at the bottom of the engineers' or conductors' spare list. It was back to two hour calls day and night, 365 days per year. All that happened, in the case of a fireman, was that he'd moved from the left to the right side of the cab - and for a decrease in salary! Some promotion!

You question the decrease in salary. Think about it - fireman's and engineer's wages per mile were reasonably close. There was not much chance of a spare list engineer making as much money as a senior fireman on a regularly assigned good paying job. And he was working all kinds of hours on all kinds of jobs trying.

The reality of the situation was that many senior fireman hoped that senior engineers never took their pensions and that no increase in business would result in their getting set up.

Speaking of getting set up, let's take a look at the other side of that coin - getting set back. In this case the most junior (spare list) engineer or conductor, due usually to a downturn in business, was no longer required "running", so he got set back. When this happened, the man (or men) simply went back as senior firemen or brakemen, exercising their seniority rights in their old ranks. This meant that the fireman's/brakeman's list was now top heavy and so the bumping started. It affected everyone on the list until it got down to the youngest man who had to go off the bottom of the spare list. This was known as "cutting the list" or getting "cut off."

With no where for these young men to go, and no one to bump, they were temporarily out of work. In the Great Depression, this lasted for nearly a decade. But for the set back engineer or conductor, they were in clover, back on a good paying job again, with good hours.

By the way, this might be a good time to point out that a spare list man only got paid if and for when he worked. No work - no pay. There was no minimum wage and there was no paid sick leave either. This applied to all running trades employees. If you sat at home from day to day for a week as a spare list man waiting for your name to come to the top of the list and a call to duty, you were probably also waiting for the list to be cut; cutting, as stated earlier, being done on a seniority, or lack thereof, basis.

Cutting the list, by the way, was not done by company management but by the local chairman of the Brotherhood involved. It really made little difference to the CPR how many men were on the spare list, provided there were enough to cover the work. If there were too many, so what. The company wasn't paying them anything when they didn't work. The local chairman, however, had to reason that if there were 20 cows in a pasture that could only feed 10, then 10 had to go!

I do not know how the seniority system came about. It probably evolved from something very simple away back. In this very short article, I am only scratching the surface of the topic and only that aspect that affected running trades employees. All non-operating tradesmen in the railway industry also had their own seniority system.

Was it a good system? Not from where I stood! The seniority system protected those who had some (a lot) and did very little or nothing for those who didn't. Let me give you some examples. The seniority system ensured that some clever young upstart couldn't take a good job away from some oldster. It ensured

that length of service in a trade and not necessarily brains or merit was the criteria for holding down a better job and protection from list cutting. It also meant that the guy ahead of you on the seniority list would always have a better job than you, if he wanted it. The railroad being what it was (is?), the guy ahead of you could be bordering on genius or a complete boob, but he got the upper hand when it came to job selection.

It was also a fair system in that there were no favourites, the boss couldn't pick and choose. To be fair about it, I should also point out that some of the better posted engineers and firemen I knew left the running trades to take on such jobs as trainmaster, assistant superintendent, master mechanic or road foreman of engines with the railway and some moved into executive positions with their Brotherhoods. This sort of move was the only way you could move upwards, regardless of your seniority.

When I left the CPR and moved into an organization that recognized the merit principle for advancement, it was like a breath of fresh air. Of the two systems, there's little doubt which one I prefer. But even in Transport Canada, merit principle or not, vacation leave preferences, where a conflict existed, were frequently solved by assigning the leave on a seniority basis. I just couldn't seem to get away from it!

BRIDGE FOR SALE: For years, a favourite joke by stand-up comedians has been how some fast talking New York con artist was able to dupe a poor unsuspecting soul out of his or her life savings in return for the purchase of the Brooklyn Bridge.

Well, like in so many cases, truth may be stranger than fiction. Although it's not New York, the story still goes the same way, only this time it's no con job.

Canadian Pacific has confirmed that its Edmonton High Level Bridge over the Saskatchewan River is up for sale. The company plans to abandon its use once a new downtown rail interchange with CN is built in east Edmonton. Then, according to a CP spokesperson, "we would no longer have any use for the bridge." The massive structure has two decks, the upper for rail, the lower for road. According to municipal officials, an inspection of the condition of the upper deck is required before any final decisions are made.

Although the bridge is structurally sound, it is getting old and increasing maintenance will be required on it. The structure was built by the Calgary and Edmonton Railway which was leased to Canadian Pacific for a 99-year period in 1904. The bridge provided a gateway from South Edmonton (Strathcona) to Edmonton proper, being built between the years 1908 to 1912.

Also part of the package is CP Rail's downtown Edmonton Yard. (Edmonton Journal, 30/09/88 and **A Statutory History of Steam and Electric Railways of Canada, 1836-1937**)

Along the Right of Way

CN

DERELICT UNITS MOVED: In preparation for the closing of the Moncton Shops, the following derelict locomotives were moved from the main shop yard to the hump yard on August 23 to await their fate: RSC-14 1779; RS-18s 3104, 3106, 3109, 3116, 3618, 3637, 3645, 3652, 3676, 3687, 3696, 3698, 3720, 3721, 3737, 3831, and 3833; and VIA FPB-4 6863. Several of the units have been retired; others are pending retirement. (George Parks)

INTERESTING LASH-UP: On September 28, an eastbound freight through Kingston, Ontario, was headed by GP40-2L(W) 9574, leased GTW GP40-2 6423, M-636 2338, and SW1200RSu 'hybrid' 7100. (Hugues Bonin)

OLDIE: On September 21, 'comboose' 78969 turned up at Calder Yard in Edmonton, Alberta. The venerable coach/caboose started life as Canadian Pacific wooden coach 1542 in 1912, becoming Northern Alberta Railways coach 1900 and in turn being converted to Northern Alberta Railways 'comboose' 307. (Geoffrey Peters)

OUCH!: On October 4, SD40-2(W) 5335, SD40 5041, two other units and several grain cars were derailed after colliding with a semi-trailer at Irma (near Wainwright), Alberta. No. 5335 suffered considerable damage. (Geoffrey Peters and Robert McInnis)

TRACKAGE TORN UP: With the recent move of CN operations in Chicoutimi to Jonqui re, Quebec, all yard trackage in Chicoutimi had been removed by the end of September 1988. (Andr  Bigras)

STRANGER IN THE EAST: GMD1m 1166 (nee 1066) headed west through Ottawa on November 3 after receiving repairs at Point St. Charles shops in Montreal. (Martin Berub )

CONSTRUCTION ACTIVITY AT BROCKVILLE YARD: The last visible signs of CN's once-thriving Brockville engine terminal have been demolished to clear the way for the construction of some form of administration building there. They consisted of two single-storey squat looking concrete block buildings which were once utilized for sanding diesel units assigned to Brockville. They also had a room with water taps, etc., so that engine crews could replenish drinking water pails and jugs. This was during the era before bottled water became all the rage. To date, we have been unable to determine the purpose of the new building. (Philip B. Jago)

CP Rail

STRANGERS IN OTTAWA: Recent strangers include GP9 8836 and GP35s 5014 and 5016, while awaiting their turn into Angus Shops in Montreal. As well, recently remanufactured GP9u road switchers 8211 to 8216, and 8243 made a few break-in trips between Montreal and Ottawa before being assigned to their new homes (8211 and 8212 to Toronto, 8213-8216 to

Coquitlam, B.C. and 8243 to North Bay with maintenance carried out at Sudbury. (Ray Farand, Ross Harrison and Mike Tessier)

'MIXED TRAIN': Placed next to the van on Train 484 on September 30 were retired Baldwin DR54-4-100u road switcher 8000 and Official Car 'Mount Stephen' returning to their Montreal home after being displayed in Calgary, Alberta, for the 75th Anniversary of Ogden Shops. The trailing unit on the head end was Winnipeg-based GP9 8656 enroute to Angus Shops for rebuild to road switcher 8219. (Peter Wagner)

PASSENGER EXTRA: SD40 5537 and GP9u 8208 powered an employees' special consisting of three VIA Rail ex-CP 100-series stainless steel coaches between Lambton Yard in Toronto and Cherrywood on the Havelock Subdivision on September 11. Both units had been released from Angus Shops in Montreal a few days before the trip - 5537 from repairs after the Sucker Lake derailment on December 31, 1985, and 8208 from a rebuild of GP9 8811. (Earl Roberts)

ISLAND VARIETY: Once the exclusive haunt of GP9 units, in early-November Vancouver Island was serviced by GP30s 5000 and 5001, GP35s 5005, 5007 and 5015, and GP9 8826. SW8 6701 holds down the Victoria yard job, with SW900 8718 occasionally brought in from the mainland when 6701 needs maintenance. (Paul Crozier Smith)

SPECIAL TRAIN: On November 9, a special passenger train conveyed railway and construction company officials from Golden to Revelstoke, British Columbia, via the new tunnel under Rogers Pass. SD40-2 5687 headed up a VIA steam generator, two VIA ex-CP 100-series coaches, VIA Daynighters 5722 and 5749, and a CP caboose. The train left Golden at 07:45 and arrived at Rogers at 08:45 for a three-hour stopover. Arrival at Revelstoke was at 14:10.

The engineer was Ernie Ottewill, who also had the honour of operating the National Museum of Science and Technology's ex-CP 4-6-2 1201 on November 7, 1985 between Revelstoke and Craigellachie commemorating the completion of 100 years of transcontinental railroading on Canadian Pacific. (John Cowan)

VIA

STATION CHANGE: Commencing with the October 30 schedule changes, VIA trains utilize the GO Transit station on Fairview Street in Burlington, rather than Burlington West. (UCRS Newsletter, October 1988)

DEADHEAD MOVE: The storage line of equipment at Ottawa Station was thinned on October 18 when FPA-4 6793 hauled ten long-stored sleepers to Montreal. Tagging along was daynighter 5742 that was removed from the 'Canadian' with flat wheels. The sleepers were "Green Point", "Greenmount", "Green Court", "Greening", "Greenshields", "Greenfield", "Greenbrier", "Greenwich", "Buckley Bay", and "Thunder Bay".

Remaining stored at Ottawa are sleeper 'Fortune Bay', Cafe-Bar Lounge 2512, retired Sleeper-Buffer-Observation "Bedford", and

retired coaches 4891, 4892, 4893, and 4895. (Earl Roberts)

GREY CUP SPECIAL: A 10-car conventional special train will operate between Toronto and Ottawa for the Grey Cup. The train will operate eastbound as Train 40 (which normally does not operate on Sunday), leaving Toronto at 07:10, and westbound as Train B47 leaving Ottawa at 20:40. Train B47 will meet Toronto-Ottawa Train 46 at Smiths Falls. (Earl Roberts)

HOW THE MIGHTY HAVE FALLEN: During the last week of October, VIA Rail Canada utilized stainless coach No. 105 (nee CP No. 105) as a baggage car on Trains 73 ("Point Pelee") and 78 ("Mohawk") between Toronto and Windsor. Apparently, the baggage car normally dedicated to the cycle was out of service for repairs and a substitute could not be found. (James Armstrong)

ISLAND SWITCH: RDC-2 6207 recently returned to Vancouver Island after collision repairs in Montreal but after a couple of trips was sidelined. RDC-1 6134 left the island on November 7 for a rebuild, and sister 6133 has yet to return from her rebuild, leaving the Victoria-Courtenay service in the hands of RDC-2 6213 which 6207 was supposed to have replaced. (Paul Crozier Smith)

MISCELLANEOUS

NEW UNITS DELIVERED: Cotton Belt GP60s 9626-9629, fresh out of General Motors' plant in London, Ontario, were moved to the United States through Windsor on CP Train 503 on September 29; sisters 9630-9632 followed on Train 501 on October 2. (Ken Garber)

GO TRANSIT DOINGS: Two additional trains were introduced to the Milton run on October 31, bringing the weekday service up to five round trips. (UCRS Newsletter, October 1988)

MUSEUM'S CARS ONE STEP CLOSER TO DESTINATION: Five former CN commuter cars destined to the Smiths Falls Railway Museum in Smiths Falls, Ontario, moved from storage in Ottawa to the CP Rail yard in Smiths Falls on October 28 for eventual movement on a highway float to the former Canadian National station, site of the museum. Numbered RVDX 101 to RVDX 105, the cars were previously CN 5019, 5032, 5802, 5042, and 4997 (nee 5079) respectively. (Ray Farand and David Stremes)

PRIVATE CAR SPECIAL NOT WITHOUT PROBLEMS: Further to last month's issue of Branchline and the operation of the American Transit Association's three-car special to Richmond, Quebec on October 4, it has been learned that diner "Jersey Shore's" trip to Montreal was not without incident. Apparently, it was not permitted into New York's Grand Central Terminal. Passengers aboard the special were, therefore, flown to Montreal with the cars detoured to Boston, then to Albany, and finally up to Montreal, arriving in Montreal on Sunday, October 2.

On October 6, the "Garden State" and the "Caritas" left on the rear of the "Adirondack". The "Jersey Shore" was found to have a defective f-6 valve, rendering the brakes inoperative, except in emergency. The necessary repairs were made in time for the

car to leave on the "Adirondack" on October 7.

Of interest is how the car's owner spent the time while waiting out the repairs. He put together an informal slide show on board to which this writer was invited on October 6. Fittingly, after our September 24 operation of 1201 to Montreal, the show took place on board the car on Track 13, where the steam special was marshalled. (John Godfrey)

AMTRAK OCS CARS IN MONTREAL: On October 17, Amtrak Track Geometry Car, "Corridor Clipper" and Amtrak Track Inspection/Business Car, "Beech Grove" arrived in Montreal on the rear of the "Adirondack".

On board the cars were various Amtrak, US DOT, New York DOT, D&H, and NYS&W officials, including a NYS&W track engineer. As Amtrak officials were showing off their fancy measuring equipment, the track engineer closely watched the print out.

The result: effective October 17, almost 90 miles of track between Plattsburgh and Whitehall, New York, were placed under slow orders varying from 10 to 21 mph due to track conditions.

On October 18, Amtrak suspended the "Adirondack" following the 09:25 departure of the train from Montreal that day. Passengers on the northbound train on the 18th were taken to Montreal by bus from Albany. At the same time, Amtrak ordered a separate consist to cover the train's schedule south of Albany, with the Montreal train running as a passenger south of there.

In the meantime, discussions involving NYS&W and Amtrak officials must have taken place as the Susquehanna reduced the slow order stretch from 90 to 40 miles on October 19. Monitoring the situation on a daily basis, Amtrak has since then continued to operate the train, substituting buses when the slow orders have gotten either the best of the passenger schedule or appear poised to cause the train crew to outlaw. (John Godfrey)

FIRE LEVELS RICHMOND LANDMARK: A fire on October 27 completely levelled the former Canadian National roundhouse in Richmond, Quebec. Only a third of its original size, the building was no longer owned by CN but belonged to a local grain supplier who kept it for the storage of equipment and accessories.

The loss of the building means that the Richmond Station is now the only physical reminder of the once busy terminal that the community was during the steam age. The roundhouse was quite old, with portions of it dating back to the 1840s under the auspices of the erstwhile St. Lawrence & Atlantic Railway. During the 1850s, the St. L&A was taken over by the Grand Trunk, the latter road coming under CN ownership in the early 1920s.

A section of the roundhouse can be seen in the background of a photo depicting GTR 4-4-0 No. 377 at Richmond in 1873. The photo appeared in the April 1988 edition of Branchline on page 16. (Jacques Beaubien Jr.)

Trackside Guide update**MOTIVE POWER NEWS**

Many thanks to David Brandenburg, Wayne Brittain, Jim Brown, Bruce Chapman, Colin Churcher, Ray Corley, Doug Cummings, Ken Garber, Ross Harrison, Pierre Alain Patenaude, Geoffrey Peters, Harold Kolseth, and The Turnout.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1988 Trackside Guide, eg. (p1-22).

CN

BRANCHLINE UNITS REBUILT: Nos. 1800 and 1801, the first of 15 A1A-A1A trucked GMD1 units rebuilt for continued branchline service, were released from Point St. Charles shops in Montreal on October 14. The units are equipped with snowploughs on each end and continue to ride on A1A-A1A trucks.

Nos 1801 to 1805 powered Train 337 through Ottawa on November 5, enroute west. The remaining units are due for completion by early 1989. Former numbers vary from those previously announced:

NEW NO.	FORMER NO.	SERIAL NO.	ASSIGNED TO
1600	1007	A1427	Winnipeg
1601	1025	A1448	Winnipeg
1602	1008	A1428	Winnipeg
1603	1026	A1448	Saskatoon
1604	1010	A1430	Saskatoon
1605	1011	A1431*	Saskatoon
1608	1028	A1448	Saskatoon
1607	1013	A1432	Saskatoon
1608	1019	A1439	Saskatoon
1609	1032	A1595	Saskatoon
1610	1014	A1434	Saskatoon
1611	1038	A1701	Saskatoon
1612	1031	A1594	Edmonton
1613	1036	A1699	Edmonton
1614	1046	A1709	Edmonton

* NOTE: The serial number stamped on the rebuild plate on 1605 is A1421, rather than A1431. As well, the type stamped on the plate for 1601 through 1605 is E-B rather than the correct A1A-A1A.

RETIREMENT CANDIDATE: RSC-14s 1789 and 1752 hit a log truck between Campbellton and Kedgview, New Brunswick, on September 14. The 1789 has been written up for retirement.

RETIRED UNITS ON THE MOVE: Retired GP35 9300 (nee 4000), and SW8 7177, as well as ex-Burlington Northern F45s 6610 and 6612, have been moved from storage in Winnipeg to M4 Holdings in Edmonton, Alberta, for scrapping. (CN acquired ex-Burlington Northern F45s 6609 to 6612 [ex-Great Northern] for parts. Nos. 6609 and 6611 remain stored at Point St. Charles Yard in Montreal.)

The following retired switchers stored in Toronto have been sold to Sidbec-Feruni in Contrecoeur, Quebec, for scrap:

SW8s 7161, 7163-7167, 7173, 7178, 7179;
SW1200 7727;
SW900s 7906, 7913, 7915, 7918, 7923.

REASSIGNED: GMD1 1910 has been transferred from Thunder Bay to Montreal; GP9u 7244 has been transferred from Montreal to Thunder Bay; the 18 units maintained at Halifax (RSC-14s 1770-1772, 1775, 1777, 1782-1785, and S13u 8700-8708) have been reassigned to Gordon Yard in Moncton for maintenance.

CP Rail

NEW ARRIVALS: (p1-49) The first of 25 SD40-2F units was delivered by Diesel Division, General Motors of Canada, in mid-November. The cowl-bodied units, a first for CP Rail, are numbered 9000 to 9024 and will be assigned to Alyth (Calgary) for maintenance. All 25 units should be delivered by year-end.

Prior to heading west, each unit is worked from London to Windsor, Windsor to Montreal, and Montreal to Toronto for inspection.

REMANUFACTURED: (p1-48) The following GP9 units have recently been remanufactured into GP9u road switchers:

NEW NO.	FORMER NO.	SERIAL NO.	ASSIGNED TO
8214	8630	A970	Coquitlam
8215	8621	A961	Coquitlam
8216	8668	A1124	Coquitlam
8243	8827	A1718	North Bay - maintained at Sudbury;
8244	8834	A1725	Alyth (Calgary)

REASSIGNED: Recently-remanufactured GP9u 8211 and 8212 have been assigned to Toronto rather than Coquitlam as previously planned.

INTO SHOPS FOR REBUILD PROGRAM: GP9 8838 entered Angus Shops in Montreal in October for rebuilding into road switcher 8247, the last in the current round of GP9 rebuilds.

REBUILD PLANS: Preliminary plans for locomotive remanufacturing in 1989 include the remaining 22 8700-series RS-18 units (to become RS-18u Nos. 1847-1868), and 13 of the 25 remaining unrebuilt GP9 units to be rebuilt into 8200-series road switchers.

RETIRED: The following units were retired in November:

(p1-45) SD40-2 5986 (demolished in a collision on January 15, 1988 in Regina);
(p1-46) SW900 8715 (internal ailments);
(p1-82) TH&B NW2 51 and SW9s 55 and 57 (the last of 17 TH&B units absorbed into CP's roster in 1987 - No. 55 had previously been sold for scrap).

OFF LEASE: Quebec North Shore & Labrador SD40s 200-203, and 220 were withdrawn from service on October 18 at the expiration of their lease. The five units are held in Montreal pending return to their owner.

As well, the 10 ex-B&O GP40s were taken off lease early in November, leaving the 10 GATX ex-Missouri Pacific SD40s as the only leased units in operation.

TRANSFERRED: Winnipeg-based SD40-2 5949 has received Positive Traction Control modifications and been reassigned to Alyth (Calgary) for maintenance. SD40-2 5698 (still in EXPO 86 livery) has been transferred from Alyth to Winnipeg.

OUT OF SERVICE: (p1-51) Robot Control Car RCC7 (formerly a Great Northern F7B unit)

is tied up unserviceable at Alyth (Calgary) with little chance of ever returning to service.



ORDER INCREASED: VIA will be receiving 29 F40PH-2 units early in 1989, rather than 26 as previously announced. The numbers will be 6430 to 6458.

MISCELLANEOUS

RETIRED: (p1-69) BC Rail C-425 801 (ex-Erie Lackawanna 2451) has been retired and scrapped.

ADDED TO ALCO BASTION: (p1-75) Essex Terminal C-420 No. 106 (ALCO Serial 84721, built 1963 as Lehigh & Hudson River 22) has been sold to the all-ALCO Arkansas & Missouri Railroad, formed in 1986 from ex-Burlington Northern trackage. After 16 years on the Essex Terminal, the 106 was moved south to join several 'sister' ALCOs on the A&M.

With the recent disposition of ALCO S-1 101 and MLW S-3 103, the Essex Terminal roster has been reduced to four General Motors units - GP9 102 (nee ACR 172); SW8 104; SW1200 105; and SW1500 107 (nee EMD 113).

NEW LEASE ON LIFE: (p1-75) GO Transit GP40TCs 500 to 507 have been sold to Amtrak for service in the north-east corridor. Amtrak numbers will be 192 to 199 respectively. The eight units, built in 1966 for the start of GO Transit operations between Pickering and Oakville, Ontario, left for Amtrak's Beech Grove, Indiana, shops in October.

NEW ARRIVALS: (p4-22) Delivery of GO Transit's order for 54 bi-level coaches and 9 control cab bi-level coaches commenced in September.

the number 6 from their Plymouth model DL-2 (serial 1569, built 9/23) (p2-7) Winnipeg Hydro at Point du Bois, Manitoba, has removed the number 4 from their 30 Ton Davenport (serial 2112, built 10/27) (p2-13) Ford Glass at Scarborough, Ontario, has been renamed AFG Glass. Their GE 65 Ton No. 10 (serial 30806, built 11/50) no longer carries a number.

SOLD: (p2-12) Algoma Steel has recently sold GE 50 Ton No. 5 (serial 29029, built 4/49) and GE 35 Ton No. 8 (serial 31197, built 1/52). Might any of our readers know their new owners?

As well, GE 80 Ton Centre-cab No. 30 has been radio equipped for remote control operation. Algoma Steel plans to radio control all of their locomotives by 1989.

SOLD: (2-13) Retired CN SW900 7943 (nee CN 7243, GMD serial A1374, built 1/58) has been sold to Quebec and Ontario Paper at Thorold South, Ontario.

ON THE MOVE: (p2-17) A. Merrilees' ex-CP ALCO S-2 7016 has been leased to Sidbec-Dosco at Contrecoeur, Quebec, and their ex-CN GMD SW900 7947 has been renumbered 2348 and leased to Union Carbide in Montreal East, Quebec. Both units were noted in transit at CP Rail's St. Luc Yard in September.

NEW HOMES: (p2-15) Abitibi-Price GE 50 Ton No. 5 at Alma, Quebec, (Serial 29870, built 6/48) has been acquired by Provincial Diesel (dealer) and moved to their St-Hubert, Quebec, location (2-16, 2-17) Sidbec-Dosco's CLC/WHIT 35 Ton unnumbered switcher (serial 2645, built 12/50) has moved from their St. Patrick Street plant in Montreal to Sidbec-Feruni in Contrecoeur, Quebec (2-16) Carey Canadian Mines at East Broughton, Quebec, has sold their GE 45 Ton switcher (serial 15158, built 2/42 for the U.S. Navy) to PPG Stan Chem in Beauharnois, Quebec.

ON THE PRESERVED SCENE

INDUSTRIALS AND SHORTLINES

NEW HOME: (p2-1) Fletcher Challenge Canada Limited (formerly British Columbia Forest Products) at Crofton, British Columbia, has acquired an EMD SW1500. The unit carries number 1500, however, it lacks builder's plates and its former history is not known. Can anyone help?

Crown Forest Products has also been absorbed into Fletcher Challenge Canada Limited.

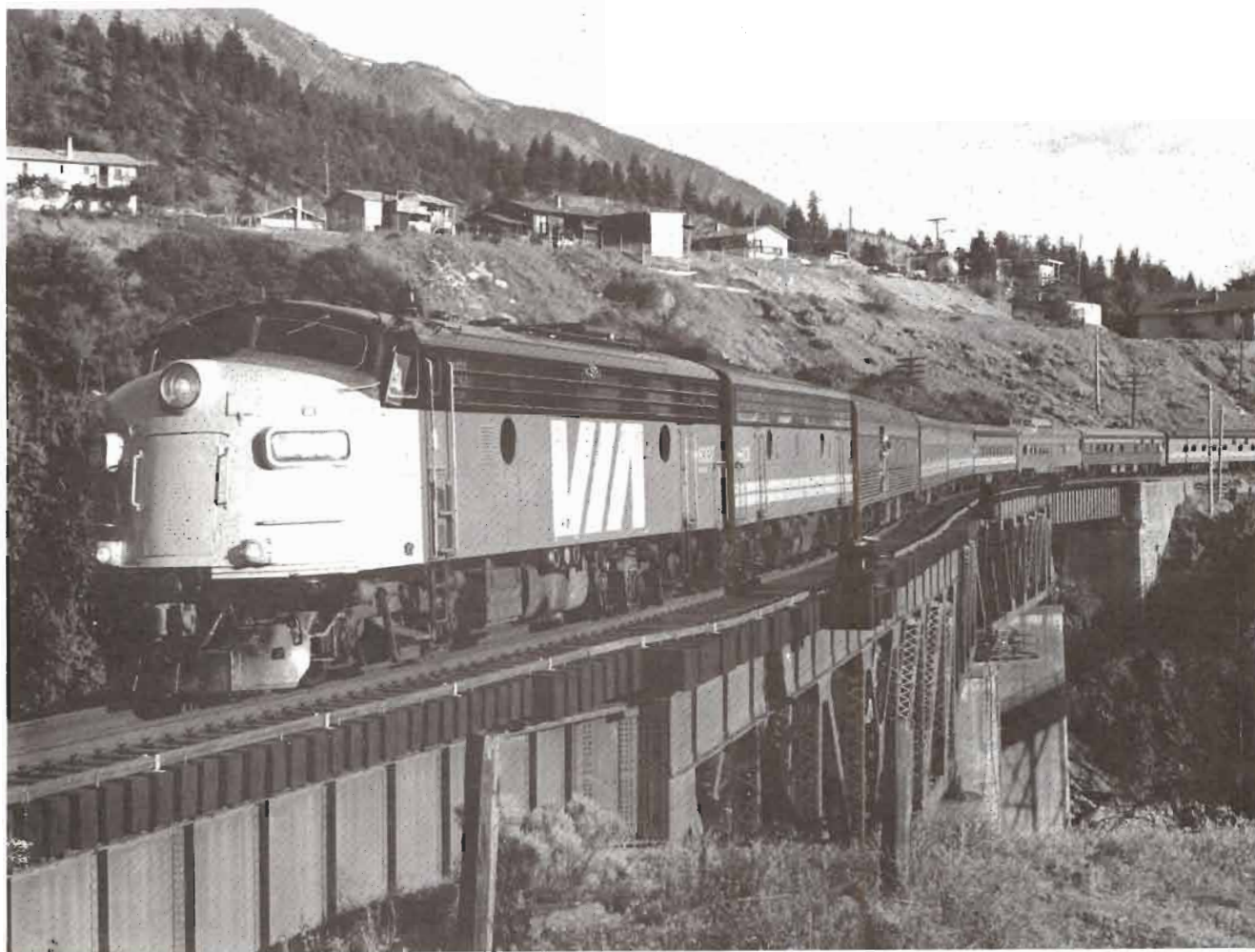
NEW NUMBER APPLIED: (p2-2) Vancouver Wharves' (North Vancouver, British Columbia) recently acquired ex-Southern Pacific SW1200 2280 (EMD serial 30247, built 7/65 as SP 1615) has been numbered 822.

JOB COMPLETED: (p2-3) With the completion of work on the Rogers Pass Tunnel Project, the 18 narrow gauge Plymouth locomotives used by the contractors have headed elsewhere. Might any of our readers know their new assignments?

NOW NUMBERLESS: (p2-7) Canada Cement Lafarge at Fort Whyte, Manitoba, has removed

DONATED: (p2-5, 3-13) Proctor & Gamble at Grande Prairie, Alberta, has donated ALCO RS-1 No. 1 (Serial 79347, built 10/51 as Minneapolis & St. Louis 951) to the West Coast Railway Association. Arrangements for movement to Squamish, British Columbia, are underway.

TO THE BONEYARD: (p3-3, 3-9) In March 1988 the British Columbia Transportation Museum donated three deteriorated ex-CP "R"-series sleepers ("Riverton", "Rocanville", and "Rosser" - built 1929) and former United Grain Growers SW1 No. 001 (EMD serial 1052, built 4/40 as Delaware Lackawanna & Western 431) to the West Coast Railway Association. The WCRA advertized for prospective buyers for the four items, as well as for ex-CP Instruction Car 59 (built in 1912) in their collection. After six months of effort, no expressions of interest were followed through. As the four cars and the locomotive were not practicably restorable, they were sold to a scrapper with usable parts saved to assist with the preservation of other rolling stock projects.



VIA Rail's eastbound "Super Continental" crosses the Thompson River at Lytton, British Columbia in May 1986. FP9Au 6307 (nee CN 6515) and F9B 6628 provide the power for the mix of former CN and CP passenger cars. Photo by Douglas N.W. Smith.

Bytown Railway Society

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