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# Branchline

CANADA'S RAIL NEWSMAGAZINE



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**BRANCHLINE** is published by the Bytown Railway Society, Inc., 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 FEBRUARY  
ISSUE IS JANUARY 14.**

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**ON SHEET:** Our feature articles this month include: a nocturnal subterranean excursion; GO Transit's latest extension; our annual photo contest; a look at a unique restaurant in Ottawa; scheming on the spare board; 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, JANUARY 3** - Our Annual General Meeting at which the executive for 1989 will be elected. Have you considered running for office? As well, a by-law change will also be addressed.

Following the business portion of the evening, Bruno Leroux, CN Assistant Superintendent of Transportation (Ottawa), will entertain us with a 'pot-pourri' program. Ray Farand and David Stremes will be providing coffee and doughnuts, for a small fee.

**Tuesday, JANUARY 17** - 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.

**Every Saturday** - Restoration/maintenance 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 INCREASED:** Effective December 15, 1988, the subscription/membership rate was increased by \$2.00 to \$22.00 to offset the effects of inflation, and to allow us to bring you more news, features and photographs in the future. (United States and overseas members kindly remit in U.S. funds, or \$27.00 Canadian.) An expiry reminder will be stamped on the back cover of the issue prior to the expiry issue. For example, for a subscription/membership expiring with the March 1989 issue (8903 on your mailing label), a reminder will be stamped on the back cover of the February issue. As well, a 'last issue' warning will be stamped on the 'expiry' issue if your renewal has not been received when the last issue is mailed.

**HELP WANTED:** Help is wanted on four fronts: 1) a new auditor for the annual audit of the Society's books - please contact Michael Iveson at 232-4152; 2) a packager and mailer for the 1989 *Canadian Trackside Guide* (to be published in late February) - please contact Paul Bown at 824-3115; 3) a person to work alone at the National Museum of Science and Technology to catalogue Canadian Pacific steam locomotive drawings - please contact Duncan du Fresne at 733-3443; and 4) **Branchline** always needs your help in the form of articles, news items, photos and feedback - please see addresses on this page. Thank you in advance.

**ON THE COVER:** CP Rail's brand-new SD40-2F No. 9000 passes through Smiths Falls, Ontario, on Train 904 on November 19, 1988, on her maiden trip to Montreal. (Photo by David Stremes)



## Information Line

**DEATH OF HOTEL MASTERBUILDER:** The man who oversaw the construction of CP Hotels' spectacular Chateau Montebello in Montebello, Quebec, is dead. Master Log Builder Victor Nymark recently died at the age of 87. Nymark was responsible for training the crew of men who, in 1930, completed the massive 250-room log building in a mere four months. Located on CP's Lachute Subdivision, the community of Montebello also had a log freight shed and a log passenger station (complete with fireplace in the waiting room) as a compliment to the Hotel's ambience. The freight shed was torn down about ten years ago. Regular passenger service to Montebello ceased on November 14, 1981. (*Toronto Star*, 21/10/88)

**SOO LINE UP FOR SALE, ALSO LEAVES AAR:** On October 20, 1988, Canadian Pacific Limited announced that it has instructed its investment banker Merrill Lynch Capital Markets to solicit proposals from possible buyers for the majority interest in Soo Line Corporation of Minneapolis, Minnesota.

A holding company, Soo Line, in addition to other activities, is involved in the operation of the Soo Line Railroad Company, the tenth largest railway in the United States. CP Limited owns approximately 56% of Soo Line's common shares.

On a related note, Soo Line Corporation advised the Association of American Railroads (AAR) on November 15, that it was leaving the association. According to a Soo spokesperson, "We're not one of the major carriers... We've got unique needs which are best handled separately from the AAR."

He indicated, however, that Soo Line would continue to participate in certain AAR activities. (*Canadian Pacific Limited News Release*, 20/10/88 and *Daily Traffic World*, 16/11/88)

**CRASH AT KOMOKA BLAMED ON HUMAN ERROR:** The January 13, 1988 rear end collision at Komoka, Ontario, involving VIA Train No. 72 and a CN freight has been blamed on human error. The findings were released by the NTA which was called in to investigate the collision. In the accident, No. 72 rammed the rear of the slow moving CN freight.

The accident took place on single track territory which is controlled by timetable and train order. Aside from blaming the rear end crew of the freight for not dropping fuses along the train when they were aware they would soon be overtaken by the passenger train, the NTA also faulted the CN dispatcher for not attempting to warn both trains that a dangerous situation was developing. Even a line side track gang which observed the passage of both trains was cited for its failure to contact the passenger train and warn it of the slow moving freight just ahead.

The accident could have been prevented said the Agency "If basic safe operational practices were followed and common sense prevailed amongst the employees who were aware of the situation." (*Merci à Jacques Beaubien Jr.*)

**DIVISIONAL OPERATIONS STREAMLINED IN NORTHERN AND EASTERN ONTARIO:** In a continuing effort to improve efficiency and cut costs, CP Rail has announced the creation of the Algoma Division to replace the former Schreiber and Sudbury Divisions.

The new territory stretches from Ottawa and Smiths Falls in eastern Ontario through to the east end of Thunder Bay. Its new headquarters are in Sudbury.

Announcing the change on November 16, E.S. Cavanaugh, general manager of operations and maintenance, CP Intermodal Freight Systems, stated that "Centralizing the functions of two offices will enable CP Rail to increase its overall efficiency and to maintain cost effective service to its customers."

The Algoma Division has 1,400 employees and 2,135 kilometres of track.

This the second re-organization to take place in eastern Ontario. In early July, the Smiths Falls Division was officially closed, with portions of it transferred to the Quebec, Sudbury and Toronto Divisions. (*CP Rail News Release*, 16/11/88)

**BOMBARDIER GETS A CRACK AT THE COMPETITION:** In a surprising move, Bombardier Inc., has received a \$20 million contract from the Massachusetts Bay Transportation Agency to refurbish 18 EMD F40PH diesel-electric locomotives. The La Grange products were built in 1977.

The contract was awarded to Bombardier's subsidiary Alco Power Inc., and also calls for the installation of head end power systems in the units.

While ALCO quit building locomotives in Schenectady, New York, in the late-1960s, its Canadian arm Montreal Locomotive Works - now owned by Bombardier - continued to manufacture units into the 1980s, turning out its last unit (VIA LRC-3 No. 6930) in 1984.

MBTA F40PH 1017 was noted at CN's Taschereau Yard in Montreal on December 6, enroute to Bombardier's east-end Montreal plant. (*Globe and Mail*, 18/11/88)

**MARITIME FARMERS CALL FOR RETENTION OF RAILS:** Amongst the many resolutions passed by the delegates to the Council of Agricultural Co-operatives meeting in Moncton, New Brunswick, was one calling for the retention of all remaining railway lines serving areas where livestock and poultry are produced.

At the meeting, which took place on November 16, representatives from Co-Op Atlantic issued the following release: "The growing trend toward abandonment of railway lines is worrisome to many farmers because an estimated 50 per cent of grains used for animal feed in Atlantic Canada must be transported by ship or rail from Ontario and Western Canada." (*Saint John Telegraph-Journal*, 17/11/88)

**ECONOMICS OF DAR MAKE IT UNATTRACTIVE FOR SHORT LINE OPERATION:** Plans to have Canadian Pacific's Dominion Atlantic Railway taken over by a short line operator may have been derailed following the release of a feasibility study by the Nova Scotia Department of Transportation.

Following an announcement by CP Rail that the company wished to divest itself of the line which links the Bay of Fundy region with Halifax, a Dartmouth corporation, NsC Intermodal, had expressed an interest in acquiring it.

However, the provincial study sustains a CP Rail prediction that upwards of \$20 million must be invested in the maintenance of the 140 mile line, with a principal area of concern being its many bridges.

Although not challenging the figures **per se**, a spokesperson for the transportation lobby group Transport 2000 has suggested that a perspective must be put on the investment. It is not an immediate requirement but something that must take place over the next ten to twenty years. According to Transport 2000, the line still represents a sound investment when one considers that it can cost upwards of \$1 million per mile to build a highway to replace the DAR and that even maintenance costs over a similar time period on the existing Highway 101 would more than exceed \$20 million required by the DAR. (Halifax Chronicle-Herald, 15/11/88)

**MORE STUDIES REQUIRED FOR TOURIST OPERATION:** According to a recent statement by the Province of Ontario, further analysis of the feasibility of supporting a Smiths Falls-based tourist railway is required.

Over the past two years, the Ministry of Transportation has been involved in the funding of a detailed business study of the Rideau Valley Heritage Railway Association's proposal to establish a tourist railway over a portion of CN's now abandoned line between Smiths Falls and Napanee.

The study has concluded that plans to establish an operation between Smiths Falls and Kingston (Smiths Falls Sub. to Harrowsmith and the CP's abandoned Kingston Sub., nee Kingston & Pembroke, to Kingston) are not feasible.

A less ambitious operation may still be feasible according to the Province. This would involve only the Smiths Falls Sub. between Smiths Falls and Forfar and the community of Forfar, once the junction with CN's Westport Subdivision, nee Brockville & Westport Railway.

According to Ontario Premier David Peterson, "the Rideau Valley group is preparing a prospectus, based on operation between Smiths Falls and Forfar. One would hope this analysis will produce a convincing argument for proceeding with this first stage in the near future." (Thanks to Paul Sheppard)

**SUBTLE REMARKS FROM MINISTER GIVE ONE CAUSE TO REFLECT:** In the aftermath of the Federal election, the principal concerns of the victors and the vanquished appear to be Free Trade and the Meech Lake Accord.

Other issues, however, are lurking just beneath the surface. One relates to the implementation of the National Transportation Act, popularly known as de-regulation.

First introduced by Deputy Prime Minister Don Mazankowski, it has in turn been handled by John Crosbie and now, Benoit Bouchard. To

Bouchard has fallen the delicate task of seeing that the legislation is properly implemented and that all the bugs, etc., are duly ironed out.

It's not an easy task, and his colleagues have already recognized this by dubbing him "Mr. Fix-it". In the course of a recent interview with Canadian Press, Bouchard discussed his mandate - sticking principally to the deregulation of airlines.

During the course of the interview, the Minister digressed - if only briefly - to allude to the fact that many of his cabinet colleagues would dearly love to reduce the federal deficit.

One favourite avenue could be through a reduction in the current funding now accorded to VIA Rail Canada. Although he wasn't specific, he did raise the flag and those in the know should maintain their vigilance. In spite of all the positives coming from the passenger rail corporation, one should never forget. Everything hinges upon the willingness of the **politicians** and their control of the purse strings.

Politicians only respond when something is judged to be in the public interest. We must continue to demonstrate that passenger trains are, indeed, in the public interest. Remember, it's a case of "use it or lose it." (Philip Jago, with background information from The Ottawa Citizen and informed sources)

**NEWFIE EQUIPMENT DESTINED FOR SOUTH AMERICA:** CANAC International, CN's international consulting subsidiary, has arranged for the sale of 10 narrow-gauge locomotives, 200 flat cars, 3,000 tonnes of rail, track, and equipment, and a quantity of spare parts to the Antofagasta (Chile) and Bolivia Railway, which serves salt and copper mines in northern Chile and acts as a corridor to land-locked Bolivia. The sale is worth \$1.9-million.

The equipment was formerly assigned to CN's Terra Transport narrow-gauge operations in Newfoundland. The distinctive railway was officially shut down on September 30, 1988, although intermodal freight service and road cruiser (bus) passenger service continues to be offered. Proceeds from the sale will go towards offsetting the cost of shutting down the railway.

The sale is only the beginning. There are still 23 locomotives, 200 flat cars, 75 ballast cars, and other associated maintenance equipment, track, etc., to be disposed of. (Merci à Jacques Beaubien Jr.)

**POLITICS PLAYS HAVOC WITH TOURIST TRAIN PLANS:** Hopes of resuming tourist train service to Wakefield, Quebec, during the summer of 1989 have been placed in jeopardy following an announcement by the Province of Quebec that the federal government should contribute up to 50% of the money required to rehabilitate the Gatineau Valley line. According to estimates, some \$2.8 million of public funds is required before the line can become operational.

The official stance of the Provincial Government notwithstanding, the project still has the backing of the local MNA, Michel



Gratton. Also the Minister of Tourism, Gratton claims that his hands are tied, however, and that the Quebec Treasury Board is the one that is attempting to rewrite the game plan by insisting that the Federal Government become involved. Federal involvement is necessary, it appears, because of the previous involvement of the National Capital Commission and the National Museum of Science and Technology in the operation of a tourist train service between Ottawa and Wakefield from 1973 to 1985. According to some sources, moreover, the Provincial Government may even take things to the point of withholding all financial support for the initiation of the project.

Ironically the controversy has sprung up at a time when studies by the Department of Tourism have concluded that the Outaouais region, where the line is located, has never been a big draw for tourists, partly because of a lack of attractions and partly because of a lack of knowledge of the area. The train is seen as a way of stimulating tourism in the region.

Formerly CP Rail's Maniwaki Subdivision, the Wakefield line was last used on September 1, 1985. It was officially abandoned in January of 1986 with the Wakefield to Maniwaki portion dismantled during the spring and summer of that year. (The Ottawa Citizen, 29/11/88)

**CP LIMITED BUYS CN'S SHARE OF CNCP TELECOMMUNICATIONS:** On November 30, Canadian National Railways and Canadian Pacific Limited announced the sale of CN's share in both CNCP Telecommunications and Telecommunications Terminal Systems (TTS) to Canadian Pacific for \$235-million.

CNCP Telecommunications is a common carrier providing a wide range of high and low speed and enhanced telecommunications services across Canada, to the U.S. and overseas. TTS is a national interconnect company. Both companies are operated as equal partners by CN and CP.

CN President and CEO Ron Lawless said the sale represented an important component of a company divestiture program designed to reduce debt. The past year has seen CN divest of its hotel interests as well as ownership of two regional telephone companies. Proceeds from the sales amount to approximately \$850-million.

George Harvey, President and CEO of CNCP Telecommunications, said the change in ownership will not affect CNCP's structure and benefit programs for its employees will remain the same. (Canadian Pacific News Summary, 02/12/88)

**SUPREME COURT TO DECIDE:** The Supreme Court in the United States will decide whether railroads that sell rail lines with Interstate Commerce Commission approval must negotiate with their employees over the effects on working conditions. As well, the justices will decide whether federal courts have the authority to prohibit unions from striking to thwart ICC-approved sales of rail lines.

These issues have bitterly divided

railroads and their unions in numerous railroad sales in recent years, sometimes leading to strikes and prolonged legal battles. Moreover, these issues have caused splits among different federal appeals courts about what is required by federal labour law.

The high court agreed to hear two appeals by the Pittsburgh & Lake Erie Railroad in a dispute with the Railway Labour Executives' Association, a group of rail labour organizations. A high court decision is expected in the spring of 1989. (Wall Street Journal, 29/11/88, thanks to Bob Craig)

**PROVINCIAL GOVERNMENT BACKS COMMUTER LINE:** On November 18, the British Columbia Government committed itself to a commuter-rail service between Vancouver and Port Coquitlam. Operations for a two-year trial are to commence in July 1989. The province and the federal government will each kick in \$16-million to get the service going, with the province being responsible for any operational deficits.

The service, however, is still contingent on the two governments working out a deal with CP Rail, which owns the track. B.C. Transit and CP Rail negotiated a deal in 1982 to run a two-year trial service for \$32-million, however, the service was not started because transit commissioners at that time felt the price was too high. A current consultant's report estimates the operation would cost \$80-million to put in place, with much of the money required for track improvements.

In 1982, B.C. Transit purchased five Quebec North Shore & Labrador GP9 units for the service. The units are presently stored in Ontario Northland's yard at North Bay, Ontario. It is suggested the units may still be used for the service. Rolling stock reportedly will be single-level coaches leased from GO Transit in Toronto.

The operation will include two round trips daily except weekends, with stops in Port Coquitlam, Coquitlam Centre, an as-yet undisclosed location in Port Moody, and at Vancouver's Waterfront Station at the foot of Granville Street. It is expected to carry 4,000 passengers a day. (The Vancouver Sun, 17/11/88 and 19/11/88, thanks to John Cowan)

**SHALALTH TUNNEL ON TRACK:** Construction of BC Rail's new 3940-foot long tunnel at Shalalth bluff along Seton Lake is on schedule. The first blasting was done August 12 and completion is scheduled for April 1989.

The tunnel is actually the third at the location. The original line, built in 1914/1915, passed through a 427-foot timber lined tunnel. In the 1950s, the B.C. Electric proposed a second powerhouse and relocated the rail line through a 1,060-foot tunnel which opened in 1957. Now this tunnel, and 2,900 more feet of treacherous lakeside trackage, are being replaced by the new bore. (The Coupler)

**"PRINCESS PATRICIA" SOLD:** Former Canadian Pacific TEV "Princess Patricia" has been auctioned to a Taiwanese steel company for

U.S. \$700,000. The steel company was the highest of four bidders. The ship, which had been under arrest in Victoria, British Columbia, for outstanding debts, was converted for Alaska cruise service where she ended her CP career. During Expo 86 she was used as a floating hotel at New Westminster, and, after a couple of failed plans, ended up in Victoria. The "Princess Patricia", and sister "Princess Marguerite", were originally built for CP's Vancouver-Victoria-Seattle steamship run in the 1940s. (WCRA News, November 1988)

**TOWN REFUSES TO PAY INSPECTION FEES:** The Town of Ancaster, Ontario, refuses to pay its share of the expenses associated with the ongoing maintenance and inspection of the various level crossings of the one-time TH&B Waterford Subdivision which runs through the community. Now owned by CP Rail, the Hamilton-Brantford line was last used in 1986. A mudslide that year, and declining traffic, combined to embargo service on the line.

The embargo notwithstanding, CP Rail has yet to receive formal authorization from the NTA for the line's abandonment. Pending that approval, CP is obliged under statutory regulation to inspect all crossings along the line on a weekly basis.

The cost of this inspection is equally shared between Ancaster and CP. In 1987, the total bill came to \$13,000. Since 1987, the Town has missed a total of 5 payments and it is estimated that it owes CP in the vicinity of \$10,000 - money which it refuses to pay.

The NTA has told the Town that it must honour its obligations until the line is officially abandoned. The town sees it as a waste of money - both from its and CP's perspective - given that no service has been offered on the line.

According to CP spokesperson Paul Thurston, the company will continue to obey the NTA's regulations until formal permission to abandon the line is received.

It is not known when the NTA will act as to a decision. Already there is opposition to any sort of official closure. Both Dundas and Hamilton-Wentworth have indicated that they are opposed to the move. (Clive Spate)

**GROUP ARRESTED FOR THEFT OF COPPER WIRE:** The combined efforts of Durham (Ontario) Regional Police as well as CN and CP Rail constabulary have resulted in the apprehension and arrest of five Oshawa men in connection with the theft of copper wire from railway line poles in the Oshawa region. The group was caught redhanded with approximately one ton of scrap wire in their possession. The men have been charged with theft over \$100,000. (Oshawa Times, 20/10/88)

**ROBOTIC PAINT SHOP:** CN's Robotic Paint Shop in Winnipeg, Manitoba, was inaugurated on October 5. Vadeko of Mississauga, Ontario, designed the robotic system which will increase rail car refurbishment from 250 to 1100 cars annually. The new facility is an example of space age technology brought to earth. (Bob Craig)

**CP RAIL SOLD ON AC TRACTION:** CP Rail M-636 locomotive 4744, equipped with alternating current (AC) traction motors, is achieving improvements on road performance, reliability and maintenance costs, when compared with a locomotive with direct current propulsion.

CP estimates that motor maintenance costs for an ac-equipped locomotive could average about \$800 a year, over the long run. That compares to the \$2,600 a year per engine that CP pays for motor maintenance on a dc traction motor, including removal and replacement. Even if an ac motor requires twice as much repair as estimated, the maintenance cost reduction would still be 38 percent. Cutting unscheduled trips to the shop by six visits a year could save CP more than \$1 million.

Builders have been slow to accept ac traction, even though it is more reliable and productive than dc systems, and have not built prototypes for freight service. (Amtrak has one F40PH (No. 202) retrofitted with an ac system, and two F69PHs (Nos. 411 and 412) with ac systems on order, while Metro-North in New York City is having 10 FL9s rebuilt with ac systems). When asked whether it would build a prototype specifically designed for freight haul service, General Motors said "We can't get any kind of clear reading on that." Another locomotive builder (presumably GE ..Ed) could not be reached. (Modern Railroads, September 1988)

**GRAIN CAR SHORTAGE PROJECTED:** Although the federal Grain Transportation Agency predicts a 9,900 hopper car shortfall by 1992-1993, Canadian National Railways has no plans to add to its fleet. CN has indicated that it plans to make its fleet as efficient as possible through reduced delivery time and a higher quality of rail line maintenance - ie. "do the best with what we got."

A report by the Grain Transportation Agency projects the 1992-1993 movement of grain to be 39.7 million tonnes, however, rail car capacity is expected to decline to 31.2 million tonnes as 1,300 aging boxcars are phased out. The GTA recommends an additional 2,000 hopper cars be added to offset projected increases in grain movement, but CN has indicated that it currently cannot accept the financial debt of another 2,000 cars which would cost more than \$140-million. CN proposes to lease cars during the "crunch time." (The Chronicle-Journal, 15/10/88, thanks to Bryan Martyniuk)

**FREIGHT CAR KITS:** BC Rail's Squamish Shops is in the process of assembling 160 freight car kits. The kits were manufactured for BC Rail by Transcisco Inc., a subsidiary of PLM Industries, successful bidder for the order of 73-foot centre beam cars.

Actual fabrication was in Korea, and initial plans were to ship the kits to a former Milwaukee Road car shop in Miles City, Montana. Assembling the cars at Squamish means a substantial saving for BC Rail in the cost of the cars, including lesser import duties. Completion of the 160 cars is targeted for March 1989. (The Coupler)

## DINING OUT IN OTTAWA

BY BERT TITCOMB

Would you try a restaurant that offers the following items on their menu?

Soups	Order Board Onion Soup
Salads	The Jam Buster Julie The Cinder Crusher Caesar The Wing Her Waldorf
Dressings	Gangway Garlic Chariot Caesar Smart Alex Vinaigrette Hot Shot Hot Sauce
Sandwiches	The Red Onion Rueben The Highliner Hammer The Crab Cornfield Meet Melt
Seafood	Parlour Man Poached Sole Rolls Tie 'em Down Trout
Burgers	The Main Pin Madeira The Pig Pen Burger The Big Hook Bacon and Cheese
Appetizers	Eagle Eye Escargot Gandy Dancer Garlic Bread Whale Belly Wings Pin Puller Potato Skins

The above is a partial list of items on the menu. Daily Specials are listed on a notice board as:

Platform 1  
Platform 2

The name of this interesting restaurant is **THE FIVE FIFTEEN**. Located at 779C Bank Street (between 2nd and 3rd Avenue) in Ottawa, Ontario, it is owned by three brothers—James, Richard and Steven Latham, and one other partner, Chris Paine. Numerous photos of steam locomotives decorate the walls, including CP's regular Selkirks and their experimental high pressure one, No. 8000. There is also a good shot of the 1201.

This is a perfect spot for lunch, especially if you are working in the Glebe area of Ottawa. The food is superb and the prices are reasonable. As an added plus, the menu also contains a short story (reproduced below). I hope that you will enjoy reading it. Next time around, I'll provide a translation!

### SIDETRACK - THE LANGUAGE

The end man looked down the alley and said to the master mind, "I'm no baby lifter; I don't touch a high-wheeler."

"Okay," the master mind replied, "But you're not a head man either and someone has to take care of the drone cage."

"Not me," the end man said, "pick up a clown in the garden. Draw bar flagging is enough for one trip. I've hit the grit twice from the doghouse."

"That might be better than dancing on the carpet for brownies."

"Well no matter, anyway, I'm outlawed."

"If you count on that," the master mind answered, "you may as well pull the pin."

"Okay," the club winder said. "Forget the Hog Law, if you don't have the dog catcher. But leave me on the clown wagon. Let the Big O do the baby lifting." (Courtesy Five Fifteen Restaurant & Pub, Ottawa, 235-6785)

### THE WRECK ON SUCKER LAKE SHORE

By  
John E. Bedore

That big freight train came up the track,  
With no brakes on and the throttle back;  
With twelve big engines in a row  
And ninety cars behind in tow.  
All was well so it would seem,  
At Bolingbrook she got the green,  
But just ahead a mile or so  
What happened there we do not know  
It left the rails on Sucker Lake Shore  
That train piled up with a bang and a  
roar.

That New Year's Eve, in the cold and snow  
It shook the sky, and the ground below.  
If that is the way on the C.P.R.  
To bring New Year's in, it's going too  
far.

It twisted the rails for a mile or more,  
That wreck piled up on Sucker Lake Shore.  
Though we may have pollution from all  
that was spilled,

We thank the good Lord that no one was  
killed.

A tip of the hat to all the good men  
Who worked 'round the clock, with no time  
to rest.

To clean up that wreck they all did their  
best.

That place is a jinx, or so it would  
seem,

There, three men were killed in the days  
of steam.

I remember quite clearly a long time ago  
Some rocks came down on the track below.  
Let's hope it's the last, and there will  
be no more

Of bad train wrecks on Sucker Lake Shore.

[To refresh your memory, the Sucker Lake derailment took place at mileage 32.5 on CP Rail's Belleville (Ontario) Subdivision at 18:40 hours on December 31, 1985. When the dust had settled, 8 units and 36 cars were off the tracks. The incident took place in a rock cut adjacent to the lake. Further details are available in the February 1986 issue of **Branchline** ... Ed.]

**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.

# A Day in Traction

BY JOHN GODFREY

The weekend of June 18 and 19, 1988, was a memorable one for urban transit fans in the Montreal area. On that weekend, the Montreal Urban Community Transportation Corporation (MUCTC) held a giant open-house at its St. Laurent repair complex. The event was larger and more extensive than any similar event in the past (usually employee affairs around the holiday season) than anyone could remember, attracting many thousands of Montrealers.

Not owning a car and having to use public transit daily, even for railfanning, I have developed a curiosity regarding buses (I have been privileged to take a GM-MCI 'Classic' for a spin). However, it was an opportunity to confirm some things and learn some others about Montreal's Metro that attracted me to the event.

The weekend was kicked-off in the wee hours of June 18th with a series of excursions in the Metro between midnight and 04:00. That's right, I said excursions. For \$6.00 the curious and the diehards were given the opportunity to travel for over half an hour in unparalleled conditions on a small portion of Metro Line 5. I was a part of a group of eight enthusiasts who held tickets for the 01:30 departure.

There had been a great deal of speculation about the consists for these specials (two sets were run alternately, as the trips lasted longer than a half hour). The rumours were confirmed when our consist pulled into du Parc station. The train consisted of two open, steel-wheeled flat cars, spliced by a Zweiweg-Fahrzeug propane powered locomotive. It gets better. Old bus seats had been bolted to the floors of the flat cars with seatbelts affixed to them. Locomotive 86-474 looked like a cross between a tractor and a hi-rail vehicle.

Ordinarily I do not enjoy being among the last to board a train, however, this time it paid off. As all the seats were taken, we had to stand. It was just as well as the seats were set-up LRC style, half of them faced backwards. By standing, we were able to photograph our passage as well as be in the lead for a portion of the return journey, enabling us to take some shots 'from the cab'.

These 'Tunnels at Night' trips were marketed with the idea of illustrating what activity takes place when the Metro is out of service (about 01:00 to 05:00). Perhaps then, we should not have been as surprised as we were as the trip unfolded.

Our route would take us east on the westbound track of Line 5 from du Parc station (the former Canadian Pacific Park Avenue-Jean Talon station) through de Castelnau station and Jean Talon station to just west of the Fabre station, where we would reverse direction and head west.

Outbound, between du Parc and de Castelnau stations, we passed a crew working on the 750

volt third rail (as is usually the case after service hours, the power was shut off). We came to a stop on a crossover between Jean Talon and Fabre where another crew was at work replacing a section of the rubber tire runway. They explained what they were doing, and answered questions.

We then headed back west, stopping to talk to the 'third rail crew' we passed earlier. Immediately east of du Parc station there is a wye, the only one on the entire system. This wye serves as a connection between Line 5 and the connecting line to the Plateau Youville shops. One track of this line also serves as a long passing siding, and we passed a number of Metro cars in storage here. We went half way up this line, as this is how the two specials met - while one was on the 'shop line', the other departed du Parc and went east. We stopped twice on the shop line - once for the train crew to explain where we were, and a second time to listen as a crew explained how they tested tunnel safety equipment. We then returned to du Parc station.

On arrival, we received permission to go to the normal eastbound platform, which was out of service, to shoot our consist on its next departure - kind of an informal runpast. Our exhilarating Metro odyssey came to an end at 02:45. However, there was more to come.

Ten fifteen found me on my way to the MUCTC shop complex. It seemed somewhat anticlimactic, after the flat car ride hours earlier, boarding a train of Bombardier equipment at Beaubien station for the short ride to Cremazie station to meet the rest of the group.

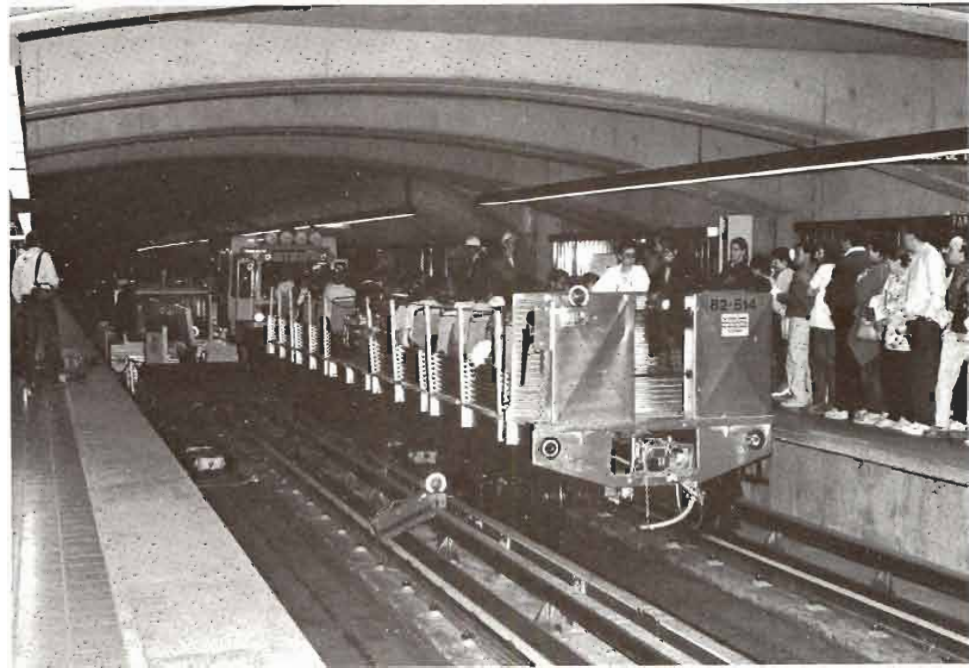
The MUCTC operated a fleet of shuttle buses from the Cremazie station to the shops a few blocks west. Our first stop was the Legendre Street bus depot. There we saw how bus tires are re-treaded and the regular routine maintenance procedures that buses undergo. A portion of the garage contained displays explaining many less obvious aspects of the system, such as communications and crew training.

Having gone through the garage, it was back to the shuttle bus for a brief ride to the Plateau Youville Metro shop. On the way, we crossed a portion of the Metro's surface trackage: the connection to CN's St. Laurent Subdivision west of the Ahuntsic Station site. Plateau Youville is on the site of what was once the MTC streetcar repair facility, which was demolished in the early 1960s. It is here that all heavy repairs are carried out on the MUCTC's 759 passenger cars and 101 work cars. All repairs are done in-house. There are facilities for repairing traction motors, cleaning trucks, re-doing car floors, replacing upholstery, etc. The shop also contains a large transfer table and paint shop.

Visitors were permitted to wander around



'TUNNELS AT NIGHT'  
 SPECIAL: MUCTC locomotive 86-474 powers 'coach' 82-514 at 02:50 on June 18, 1988. The special is east-bound at du Parc Station on Line 5 of Montreal's Metro. Photo by John Godfrey.



at their leisure and take in as much as they could. In addition to the shop displays, there were booths with video presentations explaining such things as the Metro's computer control guidance system, the MUCTC network as a whole, and the role companies such as Brown Boveri, Bombardier, and Michelin play in the overall scheme of things. Rest areas were established offering light snack service. A gift shop had also been set up on the premises.

One of the displays which caught my eye was a passenger truck from a Bombardier cab car. Each truck has 12 wheels: 8 rubber tired and 4 steel. The car's weight is carried on 4 vertical rubber tires. The steel wheels, behind the tires on the same axle, only carry the car's weight through trackwork or in the event of tire failure. Guidance is by means of the much larger than usual flange on the steel wheels. Four small horizontal rubber tired wheels can be found on each 'corner' of the truck. They run along the electrical third rail on each side of the track and provide lateral stability. This arrangement makes derailments very unlikely. Electrical pick-up is made between the axles by shoes on each side of the truck. The negative return is made by a 'glide' between the axles on the trailer cars which runs along the top of the steel rail. Traction motors are mounted 1 per axle on the cab car trucks, at a 45 degree angle perpendicular to the axle proper. Regenerative braking slows the trains down, and tread brakes bring them to a complete stop.

These cars can only run in multiples of three: two cab cars back-to-back spliced by a trailer. The trailers carry the compressor, negative return, and hotel power. Currently, three-car trains are the norm on Line 5, six-

car trains on Line 4, and nine-car trains on Lines 1 and 2.

Another unexpected activity awaited us in the running repair shop. Our excursion consist of hours earlier had been remarshalled so that the locomotive was leading. Trips were offered from the inspection track platforms down the connecting line to Line 5 and back, covering the entire length of the connecting line, not half as earlier that morning. The 15-minute round trips were pulled outbound, pushed inbound. We passed a snowplow-like device in a siding each way. This is used to clean outside yard tracks during winter.

Before departure, we inspected equipment on adjacent tracks. On one track was a three-car train which had every component placarded with a sign explaining its function. On another was found the garbage train, used to vacuum garbage from the right-of-way. A Michelin display nearby highlighted Metro tires.

After exploring the work equipment, woodwork, engineering and electronic shops, and the stores, it was on to the Cremazie bus shop. It is here that the MUCTC carries out heavy repairs to its fleet of buses, including such tasks as complete rebuilding, carbody repair, engine replacement and upholstery repair.

One GM 'New Look' bus had hit a wall head-on. Everything from the front wheels forward, inside and out would have to be replaced, and it was stated that the work required something like 862 hours and \$35,000.

From here it was back aboard the shuttle bus for the short trip back to the Metro. In four hours, we had learned a great deal about the inner workings of a big city transit system.

# GOING THE EXTRA DISTANCE

CANADA'S NEWEST RAILWAY LINE

BY DOUGLAS N.W. SMITH

Friday, December 2, 1988. At 09:20, I was sitting at my desk when the phone rang. Little did I anticipate what the results of answering it would be. On the other end, the deep voice of the Branchline news editor asked if I was going to Toronto that weekend. Unwittingly, I replied in the affirmative. I was then informed that the BRS desperately needed an agent in the big city that weekend.

Sunday, December 4, 1988. Standing on a GO Transit platform at Toronto Union Station: at 10:35, a mysterious eastbound GO Train pulls into the station and stops on the adjacent Track 4. The crowd around examines it suspiciously, wondering if they have been mis-directed by the GO announcer. Five stressful minutes pass and relief arrives in the form of another eastbound train which arrives on our platform.

10:38. The doors on the mystery train are shut with a certain finality and it glides out of the station. Five minutes later, it's our turn and we follow in its wake.

The trip passes all too quickly. In the bi-level cars, my upper level vantage point gives me a totally new perspective of CN's Kingston Subdivision and its route through Toronto's eastern suburbs. None of VIA's equipment is high enough off the ground to enjoy this kind of view.

Pickering, Ontario, my destination. Two tracks north of the CN main line is the mystery train in the company of an identical companion. Milling about are many GO Transit officials, CN constabulary, and a large number of people festooned with cameras. Now the drama can really unfold.

A new underpass connects the Pickering Station with the two mystery trains. The entrance to the passageway is packed with people, many holding infants. Free buttons bearing the logo "GO POINTS EAST" are distributed and the sounds of a dixieland band lend a carnival atmosphere to the scene.

The surging crowds carry me down the stairs and through the subterranean gap. I suspect that the logo might be the clue. The subsequent events prove me right.

The mystery trains are parked amidst balloon-covered platforms and a red ribbon spans the track, effectively blocking their eastern passage. A number of people address the crowd, identifying themselves as Lou Parsons, GO Transit Chairman; Ed Fulton, Minister of Transportation for Ontario; the local Member of Parliament; and a host of municipal politicians.

Worried that the ribbon may damage the trains, someone produces a pair of scissors and suddenly the two consists are liberated. History is made as GO Transit officially launches commuter rail service to Whitby.

I examine the mystery consists. Each contains 10 bi-level cars towed by a brand new F59PH locomotive. For added insurance, the tail ends have a GP40-2(W) unit. This is

not a day for mechanical failures! The surging masses are invited to get aboard and ride the trains to the next station, Ajax.

Ajax. The official party moves off to another opening ceremony. I reconnoiter the area. The station is part of "Transit Square", a 4,600 square foot shopping and business complex. By now everyone is well rehearsed in their ceremonial roles and little time is expended before it's time to reboard for our next destination, Whitby, the end of the line.

Whitby. Once again, the inaugural ritual takes place. The two trains, no longer the mystery consists of the morning, are set up to run back to Pickering. Little time is wasted in retracing the 9-odd mile journey back to our starting point.

Pickering. A stir goes through the assembled throng. GO announces that the rides to Whitby are on the house and the afternoon sees each of the two trains make two round trips. It is to be a day of surprises.

Whitby. The first of the afternoon shuttles is about to return to Pickering. Suddenly a strange looking figure appears dressed in a red suit trimmed in white. Infants are hushed by his approach. In case I'm subjected to questioning, I try to remember if I've been naughty or nice lately. Fortunately, he overlooks me, the locomotive being the object of his attentions.

Having avoided possible interrogation, I scan the crowd for my contact - a GO Transit publicity official. Other agents must be running interference as I never do find her. I break out in a cold sweat. It's not the cold wind. What will the BRS do if I fail in my mission? The fate of **Branchline** hangs in the balance.

Just when all seems lost, a familiar face appears. A press kit is tucked under one arm. Mission accomplished!

I scan the information. My time is limited but I learn that GO will operate on an hourly basis during the day and evenings with 20-minute service during the weekday rush hours. Total trip time from Whitby to Union Station will be 52 minutes. The line between Whitby and Pickering belongs to GO but is operated by CN and is completely doubletracked and CTC signalled throughout. In the 1990s, the line will be extended from Whitby to Oshawa (thoughts of a future mission cross my mind). GO spent \$109 million for the new line: trackwork consuming \$16 million; signals - \$9 million; stations - \$13 million; and civil engineering - \$71 million. The new stations are accessible by public transit - the buses pull right up to the door - and by automobile. GO has built a 720 space parking lot at Ajax and a 1,060 space lot at Whitby.

Union Station, the Panorama Lounge, 15:40 hours. I check in with VIA. The mission has been successful. Now what adventures await me on my VIA trip back to Ottawa?

FIRST OFFICIAL MOVEMENT THROUGH  
CP RAIL'S MOUNT MACDONALD TUNNEL

[The following is further to information which appeared on page 24 (Special Train) of the December issue...Ed.]

The first official train movement over CP Rail's new "Macdonald Track" of its Mountain Subdivision in British Columbia -- including the new Mount Shaughnessy and Mount Macdonald Tunnels -- was made on 9 November 1988 by Work Extra 5657. The train comprised SD40-2 5657, a VIA Rail steam generator car, four VIA Rail Canada coaches (two stainless steel [ex-CP Rail] and two ex-CN "Daynighters") and a CP Rail caboose.

The train crew was made up of conductor J.S. Phillips, engineman W. Ernie Ottewell, and trainman Vince Pratico. CP Rail officers on board were headed by R.S. Allison, president (Montreal), J.D. Bromley, vice-president, heavy haul systems (Vancouver), John Fox, vice-president, special projects (Calgary), and Canadian Pacific Limited director Donald Mathews, Calgary.

Work Extra 5657 left Rogers at 11:00 and proceeded to the completion point about 1/3 mile west of the West Portal of the Mount Macdonald Tunnel. At this point, the train stopped, and Mr. Allison drove the last Pandrol track clip into the track at 12:33. The clip was subsequently removed and is to be turned over to Canadian Pacific Corporate Archives in Montreal.

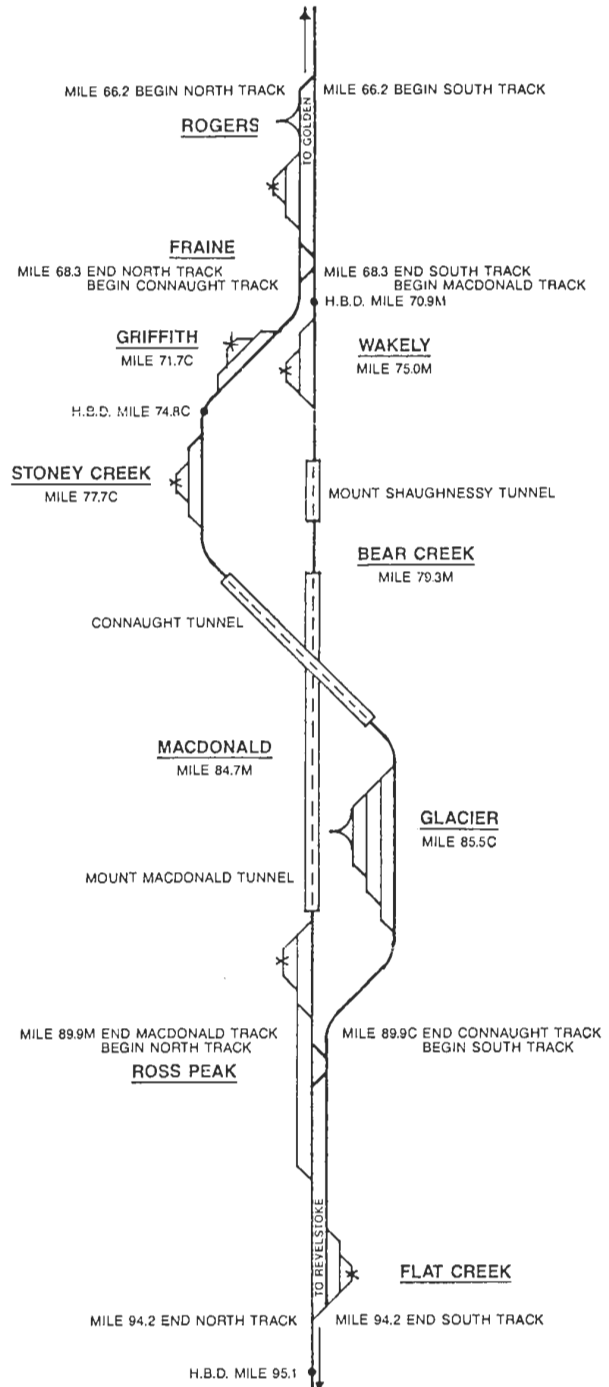
The new working timetable, No. 83, taking effect on 30 October 1988, shows two single tracks as follows.

Miles from Field	Stations	Miles from Field
66.2	Rogers 2.1	
	Connaught Track	Macdonald Track
68.3	FRAINE	68.3
	3.4	6.7
71.7	GRIFFITH	75.0
	6.0	4.3
77.7	STONEY CREEK	79.3
	7.8	5.4
85.5	GLACIER	84.7
	4.4	5.2
89.9	ROSS PEAK	89.9
	4.3	
94.2	FLAT CREEK	

The name "Wakely" honours the late Mike Wakely, a much-respected engineer, who was involved in the early planning stages for the line. The accompanying diagram appears as page 61 of the new timetable and shows the relationship of the two lines between Rogers and Flat Creek.

A formal opening ceremony is planned for May 1989 to coincide with the 107th Annual Meeting of Canadian Pacific Limited. -- Omer Lavallée

MOUNTAIN SUBDIVISION  
ROGERS TO FLAT CREEK  
SCHEMATIC TRACKAGE LAYOUT



LEGEND

- TUNNELS
- HOT BOX DETECTORS
- DEFECTIVE CAR SET - OFF SITES



# Annual Branchline Photo Contest

by Bob Meldrum

Although the number of entries for this year's contest was a little disappointing, the submissions were most interesting. The Society appreciates the assistance of Contest Judge Lisa Lajeunesse who found it difficult to select the winning entry in each category. Her choices follow:

**OLD PASSENGER EQUIPMENT:** Canadian National's General Electric boxcab electrics Nos. 6714 and 6715 date from World War I. They, along with four sisters, are the oldest mainline units in operation in North America. Ross Harrison was

[Ed. - In announcing this year's contest, it was stated that the grand prize photo would grace the cover of this issue. However, the winning photograph does not lend itself to the vertical "full bleed" necessary for the cover, and hence appears as part of this centrefold. The Society thanks all of the contributors. Several of the runner-up photographs will grace the pages of future issues.]

on the platform at Mount Royal, Quebec, in 1984 to take this very well composed photograph of a timeless scene. This photograph was deemed to be the grand prize winner, giving Ross a free two-year membership in the Society.



**ARTISTIC:** The judge's nod in this category went to Douglas Smith for his moody shot of the National Museum of Science and Technology's former Canadian Pacific 4-6-2 No. 1201 performing a runpast beneath a threatening sky near Dalkeith, Ontario, on the Society's Ottawa-Hawkesbury "Highlander" excursion on July 30, 1988.



**ELECTRIC RAILWAY WORK EQUIPMENT:** Ottawa Electric Railway Derrick Car No. 15 was photographed by Addy Schwalm outside the Champagne Car barn many years ago.

**ADVERSE CONDITIONS:** Newton Rossiter photographed Canadian Pacific Royal Hudson 2842 on Toronto-Hamilton local train No. 731 on a very wet day in April 1949 at Oakville, Ontario. Usual power for this small train was either 4-4-4 No. 2925 or 4-4-4 No. 2928. No. 2842 was one of five Royal Hudsons normally assigned to the Toronto-Fort William service and was on a break-in trip after an overhaul at Angus Shops in Montreal.

This photo got the judge's nod because of the subtle variations in the sky and the interesting lighting conditions in spite of the rain.





# TidBits

BY DUNCAN DU FRESNE

## THE SPARE BOARD

In last month's column I talked about seniority, the seniority system and how it affected your day-to-day life as a locomotive fireman - my life. As I indicated, my seniority, or lack of it, put me on the spare list. Just what is the spare list, or spare board, as it's often called?

To begin, one has to understand how the railway (in my case - Canadian Pacific) works, and the role that seniority of employees plays in the way it works.

Regular jobs have regularly assigned crews. This is, of course, determined by the "bidding" system which in turn is dependent upon seniority. Some jobs are awarded to an individual conductor, engineer, fireman or brakeman, others to a "pool" of men, for example, "the west end passenger pool." In my day, as a result of bidding, certain engineers and firemen worked trains 7-8, 9-10, and 1-2 between Ottawa West and Chalk River on a rotational basis "X" number of times per month, or until they had earned their "mileage" (an arbitrarily set maximum number).

A yard job may have the same crew on it for the duration of the "time bill". Some passenger and freight jobs may, similarly, have the same crew, but only on every second trip, with another regular crew on alternate trips.

So much for regular assignments, but what about all those trains you've seen, or saw, "carrying white" (flags, that is)? They are of course "extras" and they're normally manned (personed?) by spare list crews. So are second, third or more sections of regular trains, as are work trains, extra yards, ploughs, double headers, and remote yards. Spare men also cover off regular men who are sick, set up, or are on vacation.

I spent most of my fireman days on the spare list, even when I stood for a regular assignment. Why? Usually because I could make more miles (more money) off the spare list than I could on the poor paying yard or freight jobs I stood for. Besides, who in his right mind wanted to fire some damn old yard engine when the opportunity to catch the "big money" jobs on the main was there. The lure of the 2800s (Hudsons) and 2400s (heavy Pacifics) was too much for me. As one of my buddies, long since retired, said to me: "there's the boy who likes the big wheels" - and he didn't have company officials in mind either. He was right of course. I liked 12 or 14 cars of tuscan red varnish on the tender drawbar of a Hudson on a two hour, three stop schedule to Montreal. Yeah! But I lacked the seniority to stand for such a job on a regular basis so my only hope was the spare list.

Now this situation brings me to the point of all this. One had to know how to get the

best of the spare work. People like me who "played" the spare list were known as "schemers", and I was very good at it.

Let's examine a hypothetical case. You come in off a job and are about to sign in at the "booking in room". If you are not a schemer you would simply sign the book, book "OK" for duty, go home, and wait for another call (to work), or you might book "X" number of hours of rest. If you are a schemer, let the old master tell you what I did. I examined the spare list on the clipboard to see who was ahead of me. I examined the fireman's vacation and sick leave lists to see who was "off". I looked at the weather to guess who, on a regular assignment, might book off to go hunting or take in some other activity (you had to know every man's interests at all times of the year). I would run other variables through my "on-board computer" (head) such as the likelihood of an extra section, - if it was a weekend; the call time of a dreaded "weekend lay" job; who, amongst those men ahead of me on the list, was qualified for the heavy main line passenger jobs (many weren't); and how many jobs might be called to "use up" the men ahead of me for jobs I "knew" would be called. And ultimately, how much rest to book in order to miss the jobs I didn't want, and the time I wanted my rest period to end so that it would be exactly two hours prior to the call time of a job I wanted and either knew was open, or might be open when my rest period was up.

Now there were rules as to how much rest could be booked, both minimum and maximum, and various other rules. The point is if you wanted to make miles, and make your miles in the shortest possible number of hours, you had to hunt for the "main line varnish" jobs and to do that you had to scheme.

Working as a spare list fireman got you paid for only those miles you worked - no miles, no pay - none at all! There was no minimum wage and no guarantee whatsoever that you would get a pay cheque next payday. If business went to hell and no extra work came up, tough! You could sit on that spare list day after day and get zilch. Leave the house and you'd better let the clerk at the shop know where to reach you because if a job came up for you and you couldn't be reached, the person following you on the list got "your" call. Now if that wasn't bad enough, your name didn't go back on the list until the person who got your "turn" came back in and booked on again. You could lose several days as a result of missing your turn. Needless to say you were very careful about this.

Back then, if you went to the old Capitol theatre on Bank Street in Ottawa, and let the shop know you'd be there, and should you get called, the theatre would call you by putting your name on the screen like a sub-title at the bottom.

One must also realize that bucking the spare list meant you didn't know from day to day where you'd be, how long you'd be away, when, or if, you got called, or even where you might end up. This, no doubt, played hell with the social lives of some. You sure couldn't do any long range planning!



Nowadays this sort of spare list life would drive me nuts, but back then I took it in stride and, for the most part, really enjoyed it. A routine job, back then, would have driven me nuts. I enjoyed the challenge, the uncertainty, the change from yard to freight to passenger to work train to hostling work on a continuing basis. Unlike things in the diesel era, I also liked getting off some crappy old 2-8-0 on one day to climb onto a modern 4-6-2, 2-8-2, or 4-6-4 the next.

The spare list had one real disadvantage for me, especially when working out of Ottawa West - I got called as a spare fireman for the Waltham Subdivision, or "The Pontiac" as we called it. This meant I had to fire a D4 400-series 4-6-0. I loathed those little suckers - to this day. I guess I equally loathed the Waltham branch because of the 400s. You can't win 'em all!

## Letter to the Editor

NMST CLARIFIES GREAT LOCOMOTIVE CAPER

November 15, 1988

I take strong exception to the tone and content of Philip Jago's article in the November 1988 **Branchline**.

There is no question of "criminal negligence" in the arrangements for the 5700 in St. Thomas. Before the move took place, CN assured us that the locomotive will be housed indoors until a proper situation is developed and it is now so housed in St. Thomas. CN also imposed a series of conditions on museums receiving CN locomotives, including the requirement that they "... treat them carefully as museum pieces." In the event that these conditions are not met, CN will retrieve the locomotive. This information was communicated to the President of the Bytown Railway Society at a meeting on October 11 (Ed. - shortly after the November issue went to press) and copies of the CN statement were made available to members at your October 18 meeting in the Museum.

At the same meeting with the BRS President, I made it clear that the same standards of safe storage will apply to the ultimate disposition of the Stelco 40, and that if a suitable location cannot quickly be identified, this locomotive will be stored in an NMST warehouse until a proper home is found.

One final point. The purpose of the exercise is not to "expand its (the museum's) administrative facilities" as you put it. The primary use of the new space will be for reception of school tour groups and for educational programs and our very small public relations staff will occupy only a very small portion of the upper floor. (Gordon Bruce, Acting Director)

## CONSOLE CABS: A FIRST FOR CP RAIL GM'S SUCCESS LIES IN WORKING WITH TRAIN CREWS

by Philip B. Jago

Twenty-five units and \$50-million later, GM's Diesel Division in London has concluded a significant contract with CP Rail.

The new units, numbered 9000 to 9024 and designated SD40-2F, represent another milestone in CP's relationship with General Motors. For the first time ever, Canada's second largest railway has opted for full width carbodies and the custom designed "Console Cab" which allows train crews greatly improved levels of working comfort and operating efficiency.

According to John Jarrell, GM's General Director of Operations, CP Rail operating crews played a significant role in the overall development of the new cab. "We asked the people most closely involved in the day to day use of the locomotive to tell us how best to configure the cab and to tell us what it required in the way of special equipment."

Working through the Brotherhood of Locomotive Engineers and the United Transportation Union, the crews were actively involved in the design process - from the conceptual drawing board stages through to the development of a full mock-up and finally actual production. The result has been well worth the effort as the cab features improved sound proofing, visibility and interior lighting as well as a completely redesigned operating console. There are also special crew comfort features including a refrigerator, hot plate, and improved seating. Reflecting the limited future for cabooses, the left hand side of the cab also includes "a desk-type lunch tray" while the upper console above the front window has, amongst other features, provision for an End of Train Unit (ETU). The units are also equipped with "Locotrol", a radio-controlled system that allows the lead unit to control the operation of mid-train units.

CP has assigned the engines to western Canada where they will be used in heavy haul service. No less than 17 have been tagged for operation in coal train service from the interior to the Pacific coast terminal of Roberts Bank, south of Vancouver, British Columbia.

The SD40-2Fs operate with a sixteen-cylinder 645E3M turbocharged GM diesel and are rated at 3,000 HP through all speed ranges. They have a nominal loaded weight of 388,250 lbs. and are driven by six D77B Direct Current, series wound, forced ventilated, axle hung motors. They have high adhesion, three motor - six wheel truck assemblies. Their maximum speed is 70 mph using a standard 62:15 gear ratio although they have an overspeed set at 68 mph. Their minimum continuous speed is 11.1 miles per hour. (Background Information courtesy of Diesel Division, General Motors of Canada Ltd., London, Ontario)

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



**CENTENNIAL SPECIAL:**

Former CN 4-6-0 No. 1009 (at the age of 75) and CP 4-4-0 No. 29 team up on the occasion of No. 29's 100th birthday. The venerable locomotives were photographed as they arrived in the Salem & Hillsborough Railroad's yard at Hillsborough, New Brunswick, on September 6, 1987.

No. 29 saw considerable excursion service in 1988 when No. 1009 was sidelined with a driver tire problem. (Collection of W. Lemon)



**ABOVE:** CP Rail Caterpillar-engined M-636 No. 4711 teamed up with sister 4731 and SD40s 5413, 5409 and 5402 for tests at Rigaud, Quebec, on July 18, 1988. Photo by Ross Harrison.

**LEFT:** CP Rail's brand-new SD40-2F No. 9005 poses for its official portrait at Windsor Station in Montreal, Quebec, on November 25, 1988. Photo by Ross Harrison.



## NTA Decisions



**GO TRANSIT EXTENSION RECEIVES "OFFICIAL" BLESSING:** As reported elsewhere in this month's issue, GO Transit has received the official sanction of the National Transportation Agency (NTA) to open "for the carriage of traffic, the GO Transit Line between Pickering, mileage 0.0, GO Sub-division, with headblock at mileage 313.87 of CN's Kingston Subdivision, and Whitby, mileage 9.06 ..."

The order also includes the necessary authority to "operate through the connecting track between its (CN) railway and the railway of the GO Transit at Durham Junction, in the town of Pickering ... at mileage 313.87. Durham Junction is just to the west of where CN's York Subdivision (providing access from the Kingston Subdivision to MacMillan Yard) crosses the GO Subdivision. (09/11/88)

**PUBLIC HEARINGS DETERMINE FATE OF OVERNIGHT TRAIN:** On December 5, and December 8, the NTA held public hearings in Hull (Ottawa) and Toronto, respectively, to determine whether VIA Rail Canada should be allowed to carry through its plans to discontinue Ottawa-Brockville Trains 49 and 48, thus ending direct overnight passenger service between the nation's capital and Toronto.

Although details on the nature of the Toronto hearings were not forthcoming at press time, the Ottawa session was quite spirited and included a number of presentations arguing that the service should be both preserved and upgraded.

The arguments presented by both sides have already been dealt with in earlier issues of **Branchline**. And indeed, the real news lies more in the dynamics of the occasion as opposed to the subject matter.

According to the various interveners, the VIA Rail representatives at the Hearing seemed to be ill-prepared, unable on many occasions to provide adequate answers as to the operations of the service and its performance.

Indeed, the VIA Rail representatives must have been somewhat surprised at the quality of the interventions as many proponents of the train seemed to possess a better than passing knowledge of its performance and operating history.

At times, the session became confrontational, especially when VIA was asked (and subsequently refused) to substantiate both its calculation of losses for the train and its rationale behind why it did not make economic sense to revise overnight train service in the Montreal/Ottawa/Toronto triangle by running a through overnight train between the three cities. Although this would eliminate Cornwall as a service stop, it has been touted as a possible way of saving on crew and engine utilization.

Amidst the controversy, the overnight

service has also found a new *raison d'etre*, thanks to current delays in handling airline flights through Toronto's Pearson International Airport. Space on the sleeper out of Ottawa is now at a premium and all of the Ottawa-Toronto trains are enjoying better patronage as businessmen forsake 4-hour waits in airports in favour of 4-hours aboard VIA's club cars, availing themselves of the VIA 1 package which has to be about the best deal going for first class travellers anywhere in North America.

Although this writer has not been privy to the events in Toronto, he did have a front row seat to a quiet little drama involving the train and RESERVIA on Friday, December 9. With business booming, VIA quietly stopped taking advance reservations on Trains 48 and 49 for any time periods greater than 24-hours. Company spokespersons confirmed that this was due to an earlier commitment to only operate the train for the month of November and the first week of December, after which it was hoped that a decision endorsing its removal would have been made.

Frantic calls to the NTA soon brought forth action and it now appears that VIA must sell at least 7-day advance reservations for the service, pending a formal decision by the NTA. If would-be travellers are told that they can only reserve 24-hours in advance, they are to ask to speak to the RESERVIA supervisor, take down names, etc., and pass on the details of the incident to the railway complaints section of the NTA. In the meantime, the evidence has all been heard and all sides now await the final verdict of the NTA. (16/11/88, also information from a number of sources)

**NTA CALLS FOR IMPROVED ON-TRAIN TOILET FACILITIES:** It is a delicate matter in some circles but ... ultimately everyone is involved. The NTA has advised all railways falling under its jurisdiction that they must show cause as to why they should "not be directed to implement a retrofit program to install an acceptable toilet facility on all rolling stock, such program to be completed by December 31, 1989."

As part of this exercise, the NTA has ordered all railways to provide it "with a listing of rolling stock including motive power units, passenger cars (conventional, RDC and LRC), cabooses, railway service cars, business cars or any other type of rolling stock presently equipped with one or more toilet facilities which discharge raw or treated waste onto the railway right of way." Included with this listing are to be details as to the type of toilet facilities which the equipment now contains. (16/11/88)

**MONTREAL SUBURB LOSES RAIL FREIGHT SERVICE:** Canadian National has received permission to abandon that portion of its Mont-Royal Subdivision (Quebec) between Val Royal (mileage 7.22) and Cartierville (mileage 8.03).

The Mont-Royal Subdivision was built by the Canadian Northern Railway and is part of the electrified commuter operation which the CNor established in the north end of



Montreal, however, since the opening of a Metro subway station nearby, the spur line has not seen commuter operation. For an idea of the equipment that used to frequent the line, refer to Ross Harrison's prize winning photo on Page 12. (30/11/88)

#### STE-AGATHE SUBDIVISION MAY BE NEAR THE END:

The NTA has issued a public notice to the effect that it will be reviewing a Canadian Pacific application for permission to abandon two portions of its Ste-Agathe Subdivision (Quebec). One of the affected portions runs from St-Jerome (mileage 13.60) to Ste-Agathe (mileage 44.40) while the other runs from Ste-Agathe to the end of the line at Mont Laurier (mileage 138.20).

During 1986, the St-Jerome to Ste-Agathe portion handled a total of 104 carloads, suffering an operating loss of \$171,511. The situation that year was even worse on the section beyond Ste-Agathe. Only 16 carloads were recorded for an operating loss of \$667,674.

The future of the line was last reviewed in a public hearing conducted during 1984 by the Railway Transport Committee. At that time, many briefs supporting the retention of the line were heard with the primary argument being that the line had a strong traffic base. All CP had to do was to go after it. It will be curious to see if the same arguments can be used this time around. (02/12/88)

**ALBERTA BRANCH TO DISAPPEAR:** Canadian Pacific has received permission to abandon its Chemical Spur (Alberta) between mileage 0.0 and mileage 6.0. The line starts at mileage 85.93 of the Willingdon Subdivision.

CP's application to abandon the spur was opposed by both the Town and the County of Two Hills as well as a number of industrial concerns. However, the NTA noted that no traffic had been handled over the spur since 1985 and there seemed to be little possibility of reversing the trend. Annual losses for the past three years have approximated \$22,000.

The line was constructed in 1954 in order

to provide rail service to Western Chemical Limited. The plant went through a variety of corporate changes before being completely removed from the Corporation Registry (when it was known as the Two Hills Chemical Company Limited) on February 28, 1983. (01/12/88)

**PUBLIC INTEREST USED TO JUSTIFY RETENTION OF ST-RAYMOND SUBDIVISION:** Canadian National has been ordered to continue operation of its St-Raymond Subdivision (Quebec) between Hedley (mileage 2.62) and Jackson's (mileage 36.50).

Commencing in Quebec City at Bassin Louise near the entrance to Limoilou Yard, the St-Raymond Subdivision serves, amongst other customers, the giant Canadian Forces Base at Valcartier.

Because of its importance in the transport of military vehicles, equipment, ammunition and explosives, the NTA acceded to the line's proponents. On a secondary basis, moreover, the line does traverse an area that relies extensively on the forest industry - although not sufficiently enough to make the line financially viable.

Indeed the St-Raymond is somewhat unique compared to other lines whose fate has been decided by the NTA. Although an actual loss of \$456,302 was posted in 1986, it yielded a profit of \$1,005,777 in the preceding year. Its boom and bust cycle has been attributed to the amount and degree of military activity in and around Valcartier.

The St-Raymond Subdivision was originally the Quebec and Gosford Railway Company which was incorporated on April 5, 1869 to build a railway from Quebec City, up the St-Charles River Valley, towards the Township of Gosford. Interestingly, its charter was amended in 1870 giving it permission to lay iron rails instead of wooden ones. On December 24, 1870, the line became the Quebec and Lake Saint-John Railway Company. Through service from Quebec to St-Raymond was inaugurated on November 3, 1881. On June 12, 1914, the Quebec and Lake Saint-John Railway Company was acquired by the Canadian Northern Railway Company. (30/11/88)

### ILLUMINATING BROCKVILLE'S RAILWAY HISTORY MUSEUM ANNOUNCES PLANS FOR TUNNEL AND CABOOSE

By  
Janett Brummel

Located on the St. Lawrence River, the City of Brockville, Ontario, has a fascinating past as a railway and river port centre. During the 1850s, the community became an important terminal of the newly-built Grand Trunk Railway, linking Montreal and Toronto. Also, during that decade, local promoters saw the potential for exploiting the hinterland to the north of the community and laid plans, accordingly, for a railway that would link the river port with the timber-rich Ottawa Valley.

An overriding issue during the planning stages for the new line was the question of access to the Brockville waterfront. Brockville's founder, William Buell, had located the community on a large hill which

overlooked the St. Lawrence River. Although providing a magnificent view of the river and far shoreline, it was a formidable obstacle for anyone transporting loads from the waterfront to the north end of the community and the surrounding countryside.

For the builders of the Ottawa line, the hill represented a major challenge. It lay directly between the waterfront and the proposed route of the line to the north of the Grand Trunk. Although plans were developed to circumvent the obstacle by building a line around the west end of the community along an easier gradient, these were discarded in favour of a decision to construct a tunnel beneath the city. According to popular legend, the more

expensive tunnel option was pursued, largely because the railway contract had been let to the English firm Sykes, de Berge & Company who felt that a railway wasn't really a railway unless it had at least one tunnel to its name.

Accordingly work was initiated on what was to become Canada's first railway tunnel. Begun in September of 1854, the 1/3 mile-long bore was finally completed in late 1860 after the inevitable financial problems which typically characterized such endeavors during the so-called railway boom of the 1850s.

The tunnel remained in service until 1975 when the rails through it were lifted. Its use declined substantially, however, after 1954 when Canadian Pacific (which had secured control of the line in 1881) relocated its freight and express terminal from the Brockville waterfront to a site slightly to the north east of Brockville's "Union Station", in full view of the CN main line.

Following its official abandonment in 1975, the tunnel remained a neglected and ignored feature of Brockville's past. The past few years, however, have given it a renewed purpose. The adjacent waterfront area has been cleaned up and has become a new mecca for tourists and history buffs. At long last, moreover, the tunnel has been finally recognized for its railway and engineering significance and its great educational value as the nucleus of an exhibit to interpret Brockville's rich railway history. This endeavour has involved both the City of Brockville and the Brockville Museum.

In 1987, the City of Brockville acquired CP caboos (van) No. 437464. Built in 1954, the all-steel, centre cupola car now sits on a special track in Armagh S. Price Park, in the vicinity of the entrance to the tunnel. Although the caboose would never have been accommodated by the tunnel's limited dimensions, it marks somewhat of an endpoint in Brockville's railway history as the original Brockville and Ottawa line, which the tunnel was a part of, amalgamated with the Canada Central Railway in 1878. The CCR was, in turn, incorporated into the new Canadian Pacific Railway in 1881. Thus the tunnel represents the beginning of the railroad in Brockville while the caboose represents the final stage in the evolution of the tunnel's ownership by a railway company.

The Brockville Museum has plans to have the tunnel and van work in concert in order to depict the influence of the railways on the development of Brockville. Plans to develop the tunnel and van include exhibit cases built into the tunnel which will feature artifacts, photographs, models and information covering the construction of the tunnel, the individuals and industries involved in its construction, the motive power and rolling stock which passed through it, and other aspects of railway life in the community.

The caboose has had its exterior restored to its mineral brown paint scheme of 1954. It has been lettered in block lettering, typical of the era. It was opened to the public during the past summer and was used as an

information stop and tourist attraction. Attention must now focus on restoring the interior - a job which will involve the removal of many coats of paint as the Museum restores it back to its 1954 origins. Currently, the caboose is equipped with a refrigerator, sink, cabinetry, toilet and storage/sleeping bunks. The Museum plans to restore one end of it as accurately as possible, leaving the other end as a visitor centre and changing exhibit area.

By carrying out an accurate restoration of at least one end of the interior of the caboose, the Museum intends to give would-be visitors a realistic impression of what it was like to live and work in a caboose. Obviously, cabin cars were primarily the domains of the conductor and rear end brakeman but they also served as gathering point for the rest of the train crew.

Unlike many cabooses of the era which were specifically assigned to one conductor, this one is a "through" type. In other words, it was not assigned to one railroader, route or area but was attached to through trains, meaning that it was assigned to a variety of long distance routes. This meant that the train crews were constantly changing and it may have been the home, for a short while only, to a multitude of railwaymen.

The plans for the caboose and tunnel are ambitious, to say the least. At the moment, there are few artifacts and virtually none of the original equipment which would have been on the caboose in 1954. It is for that reason that we are putting out a request for such items. If your basement or attic has any pictures or articles relating to either the tunnel's past or the caboose's inventory, and it is only gathering dust, please contact the museum. Amongst the list of items, there is a need for marker lamps, tools, fittings, fuses, oil and kerosene cans, old railroader clothing, dishes, etc... High on the list is a #31 General Steel Wares stove, as the oil stove presently in the caboose was a later day replacement.

Any help which you can offer will be appreciated. In Brockville, please contact Jan S. Homewood (Director), Brockville Museum, 5 Henry Street, Brockville, Ontario, K6V 6M4 (613) 342-4397. In Ottawa, please call myself (Janett Brummel) at (613) 234-9549 or Lana Shaw at (613) 829-6756.

#### TEN YEARS AGO:

The Snow Train from Ottawa to Barry's Bay was operating on weekends, primarily for winter sports enthusiasts. Return fares for the diesel-hauled train were \$18 for adults and \$10 for children. Alas, the service was short lived, and was terminated after only a few trips. (And now the tracks are gone as well)

VIA's "Canadian" from Toronto on December 26, 1978 managed to freeze up several times and was passed by the following day's train at Calgary. Arrival in Vancouver was 40 hours late. Oh, those steam-heated cars!

## Along the Right of Way



**REMANUFACTURED UNIT HEADS WEST:** On November 12, GMD1u 1600 (ex-1007) was in Moncton, New Brunswick, after being remanufactured in Montreal's Point St. Charles Shops. Four days later it passed through Ottawa enroute home to Winnipeg. (Bruce Chapman and David Stremes)

**RAIL GRINDING TRAIN HEADS WEST:** Speno's Rail Grinding Train RMS-2 arrived in Ottawa on November 17 enroute to Capreol, Ontario, after grinding activities in Nova Scotia and New Brunswick. (Earl Roberts)

**EARTHQUAKE DAMAGES TRACK:** On November 25, an earthquake centred near Chicoutimi, Quebec, caused considerable track damage over a vast area. Several trains were held until tracks and structures could be examined, with VIA Rail passengers bussed to their destinations in some cases. The most serious damage was to a bridge north of La Tugue, on the line between Hervey and Senneterre. The line closure resulted in a few trains being rerouted through Ottawa to North Bay, and over the Ontario Northland to Cochrane to gain access to Senneterre from the west. Several of VIA Rail's Montreal-Jonquière trains were cancelled due to track damage. (Ray Farand, David Stremes, Normand Morin, and John Godfrey)

**OOPS:** On December 9, one of five locomotives and 19 freight cars derailed near St-André (mileage 140 of the Lac St-Jean Subdivision). M-420W 3505 suffered minor damage and there were no injuries. A broken rail is the suspected cause of the derailment. (Normand Morin)

### CP Rail

**'CLASS' UNIT HEADS EAST:** SD40-2F 9000, the first of 25 cowl-bodied units purchased for service in western Canada, was the lead unit on Train 904 to Montreal on November 19. On November 23, Nos. 9002 to 9005 powered Train 508 to Montreal, after which No. 9005 was moved to Windsor Station for examination by CP officials and the company photographer on November 25. At press time, teething problems had resulted in the SD40-2F units being temporarily withdrawn from service. (Ross Harrison)

**REPLACEMENT BRIDGE OPENS:** The replacement bridge over the Ste-Anne River near St-Anne-de-la-Pérade, Quebec, was opened to traffic on November 28, with RS-18u's 1818 and 1843 powering the first revenue train over the structure. The original 78-year-old bridge was washed away by ice floes on April 1, 1987.

At a public hearing before the Railway Transport Committee of the CTC on November 24 and 25, 1987, CP Rail balked at the idea of replacing the bridge, stating that the estimated \$7-million price tag was not justified in light of the fact that the loss of the bridge had had no permanent effect on

the company's freight operations between Trois-Rivières and the Quebec City area, and that the number of passengers carried by VIA Rail trains over the line was relatively insignificant. Following the bridge's collapse, VIA Rail had trimmed its maximum of three daily round trips over the line to a single trip RDC between Montreal and Trois-Rivières.

CP Rail's arguments proved futile in the face of strong local opposition at the hearing. On December 31, 1987, the RTC ordered CP to reconstruct the bridge, with the bridge to be ready for traffic by October 30, 1988.

VIA Rail resumed its maximum of three daily round trips over the line on December 15 on the following schedule:

TR.	FREQUENCY	LEAVE	3-RIV.	ARRIVE
Montreal to Quebec City -				
160	Ex. Sun.	0810	1006	1130
162	Daily	1320	1519	1700
164	Daily	1830	2030	2210
Quebec City to Montreal -				
159	Ex. Sun.	0604	0728	0920
161	Daily	1314	1446	1645
163	Daily	1854	2209	2230

(Ray Farand and Bruce Chapman)



**MLW REVIVAL:** The Montreal-Sudbury section of the "Canadian", until recently powered by a MLW FPA-4 unit, is of late rarely powered by other than GMD FP9A units (6500-series). However, on November 23 the train was powered by not one but two MLW units: FPA-4 6765 and FPB-4 6861. (Martin Berubé)

**GREY CUP ABBREVIATED SPECIAL:** Hopes of filling ten cars of a Grey Cup Special between Toronto and Ottawa on November 27 were dashed when the Toronto Argonauts were defeated by the Winnipeg Blue Bombers the previous weekend. Alas, the special operated with FP9A 6513, a steam generator and four coaches. (Earl Roberts)

**SANTA SPECIAL:** Six extra cars were added to Trains 32 and 35 between Ottawa and Montreal on December 3 to carry some 400 youngsters and parents, and Jolly St. Nick himself. It isn't often that a ten-car train is seen in Ottawa. The trains were powered by FP9A 6518 and FPB-4 6861. (Earl Roberts)

**VANDALS ENDANGER EQUIPMENT AND LIVES:** Various individuals along VIA Rail's Toronto/Ottawa corridor seem to have it in for the passenger rail corporation. On December 5, vandals near Trenton Junction bombarded Train 46 with rocks breaking one window in the process. Immediately following No. 46 was Train 88 which had been warned of the incident by 46's crew. It was to no avail, however, and bombardment resumed resulting in the breakage of no less than 7 windows on the Montreal Local. To add insult to injury, moreover, the engineer on No. 46 was also on board the December 4 edition of the train when a bullet passed through the cab window in the vicinity of Amherstview, Ontario, just to the west of Kingston. Railway police are treating all incidents quite seriously and have vowed to punish the perpetrators appropriately. (Philip Jago)



MISCELLANEOUS

**A CIRCUS TRAIN IN HAMILTON!:** The Ringling Bros. Circus arrived in Hamilton, Ontario, by rail on November 12 for a three-day stay. The stainless steel passenger cars were parked at the former TH&B station on Hunter Street while the trailers were unloaded at Aberdeen Yard. (Chris Galka)

**DESTINATION REACHED:** The move of five former CN commuter coaches to the Smiths Falls Railway Museum in Smiths Falls, Ontario, was completed on November 19, when the fifth coach was offloaded from a highway float after a two-hour trip from CP Rail's yard in Smiths Falls. (David Stremes)

**A WEE BIT PREMATURE:** In last month's issue, we indicated that GO Transit had introduced two additional trains to the Milton run on October 31, bringing weekday service up to five round trips. For the record, the two additional round trips will be introduced January 9, 1989. (Earl Roberts)

**ELECTION EXPRESS:** Because of the November 21 Federal General Election, commuter trains on the Montreal Urban Community Transportation Commission's Lakeshore (ex-CP) line through the west end of the city were operated on a special schedule. Train 33 left Windsor Station 25 minutes early at 16:15; Train 19 left 30 minutes early at 16:30, making all its stops plus three extra ones at Pine Beach, Cedar Park, and Ile Perrot (the latter normally a flag stop); Train 21 left 40 minutes early at 16:45 with special stops made at Valois and Cedar Park; and Train 211 left 18 minutes early at 17:00 with special stops at Lachine, Dorval, Pine Beach, Beaurepaire, Baie d'Urfe and Ile Perrot. Normal service resumed with the 17:45 departure of Train 23. The "Election Specials" also boasted increased consists. (John Godfrey)

**EXOTICA FOR "ADIRONDACK":** Sometime in early 1989, the "Adirondack's" stock F40PH and Amfleet consist will be changed in favour of rebuilt ANF Frangeco Turboliners. Amtrak intends to assign the turbos on a regular basis. (John Godfrey)

**INSPECTION TRAIN CLEARS THE WAY FOR RESUMPTION OF "MONTREALER":** On November 29, 1988, Amtrak ran a two-car inspection train over the route of its former "Montrealer" which was discontinued in the spring of 1987 after much of the former B&M trackage which it traversed was condemned as being unsafe for speeds above 10 mph. The train included F40PH No. 227, Amcoach 21053, and Track Geometry Car No. 10002 - "Corridor Clipper". It left Boston over Conrail's Boston & Albany Division at 11:00, transferred to Central Vermont trackage at Palmer, and arrived in Montreal at 00:25 the following day.

The rebuilt portion of the line (Palmer to White River Junction) is now good for 60 mph. At press time, a date for the resumption of the "Montrealer" had not been announced.

The special was combined with the "Adirondack" for the return journey on November 30. The addition swelled the consist of the train to 8 cars and two units - an impressive sight. (John Godfrey)

DISAPPEARANCES!

**WHO STOLE MY COACH?:** On October 23, BRS member Geoffrey Peters was driving past the former Northern Alberta Railways headquarters at Dunvegan Yard in Edmonton, Alberta, when he was surprised to see two mobile cranes loading former CN coach 5236 onto a low-boy trailer. The coach has been used for a few years as a restaurant. A discussion with the tractor-trailer operator disclosed 5236's general destination.

The next day Geoffrey heard a radio announcer mention that a railway coach had been stolen from a restaurant on the St. Albert Trail, and that if anyone had any knowledge of this, the police would like to hear from them. Geoffrey promptly contacted the police and told them that not only had he seen the removal of the coach, but that he also had taken photographs of the incident.

The police were astonished. "Do you mean to say that you just happened to be passing and that you just happened to have a camera with you?" commented the policeman. "And", he continued, "would you know where the coach is located now?" After providing the general location of the coach, the police advised that they would probably call back later.

Shortly after, the police called to advise that they had found the coach in a contractor's yard. The upshot of all this was that the ownership of the coach was by two partners who had apparently had a falling-out. To protect his equity, one of the partners removed 5236 without permission. On finding the coach gone, the other partner immediately called the police to report a theft, but declined to lay charges!

The matter is now in the hands of lawyers, who will probably want to see the photographs! (Geoffrey Peters)

**THE DISAPPEARING BRIDGE:** Some time ago I was working for British Rail as Area Manager at Haverfordwest in west Wales. A little time before the line to Cardigan had been abandoned and was being torn up. There was a steel bridge over a country road which had been sold to a contractor. The road was not too busy and it was arranged for the police to set up a diversion for a day while the bridge was removed. The work had been arranged to be done on a Monday.

The Sunday before the work was due to be done a contractor went into a local police station and asked if they would allow them to take the bridge down that day rather than on the following day. The police were very co-operative and quickly arranged the diversions.

The contractor worked quickly and by mid-afternoon the bridge had been taken down, cut up and loaded into a truck.

Next morning the contractor who had the contract to remove the bridge arrived at the site and was surprised to find that the bridge had already been removed!

We never did find out who stole the bridge or what happened to it. Maybe it was the same gang who stole 15 miles of copper wire from the pole route along Pembroke Dock Branch one Sunday evening. (Gladiator)

**Trackside Guide update****MOTIVE POWER NEWS**

INCLUDING EQUIPMENT ITEMS

Many thanks to Martin Berubé, Bruce Chapman, Colin Churcher, Ray Corley, Bob Craig, Paul Crozier Smith, Ray Farand, John Godfrey, Bill Linley, Bryan Martyniuk, Geoffrey Peters, Mike Tessier, and The Turnout.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1988 Trackside Guide, eg. (p1-62).



**MORE REBUILDS IN THE WORKS:** Three of the 1900-series GMD1s (B-B trucks), and 21 of the 1000-series GMD1s (A1A-A1A trucks) will be rebuilt to B-B trucked units in 1989 at Point St. Charles Shops in Montreal. New numbers will be 1400 to 1423, Class GR-412, with the first to be outshopped in January. Presently in the shops are 1913, 1916, and 1917. To follow will be Nos. 1000, 1002-1004, 1009, 1022, 1037, 1042, 1045, 1052, 1057, 1058, 1061, 1062, 1064, 1065, 1068, 1070, and 1074-1076. (Nos. 1057, 1062, 1064 and 1065 headed east through Ottawa on November 26, followed by the 1075 on December 4, enroute to rebuild.)

After the conversions, only ten of the 1000-series GMD1s will be left for continued branchline service: 1054-1056, 1071-1073, 1078, and 1080-1082. (Of the 83 A1A-A1A GMD1 units acquired, 15 have been rebuilt to the 1600-series (A1A-A1A trucks), 36 now have B-B trucks and are numbered in the 1100-series, 21 will be rebuilt to the 1400-series, and No. 1035 was scrapped.)

**OFF LEASE:** GTW GP40-2s 6422 and 6424, on lease since June 1988, returned home in late-November.

**BACK HOME:** SD40-2(W) 5351 has returned from the General Electric plant in Erie, Pennsylvania, where it was subjected to Positive Traction Control tests ... SD50F 5456 was in the U.S. from October 8 to November 7 to allow AT&SF employees to see CN's "comfort cab" that may be included on future AT&SF units, as well as appearing at an FRA cab safety meeting in Chicago.

**GM AND MLW HUMP POWER SWAP:** Moncton-based GP38-2 'mothers' 7521, 7524, and 7526, plus HBU-4s 279 to 281 have been replaced by MLW S-13s 106, 108, 111, and 117, and S-3 slugs 161, 163, 166, and 168 from Montreal.

**OFF THE ROSTER:** Combination coach-caboose 78969 (ex-NAR 307, nee CP coach 1542 in 1912), which turned up in Calder Yard in Edmonton on September 21 (November 1988 Branchline) has been written up for retirement and is reposing in Acheson Yard to the west of Edmonton.

**REPATRIATED:** Terra Transport Jordan Spreader 3055 has had its narrow-gauge trucks replaced with standard gauge trucks for service at Moncton, New Brunswick.

**CP Rail**

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

NEW NO.	FORMER NO.	SERIAL NO.	ASSIGNED TO
8217	8502	A700	Coquitlam
8218	8678	A1134	Coquitlam
8219	8656	A1112	Coquitlam
8245	8828	A1719	Alyth
8246	8825	A1716	Alyth

**INTO SHOPS FOR REBUILD PROGRAM:** RS-18s 8737, 8738, 8752, 8775 and 8797 have entered Angus Shops in Montreal for rebuilding into 1800-series road switchers.

**NOSE-JOB:** One-of-a-kind RSD-17 8921, out of service with fire damage since January 1988, returned to service on December 9. The former "Empress of Agincourt" now sports a chopped short hood.

**TRANSFERRED:** Winnipeg-based SD40-2 6028 has received Positive Traction Control modifications and been reassigned to Alyth (Calgary) for maintenance. SD40-2 5699 has been transferred from Alyth to Winnipeg ... SW1200RSu 1271 has moved from Sudbury to Kentville, and sister 1276 has moved from Kentville to Sudbury ... Coquitlam-assigned SW900 6718 has been tied up unserviceable with engine damage - sister 6713 has been transferred from Alyth (Calgary) as her replacement.

**BACK IN SERVICE:** SD40-2 5708 returned to service in early December following a plunge into the Kicking Horse River on January 9, 1988.



**RENUMBERED:** (p1-60) With F40PH-2s 6430 to 6458 to be delivered early in 1989, RDC-4 6450 was renumbered 6250 in late-November.

**BACK IN SERVICE:** (p4-11) Retired baggage car 9640 has been 'un-retired' and has become a fixture on the Montreal-Sudbury section of the 'Canadian'.

**MISCELLANEOUS**

**RETIRED:** (p1-69) BC Rail C-425 809 (ex-Erie Lackawanna 2459) has been retired, leaving only 8 of the 12 acquired from the EL in 1976 on the roster.

**FOURTH ORDER FOR DOUBLE-DECK COACHES:** GO Transit has ordered 60 more bi-level commuter coaches from Lavalin Industries Inc. with the cars to be built at its Can-Car Thunder Bay Works. The \$85.6-million order includes 18 cab cars and 42 coaches, and is the fourth order for double-deck cars awarded to Lavalin and its predecessors. Deliveries are expected in mid-1989.

The Thunder Bay plant is currently working on the third order, which includes 9 cab cars (Nos. 215-223) and 54 coaches (Nos. 2200-2253). The new order will increase GO Transit's fleet of bi-level coaches to 274.

**EXPORT ORDER:** Diesel Division, General Motors of Canada, has reached a locomotive sales agreement with the Algerian State Railway valued at \$116-million. GM will construct 20 locomotives with deliveries

starting in August 1989, as well as train personnel to service and operate them. The agreement also calls for the supply of 60 additional locomotive kits over five years, with GM supplying the technology required to assemble the locomotives from kits.

**LARGE ORDERS:** The Union Pacific Railroad has placed orders for 106 General Motors SD60 units to be built in London, Ontario, and for 106 General Electric Dash 8-40C units to be built in Erie, Pennsylvania.

The SD60s will feature "office environment" cabs, with central heating, provisions for air conditioning and sound-proofing for crew comfort and protection of on-board computer equipment.

#### INDUSTRIALS AND SHORTLINES

**IMPORTED:** (p2-13) Kimberly Clark at Terrace Bay, Ontario, has acquired Houston Belt & Terminal SW1000 No. 41 (EMD serial 33523, built 1/68).

#### ON THE PRESERVED SCENE

**DISPOSITION MOSTLY RESOLVED:** (p3-36) The disposition of equipment displayed at Harbourfront in Toronto, Ontario, until early-1987 has essentially been resolved. Owned by the Toronto & York Division of the Canadian Railroad Historical Association, most items are presently stored along CN's Oakville Subdivision near Bathurst Street. The costs of the planned move of much of the equipment to Smiths Falls for a future tourist operation proved prohibitive and storage fees have caused a drain on the T&Y's finances.

After a major effort to secure a permanent museum site in the Toronto area proved unsuccessful, the decision was made to dispose of all equipment except for four items now stored at the former CP Rail John Street roundhouse (ie. ex-TTC Peter Witt

streetcar 2300, ex-TH&B caboose No. 70, ex-Reinhart Vinegar Car 101, and ex-CP wooden box car 188625).

London & Port Stanley box-cab electric L2 has been sold to a private party for restoration and eventual display near Toronto .... the ex-Dominion Bridge 8-ton Plymouth locomotive has been sold to Ontario Locomotive and Car Company and was moved to their Brampton shop on November 23 .... ex-CN combination car 7195, ex-GTW caboose 77137, ex-ONR box car 90644, and ex-CN Dental Car 15095 are to be privately purchased and moved to Smiths Falls .... ex-CP business car No. 23 (owned by the National Museum of Science and Technology) is expected to return to the museum in Ottawa .... ex-CN Baggage-Mail 9716 has been sold to the National Postal Museum in Ottawa, however, only the interior of the postal section will be saved, with the car to be scrapped on site .... ex-CN MLW S-2 switcher 7988 (ex-8135) will be cut up on site.

Disposition plans for ex-C&O caboose 608, ex-N&W caboose 562605, and ex-TH&B box car X758 remain to be finalized.

**CANDIDATE FOR RESTORATION:** (p3-39) The Canadian Railway Museum plans to restore ex-E.B. Eddy 0-4-OST No. 2 (MLW 1926, Serial 65429) to operating condition, possibly in time for sometime during the 1989 operating season. According to a local boiler manufacturer, little work should be involved in returning the oil-burner to active service. The locomotive has been stored outdoors at the CRM for some time now, its most recent claim to fame being its use as a hiding place for actress Margot Kidder in a sequence of the film, *Keeping Track*.

**CABOOSE PRESERVED:** (p3-47, 6-3) CN wooden caboose 79027 has been acquired by the newly-formed Elmsdale Railway Museum at Elmsdale, Nova Scotia. The 79027 was rebuilt from a 1918-built box car in 1956.

#### BY-LAW AMENDMENT TO BE VOTED ON AT ANNUAL GENERAL MEETING

The Society's legal counsel has advised that in the best interest of the officers of the Bytown Railway Society Inc., we must include in our by-laws a clause protecting the officers of the Society in the event that legal action is taken against the Society. Members will vote on the following by-law amendment at the Annual General Meeting on January 3, 1989:

#### INDEMNITIES TO DIRECTORS AND OTHERS

17. Every director or officer of the corporation or other person who has undertaken or is about to undertake any liability on behalf of the corporation or any company controlled by it and their heirs, executors and administrators, and estate and effects, respectively, shall from time to time and at all times, be indemnified and saved harmless out of the funds of the corporation, from and against;

a) all costs, charges and expenses which such director, officer or other person sustains or incurs in or about any action, suit or proceedings which is brought, commenced or prosecuted against him, or in respect of any act, deed, matter or thing whatsoever, made, done or permitted by him, in or about the execution of the duties of his office in respect of any such liability;

b) all other costs, charges and expenses which he sustains or incurs in or about or in relation to the affairs thereof, except such costs, charges or expenses as are occasioned by his own wilful neglect or default.





**REMEMBER WHEN?:** Grand Trunk Pacific 4-4-0 No. 300 and crew pause for the photographer at Rivers, Manitoba, likely around 1910.

The GTP commenced construction of a line from Winnipeg, Manitoba, to Prince Rupert, British Columbia, in 1905. H1 Class No. 300 was acquired by the fledgling railroad from the Grand Trunk Railway in June 1907, having been built by the GTR in 1899 as their number 582 (construction no. 1310) and renumbered 454 in 1904.

The GTP was placed under receivership in March 1919, and was entrusted to Canadian National Railways management in July 1920. The GTP was formerly absorbed into the CN system in 1923. No. 300 had been renumbered 50 on the GTP, and became CN No. 324. She remained on CN's roster until November 1938. (Collection of Lea Gault)

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## Bytown Railway Society

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