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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, provincial, or municipal grants and it owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

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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).

Tuesday, OCTOBER 3 - Member Pierre Ozorak will present "Something Different" - join us for a show of vintage and contemporary Ozorak lensmanship.

Ray Farand and David Stremes will be providing coffee and doughnuts, for a small fee.

Tuesday, OCTOBER 17 - Our '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 continue at the rear of 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. Come on out.

MARK YOUR CALENDAR: Friday, OCTOBER 27 - will feature our Annual Dinner. Members and guests are invited to the Nepean Sportsplex for a roast beef buffet. The cash bar opens at 18:00 and dinner will start at 19:00. Dinner tickets at \$14.00 will be available at the October 3 meeting, as well as by mail.

SOLD OUT: All 500 seats on the "Autumn Valley Express" steam excursion from Ottawa to Pembroke, Ontario, on October 1 are sold out.

ALSO SOLD OUT: The 1989 *Canadian Trackside Guide* sold out in under three months. We are a little overwhelmed by the response to this year's edition. A limited number of the 1988 (\$11.55), 1987 (\$11.55), 1984 (\$10.05) and 1982 (\$6.55) editions are available postpaid. Orders may be placed through our mailing address.

11th ANNUAL RAILFAIR SHOW ... will be held in the cafeteria of Algonquin College's Woodroffe Campus in Nepean, Ontario, on October 14 (11:30 to 17:30) and October 15 (10:00 to 17:00). Do come and see the Society's display as well as a large selection of operating layouts in various scales. If you can, please provide a few hours of your time manning the Society's booth.

ON THE COVER

CN GP40-2L(W) 9626 hustles eastbound TEST III (cars 15007 and 15008) through Carlsbad Springs, Ontario, on June 7, 1989. Photo by David Stremes.

Information Line

TRAFFIC SLOWDOWN HITS CP RAIL: Elsewhere in this month's issue is news that a number of newly retrofitted CP Rail diesels have been stored serviceable. Their removal from active duty has been occasioned by a general decline in revenue traffic over the first 6-months of the current fiscal year.

According to company officials, traffic is down approximately 8.3% with the decline especially acute in western Canada (15% due to last year's extraordinarily poor grain harvest). Surprisingly, eastern traffic is only off by 1.2% - indicative perhaps of growing popularity of the company's intermodal service.

An overview of railway freight traffic reveals the following:

- * A decline in import and export container volumes owing to a traffic rationalization in the Pacific trade shipping lines;

- * Reduced lumber traffic which is directly tied to a weakening in the demand for new houses;

- * An increase in automotive and truck traffic which CP attributes to "buyer interest in cars and trucks from plants on CP Rail lines";

- * Coal traffic is holding its own;

- * A decline in sulphur shipments occasioned by disputes in the foreign marketplace;

- * Potash shipments at normal levels despite earlier fears about a weakening of this important commodity;

- * A decline in the shipments of petroleum products and liquified petroleum gas;

- * A decline in shipments of woodpulp, newsprint and paper.

Interestingly, analysts predict a resurgence of the grain business as this year's harvest should be at historic levels or slightly better. Of worry to the company is the sudden readjustment in operations that this will require. It is not that easy to make the transition from a relatively slow period to one that is extremely intense.

As discussed earlier, intermodal traffic in the east has experienced a surge. Piggyback loadings have increased 3.7% overall and, indeed, according to a spokesperson for CP's Atlantic subsidiary - the Canadian Atlantic Railway - the company was in a real bind for a while, having to scramble to find enough TOFC and COFC cars to handle the surge in the Maritimes. (CP Rail News, July/August 1989)

CANADA'S RAILWAYS CAN BE PROUD OF SAFETY RECORD: Over the past decade, Canada's railways have made significant improvements in their safety record. Since the 1979 Mississauga derailment, Canadian Pacific has reduced the number of accidents per million locomotive miles by half while CN's accident rate is only about one-third of what it was ten years ago.

The investment in safety has been significant - upwards of \$200 million by CN alone. According to CN's John Kelsall, Senior Vice-President Operations and Safety, "safety is never just a matter of statistics and bottom line performance. We see it in terms

of the lives and health of our friends and colleagues." (Canadian Business, August 1989)

CREW SIZES REDUCED ON PIGGYBACK TRAINS: In a historic accord, the Santa Fe Railroad and the United Transportation Union have ratified an agreement that will eliminate brakemen on piggyback trains operating over the company's Coast Lines division. This represents approximately 20% of the company's volume.

In return, Santa Fe will provide the more than 1,300 affected employees with a \$75,000 benefits settlement which will be offered in a variety of packages including straight cash. (The Wall Street Journal, 08/08/89)

EMPHASIS ON HALIFAX COULD SPELL DOOM FOR LINE TO CAPE BRETON: Declining container traffic between Sydney, Nova Scotia, and Port-aux-Basques, Newfoundland, has led to a reduction in the Marine Atlantic workforce that operates the ferry terminal at the two ports. The downturn is blamed on CN Rail who has been accused of diverting traffic through the port of Halifax for furtherance through to St. John's at the opposite end of Newfoundland.

According to North Sydney mayor Mike White, "It is well known that the CN people in Moncton have little sympathy for our area and are determined to move everything through Halifax." (Cape Breton Post, 29/07/89)

BOMBARDIER INVOLVED IN "CHUNNEL" CONTRACT: Bombardier Inc., of Montreal, and BN Constructions Ferroviaires et Métalliques S.A. have been picked to supply the shuttle train cars which will be utilized in the Channel Tunnel linking England with continental Europe.

The contract is worth approximately \$425 million to Bombardier with approximately half to be spent in Canada. The deal includes 40 locomotives as well as 252 cars, half of which will be double deck for automobiles with the balance single level either for buses or automobiles.

The overall value of the package is \$800 million of which \$150 million will go for locomotives and the balance for the rolling stock. (La Presse, 27/07/89)

LAST HURRAH SUGGESTED FOR PEI RAILS: A Prince Edward Island travel agent, Andy Jamieson of All-Can Travel, is looking for corporate sponsors to underwrite the cost of a farewell to rail in PEI excursion.

Jamieson plans to offer tri-daily service each day between October 10 and 22 - subject to funding and patronage. Jamieson can be contacted at (902) 566-5001. (The Globe and Mail)

TALKS OVER CLOSURE OF FORT ERIE YARD AT AN IMPASSE: CN Rail and the United Transportation Union have gone to arbitration over a company plan to close its yard at Fort Erie, Ontario. The curtailment of operations at the border crossing which is directly across the Niagara River from Buffalo, New York, would have meant the elimination of 124 jobs and directly affected 47 conductors, yard foreman and brakemen - all members of the UTU.

It would appear that only the UTU has

managed to stymie CN's plans - thanks to a special clause in its agreement which prohibits such closures until a relocation deal is arrived at. The other bargaining groups have already come to terms with CN.

According to a spokesperson for the Brotherhood of Railway Carmen of Ontario, 38 of his members were affected with five taking early retirement, 11 taking internal transfers within the Niagara region, 11 going to Hamilton and 11 going to Windsor.

Also affected are members of the Brotherhood of Railway, Transport and General Workers who handle the paperwork for all trains.

The Carmen are especially concerned about the safety of the operation once the yard is shut down. All inspection and servicing work will be subcontracted to Conrail in Buffalo but Canadian union officials are convinced that the utilization of American personnel and American rules will result in a compromise in safety. (Hamilton Spectator, thanks to Clive Spate)

VIA RAIL ANNOUNCES BARGAIN DISCOUNT FOR SLOW PERIOD: If VIA Rail Canada is on the way out, then the crown-owned passenger rail corporation intends to do it with a flourish. After several months of apparently stumbling around in the wake of the Federal budget, the departure of its President and CEO, and the appointment of a special management with ostensibly the job of preparing for the shut down of company, it has defied the doomsayers and announced tentative plans - subject to the approval of the National Transportation Agency - for the introduction of special discount fares on its eastern and western transcontinental services.

Effective September 11, return transportation between central Canada and the Maritimes will be reduced by 50%, subject to the purchase of a return ticket and the payment of a deposit on the tickets at least seven days in advance.

The western Canada sale is effective October 14 and applies to one way tickets provided they are purchased at least one week in advance.

In the eastern network, the discount applies equally to the basic passage plus the price of accommodation. For the west, the incentive applies to the basic passage only with no discount on the accommodation.

The special program remains in effect until December 14 at which time it will be dropped as VIA gears up for the Christmas rush.

In the development of the special incentive package, VIA has been mindful of the criticisms of the motor coach industry and has refrained from offering any discounts in the so-called Quebec City to Windsor corridor.

According to a spokesperson for Voyageur of Montreal, the special program will have little impact upon his company's patronage although he did charge it still represented an unfair tactic - given VIA's level of subsidy.

As yet, Greyhound Canada - the principal motor coach operator in western Canada - has yet to comment. Greyhound is already on record during the NTA hearings last spring into VIA's pricing structures as being opposed

to any form of customer incentive offered by passenger rail corporation.

The Canadian Bus Association is quite upset about the incentive package. According to association president Frank Trotter, "We understood that there wouldn't be this kind of action (lower fares) until the government's plan for VIA is in place." Trotter indicated that he would protest against the fare package to Benoit Bouchard, Minister of Transport. (Globe and Mail, 06/09/89 and 07/09/89)

TRACK RESTORATION RELIES ON EARLY TECHNOLOGY: In a throwback to an earlier era, work crews at the Smiths Falls Railway Museum have turned to horsepower as the most efficient means of moving and positioning rails as they go about the onerous job of restoring the yard trackage in the vicinity of the former CN station which they now occupy.

Certainly, the action just begs for a time worn cliché about "horse sense" or the "iron horse", but that would be unfair. Rather, one should compliment this group for their courage and determination as they go about the task of establishing a tourist train operation over a portion of the former Canadian National Napanee Subdivision in Smiths Falls.

Dobbin was called in as the most expeditious way of shifting rail along a former trackbed - the one time south yard lead off the main line - which consists of a rather steep embankment running through a small swamp and not readily accessible to mechanized transport. Complicating the situation was ex-CP S-3 switcher No 6591, sitting on panel track and effectively denying direct access to the track bed to anything wider than a horse - short of having human muscle power carry the rails around the blockage.

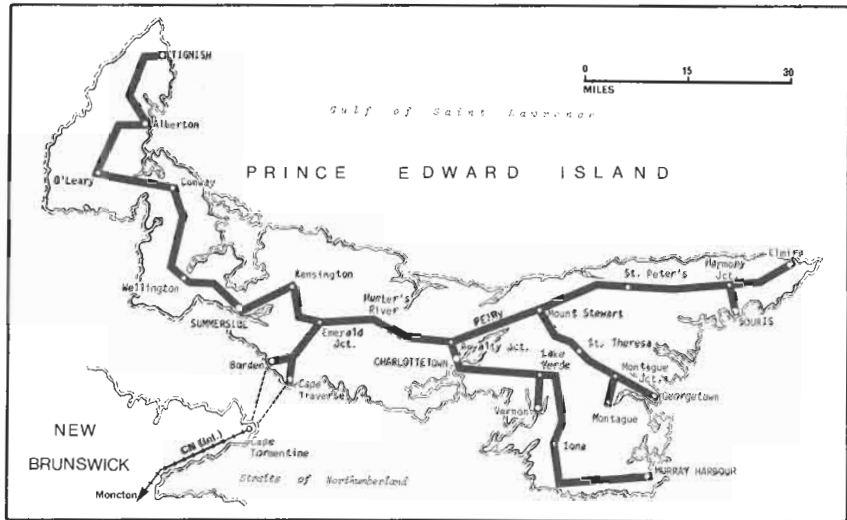
And so it is that Ramsay - a 16-year-old Percheron owned by area farmer Stirling Laffin has managed to play a significant role in assuring the success of the September 17 dedication ceremonies for the 6591 and the first of five ex-CN commuter cars which the group is restoring.

CN's Smith Falls facilities were built by the erstwhile Canadian Northern Railway in the years immediately prior to World War I. No doubt many of Ramsay's ancestors were involved in this venture and, no doubt, many of them must be proud of the fact that one of their kind has managed to play a role in the renaissance of this operation. (Philip B. Jago, with background information courtesy of the Smiths Falls Record News, 23/08/89)

WARTIME INFORMATION SOUGHT: Brian Kappler, an editor with the Montreal Gazette, 250 St. Antoine West, Montreal, Quebec, H2Y 3R7, is engaged in researching a series of articles in connection with the 50th anniversary of the outbreak of the Second World War. He would like to hear from telecommunication personnel who have personal recollections of delivering personal telegrams reporting war deaths, preferably in the greater Montreal area. (Omer Lavallée, CP Rail News, July/August 1989)

PRINCE EDWARD ISLAND LOSES ITS RAIL SERVICE

By OMER LAVALLÉE



On the heels of the abandonment of the rail system in Newfoundland comes news that the CN railway network in the Province of Prince Edward Island is to suffer the same fate, [Branchline, September 1989]. The two systems have a number of similarities. Each was built and owned by the original colonial province before it entered Confederation, and both systems were taken over for operation by the central government as a condition of joining Confederation. Both were built originally to 42-inch (1 067 mm) gauge, though the PEI Railway was converted to standard gauge following World War I. This step was undoubtedly influenced by the fact that the water distance separating PEI from the mainland is only a few km/miles compared with the 160 km (100 miles) distance between Newfoundland and the mainland across the Cabot Strait.

Railway begun in the 1870s.

Prince Edward Island, despite the fact that its capital, Charlottetown, was the site of the 1864 conference which initiated the concept of unity of the British North American provinces, initially remained out of the 1867 British North America Act, as its legislators failed to recognize any tangible benefits as part of the new mainland state. However, by 1870, evidence of the positive economic advantages of railways began to influence the colonial legislature and in that year, PEI issued a charter (PEI Act 34 Victoria, cap.4) for its own government-owned railway, awarded the necessary construction contracts and officially turned the first sod.

Subsidized by the mile, its location left largely in the hands of the contractor, work went on until 1873 with a main line being built between Tignish in the west and Souris in the east. In order to squeeze every bit of mileage out of the subsidy, and cater to as many voters as possible, the 315 km (195 miles) line wound about the Island in an almost aimless manner (see map). By 1873, though the tracks were laid, stations and other facilities had yet to be provided.

PEI Joins Confederation.

A way out of the dilemma suggested itself; Prince Edward Island applied for admission to the Dominion of Canada. An important condition was that the railway would be taken over by and completed at the expense of the Ottawa government. On 1 July 1873, Prince Edward Island became Canada's seventh province. The table below lists the lines in existence at that time.

| Section | km | Miles |
|-----------------------------|--------|--------|
| Charlottetown-Tignish | 185.34 | 115.17 |
| Alberton Spur | 2.76 | 1.69 |
| Royalty Jct.-Souris | 88.56 | 55.03 |
| Mt Stewart Jct-Georgetown . | 38.74 | 24.07 |
| Total | 315.40 | 195.96 |

It took a year and a half to complete and equip these sections following their transfer to the Ottawa government on 29 December 1873 as part of "Canadian Government Railways". The system was opened for service on 4 January 1875. The winding alignment was compensated in part by avoiding extreme elevations, which ranged from a mere 1.6 m (5.5 feet) above mean sea level at Alberton Wharf, to a system summit of 93.5 m (307 feet) at a point 8 km (5 miles) west of Hunter River.

Early Motive Power and Rolling Stock.

The initial motive power consisted of ten 4-4-0T engines, supplied in 1872 by Hunslet and R. & W. Hawthorne-Leslie & Co., and four 4-4-0 tender locomotives built by Baldwin in 1874. Four more 4-4-0s were built by Canadian in 1876, who followed up, in 1880, by two single-end "Canadian Fairlie" 0-4-4-Fs. As of 30 June 1876, the line possessed 23 passenger cars, 5 headend cars, 138 box and stock cars and 72 platform cars.

Expansion after 1885.

The system was completely adequate to the needs of the Province for ten years. It was only on 22 January 1885 that a 19 km (12 miles) branch was opened from Emerald Junction to Cape Traverse. On 12 December 1917, the last 4.22 km (2.62 miles) of the Cape Traverse branch was abandoned and replaced by a 5.26 km (3.27 miles) diversion from km 15.1 (mile 9.38) to a new ferry terminal at Borden.

After 1885, further branches were built and opened as shown in the table below.

| System Expansions, 1905-1912 | | | |
|------------------------------|-----------------------------------------|-------|-------|
| Date | Section | km | Miles |
| 1905, 1/11 | Charlottetown - Murray Harbour . | 76.70 | 47.66 |
| 1905, 1/11 | Lake Verde-Vernon | 7.13 | 4.43 |
| 1906, 1/06 | Montague Junction - Montague | 10.67 | 6.63 |
| 1912, 25/11 | Harmony Junction - Elmira | 15.85 | 9.85 |

The Alberton Wharf branch was abandoned effective 31 December 1901.

Later Narrow-Gauge Motive Power.

With the exception of two Mason-Fairlie 0-4-4Fs acquired second-hand from the New Brunswick Railway when that line was standard-gauged in 1880 and two Davenport (1910) 0-4-OTs also second-hand obtained c1918, all PEIRy motive power acquired after 1880 was built by CLC in Kingston: 18 4-4-0s and 8 4-6-0s. These engines lasted long enough to be absorbed into the Canadian National Railways roster when the PEIR was comprised into the CN system in 1918. The 4-4-0s were all assigned CN class X-4-a (Nos. 10 to 27), while the 4-6-0s were designated classes X-5-a (Nos. 28 to 31) and X-5-b (Nos. 32 to 35). One of the Davenport 0-4-OTs, designated class X-1-a, became the holder of the National system's coveted initial digit as CN No. 1.



Prince Edward Island Railway No. 19 (CLC No. 625, 4-1904) was exhibited at the St. Louis World's Fair in 1904. It ended up as CN class X-4-a No. 19, being sold to the contractor building the Corner Brook (Newfoundland) paper mill in 1923. (Omer Lavallée collection)

The PEIR Standard-Gauged.

With the opening of the diversion to Borden in 1917, it became feasible to transfer railway rolling stock on the car ferry operating between that port and Cape Tormentine, New Brunswick. Accordingly, it was decided to install a third rail to standard gauge between Borden, Emerald Junction, Royalty Junction and Charlottetown and from Emerald Junction to Summerside to enable standard-gauge equipment to reach the two largest towns. This was inaugurated on 18 September 1919. Four years later, in 1923, the line from Summerside to Tignish was changed to standard gauge and the existing narrow-gauge third rail lifted. The Souris, Georgetown, Montague and Elmira branches were standard-gauged in 1926. The Murray Harbour and Vernon branches held out until 27 September 1930 when CN class X-5-b 4-6-0 No. 34 made the last narrow gauge run in Prince Edward Island. The event went unheralded, witnessed only by the late Canadian railway historian Robert R. Brown (1900-1958) and a CNR police constable at Charlottetown.

Standard-Gauge Motive Power

Though converted to standard-gauge, the lightly built lines still required motive power of modest weight. In the event, CN's many inherited small 4-6-0s of classes F and G (10/1100 series) served the purpose well. Engines of class G-16-a (1111 series) held the most important assignments, until the advent of General Electric diesel-electric 70-tonners early in the 1950s. In more recent years, MLW diesel units with A1A-A1A wheelsets have been assigned to the Island.

No other Railways in PEI.

Prince Edward Island's government-owned line was the only one ever to function in a province which had no other railways, either private or industrial.



MLW RSC-13 1732 ties up at Tignish, P.E.I. in August 1971. Note the three stall wooden engine shed. Photo by Bill Linley

Map reproduced from Lavallée: *Narrow Gauge Railways of Canada*, with permission of Railfare Books.

"MY TAR BABY"

by R.F.M. McInnis

Do we have lift off?"

"We have touch down!"

It was space age talk, but it was hardly space age machinery. It was Central Western Railway's Consolidation No. 9 being lifted from a Norfolk & Western flatcar in Stettler, Alberta, and lowered onto CWR's main line track for the first time.

After many delays, mostly to do with "the other" railways, CWR's diminutive locomotive, recently purchased from the Huntsville Museum in Alabama, finally touched down on CWR track. Two days later it made its maiden run. The day after that it hauled a sold out string of passenger cars and passengers on the first full fledged steam trip using the little 2-8-0. Clearly the CWR was not wasting any more time in getting their new engine into operation.

"The mighty CPR fouled me up again" growled an annoyed Don Bertsch, Vice-President of Central Western Rail Services, the steam excursion affiliate of CWR. "They've held up my tar baby again!" he stormed as one more delay held it up for yet another week.

"Tar Baby", the name Bertsch has affectionately labeled the black and silver painted engine, looking the sorrier for the trip up from Alabama, was caught in yet another delay before arrival in Stettler almost two months late.

The delays began originally with payment problems, then loading procedures where the whole thing - engine on one flatcar, tender on another, had to be unloaded and reloaded. Then a derailment of the train ahead caused a lengthy hold over in Chicago. And now this ... a routing away from Calgary from where it was supposed to be delivered to Stettler. It was reported "heading East" from Moose Jaw to Regina over a more circuitous route on Train 971 to Lanigan and then Saskatoon from where Train 561 would pick it up and transport it to Wilkie, Hardisty and Wetaskiwin where it was supposed to be dropped for pick-up by the "Red Deer turn" and delivery to Stettler.

It finally arrived on Train 561, not at Wetaskiwin, but all the way into South Edmonton yard where it sat overnight awaiting the next day's train south again, to Lacombe. Here it sat yet another night before the day's "Red Deer turn" finally picked it up and delivered it to CP's interchange with the CWR on the north side of Stettler.

It arrived precisely at 14:45 at the Stettler interchange on August 24, having missed the official Steam Excursion Run on CWR on Canada Day, That was more than ably handled by stand-in 6060, the Province of Alberta's ex-CN 4-8-2 rushed in from Jasper for the occasion. It handled the weekend duties right up until other commitments called it away from CWR track to run quarter mile runs on specially laid track for Edmonton's Fringe Festival from August 18 to 27.

Because of that, diesel power had to be used on the passenger excursion out of Stettler, causing some embarrassment for the CWR. Now all that would change.

Two of CWR's diesels, GP7u's 4301 and 4302, ground to a halt at the CWR Stettler yard office at exactly 15:15, pushing Norfolk and Western flatcars 300304 and 300397 carrying No. 9 and its tender. Immediately CWR employees were all over No. 9, like ants on an anthill intruder, removing the protective welded steel plates that covered the cab windows, recovering the loose parts such as the bell, whistle, headlight, tender light, marker lamps, and replacing them in their proper places long before the cranes arrived to lift the locomotive and tender free from the flatcars.

The huge yellow cranes from the Canada Crane Company of Nisku, Alberta, arrived on the scene at 19:40 and began their ritual mating dance of placing each other's counter weights before getting into position at 20:30, one hovering over each end of the locomotive. Crowds of local residents milled about for the Thursday night 'entertainment'. Some sat in automobiles that lined the street and parking lot next to CWR's yard office. Others sat in lawn chairs in front of their homes across the street.

It was growing dark by the time the cranes were at their toughest part - lifting the engine off the flatcar. But there it swung, against the cloudless darkening sky, suspended in mid-air while Engineer Ray Watton fumbled to get the diesel locomotives moving to pull the flatcar out from under the suspended locomotive.

"Come on, get that thing going" swore an ancy crane operator as there seemed to be too long a delay.

The train hesitantly moved forward. Slowly No. 9 was lowered to the track making first, but tentative contact with its lead truck, then with two of its eight 51" drivers. With the aid of several CWR crew members pulling on the engine frame to line it up and steady it, the Consolidation was finally lowered to the track. No. 9 had landed. The crowd cheered.

By 23:00 all the unloading was done, the tender was settled on its trucks and the crowd of spectators had gone home.

For the next 24 hours the train crew worked over the locomotive trying to ready it for the Sunday morning run. By Saturday it had gone through its tests, made a short test run, and was ready. Other than a profusely leaking tender, everything seemed all right. Even this would cause no problem as No. 9 would carry an extra water tank behind. Water would be plentiful for the runs to Edberg, north of Stettler, or to Big Valley to the south, the destinations of most of the weekend excursions.

There was a line-up to get on the train on Sunday morning. There was not enough room for all. But then, one of the CWR's passenger cars was in Edmonton with No. 6060 for work at the Fringe Festival. Extra chairs had to be brought on board from the yard office. Even then some were left behind.

Early indications are that the steam excursions on the 106.5 mile Stettler Subdivision are gaining in popularity. Now Consolidation No. 9, which will probably become better known as "Tar Baby", will lay claim to much of that popularity.



LEFT: Former Huntsville Depot Museum 2-8-0 No. 9 and its tender arrive on Central Western Track at Stettler, Alta., at 15:15 on August 24, 1989, pushed by CWR GP7u's 4301 and 4302.

BELOW: No. 9 sits cold in front of Central Western's yard office in Stettler at 8:00 on August 25. The locomotive still bears its Huntsville Museum decal, since removed. Both photos by Robert McInnis.



TEST

Track Evaluation Systems

by DAVID STREMES

With the introduction of TEST III (Track Evaluation Systems), CN has completed an upgrading of track geometry measurement and analysis systems that was begun in the early 1960s.

History

Track geometry measurement used to be a manual process - measurements were made under static conditions using such simple devices as level boards, strings and blocks, and track gauges. In the early 1960s, this changed when Doctors Cass and Caldwell of CN's Technical Research Centre began to look for better ways of evaluating track conditions. Non-contact methods, not subject to wear and frequent recalibration, were developed and installed in CN's first track geometry car, No. 15018. Onboard computer equipment, combined with non-contact measurement equipment produced cross-level measurements, a surface profile, magnetic gauge readings, and a quarter-mile printout of surface roughness, cross level, gauge and speed. A pen chart recorder instantaneously showed variations in measured track parameters.

In 1973, car 15018 was replaced by a newer car numbered 15000 (rebuilt from sleeper "JELLICOE"), and received upgraded computer equipment, a modified curvature system, and a new superelevation measurement system.

Beginning in 1981, as part of an examination of its maintenance programs, CN conducted an international evaluation of track geometry systems. CN found that with some upgrades and modifications, their technology was among the best available. A recommendation was made to use a dual-car unit for monitoring track geometry. One car would be an instrumented and ballasted freight car. The second car would be an analysis and observation coach containing computers, video recording and playback units, as well as living quarters for the operating staff.

Track Geometry Car Configuration

Senior management approved the recommendation in 1982, and construction began on two dual-car units (TEST I and TEST II) at Point St. Charles shops. Installed in the former VIA sleeper-lounge ("Cape"-series) cars were sensors and instrumentation, computers, monitors, printers, underbody cameras, TV monitors, recording equipment, a voice synthesizer, an observation area, and quarters for the operating staff. The ballasted freight cars were built from former 60' box cars with four 2,165 gallon capacity water tanks installed. These tanks enable the weight of the car to be varied up to the maximum allowed on the track structure being tested. With the tanks empty, the car weighs 173,000 lbs., with two tanks full, car weight is increased to 217,000 lbs., and with all

four tanks full, the car weighs 261,000 pounds. Two electric power generators, one 30KW and the other 45KW, were also installed in each of these ballasted cars.

Test Measurement System

A TEST car has three basic component systems: sensors to monitor the vertical and horizontal position of the rail heads; interpreters to process information from these sensors; and recorders to produce reports to identify areas needing attention.

The following track parameters are measured and recorded (see diagrams):

Mileage: Location in miles and feet along a railway subdivision.

Superelevation: The amount by which the outer rail of a track is raised above the inner rail, with respect to a horizontal plane.

Curvature: The degree of curvature is defined as the amount of central angle subtended by a 100-foot chord.

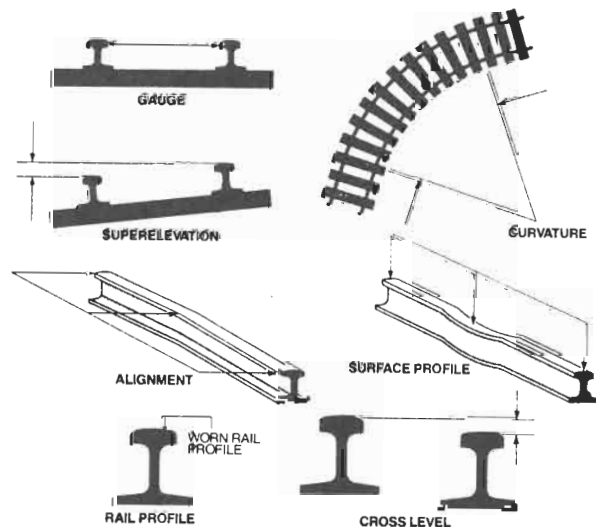
Gauge: The perpendicular distance between the two rails of a track, measured 5/8 in. below the top of the rails on the gauge face.

Cross Level: The difference in elevation between the grade rail and the other rail, measured with a level board.

Surface Profile: The vertical deviation from a uniform plane (39 feet long), measured along the running surface of the rail head.

Track Twist: The difference between two superelevation readings taken 62 feet apart.

Track Features: Turnouts, mile boards, level crossings, crossovers, and other track wayside features are identified during an initial test of the subdivision and are used to identify track feature locations. This information is then used in other reports as an accurate location reference.



The raw signals from the sensors are sent to an on-board computer to monitor, analyze and report. A CN-designed computer pre-processes the raw analog signals generated by the sensors, and sends the analog output to the main computer. This main computer converts the analog measurement data into digital form and then produces reports in real time. It also controls the operation of the TEST car.

TEST Reports

Five reports are produced in real time by the computers:

The **Exception Report** lists any track parameter measurement which exceeds CN engineering standards, and lists the location, magnitude, and maintenance priority of any aspect of the track needing repair.

The **TQI (Track Quality Index Report)** is a summary of track quality for each quarter-mile section compared with previous elevations.

The **Curve Report** indicates the mileage at which curves begin and end, the degree of curves and the amount of superelevation.

The **Sensor Report** is a record of all instrumentation signals produced by TEST.

The **ORIAN (Optical Rail Inspection & Analysis) Report** (produced on TEST I only) displays data on the amount of rail head wear. This data is used to assist in rail transposing and rail replacement decisions.

TEST Features

A microprocessor called the Pulse Processor, also developed by the Technical Research Centre, regulates the timing pulse generated by the odometer that is used to determine car location and speed.

A voice synthesizer called DECTALK is used to convey various messages and/or alert the operator to a particular item or section of track being tested. Messages may include computer status, track features, mile board updates, and track conditions. Connected directly to the computer, it has the ability to change the tone, pitch and speed of its pre-programmed vocabulary to emphasize any message depending on the situation.

TEST I and II are identical except that TEST I is equipped with a rail profile measurement system (ORIAN). A flash of xenon light is directed onto the rail head, where two cameras pick up the reflected light, and a digitized profile of the rail head is created. The computer knows what weight of rail is being inspected, and its cross-section, and overlays a cross section of the inspected rail. This comparison gives real-time information on rail transposition, rail replacement and rail grinding criteria. Designed and constructed by a United States firm to meet CN requirements, it provides information that will enable CN to forecast rail requirements many years in advance, direct rail gang work, and to accurately determine areas requiring rail transposing, far in advance of critical deadlines.

An Automatic Location Detection System (ALDS) allows TEST to accurately locate any specific point or problem on the track. ALDS, an essential component of TEST, reduces the time spent identifying the location of track

that needs repair. It has two components, the first being an infra-red detector designed to look down between the rails and sense objects such as crossings and turnouts. The system updates the test odometer at switches and public crossings, and detects when the TEST car is switched from one track to another. The second component is an interrogator/transponder system. The interrogator, mounted on the TEST car, activates the transponder mounted between the rails, and also updates the odometer. At the start of each test run, the computer is loaded with pre-programmed information about the upcoming track. The TEST computer knows the characteristics of the track being tested, and where it is located along a particular track, and automatically controls the test run with little intervention from an operator.

A Video system records views of the receding track and right-of-way, upcoming track, and wheel/rail interfaces, and displays these images on monitors in the car. A Sony Genlocker takes information, such as location, speed, and geometry data, and overlays it onto video monitors in the observation area to keep onboard operating personnel informed of all track situations.

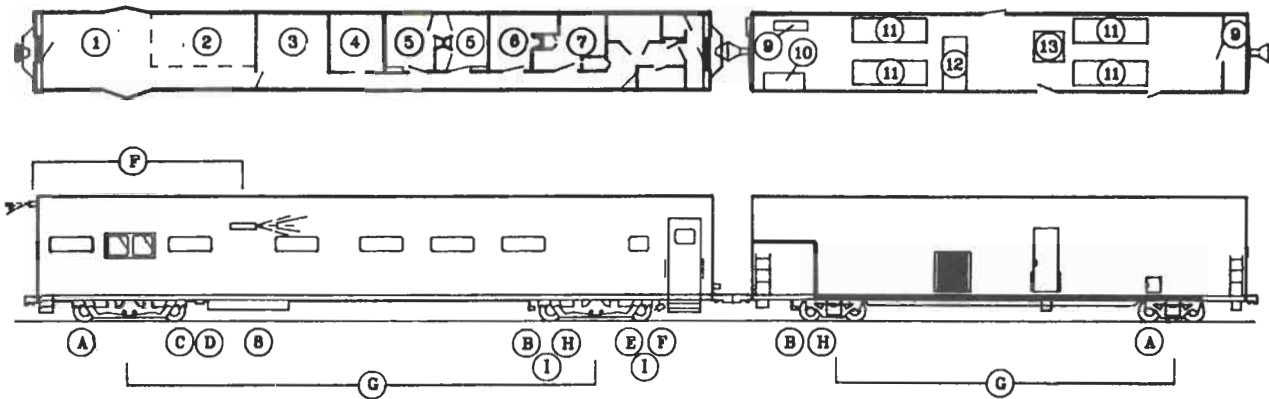
After initial break-in runs in Eastern Canada during 1985-86, TEST I was assigned to Western Canada for testing from Saskatoon west to Vancouver; and TEST II was assigned to Central Canada for testing from Capreol, Ontario, west to Saskatoon. The original track geometry car, number 15000, was to remain in service in Eastern Canada.

TEST III

Car 15000 however, built in 1923, was beginning to show its age, and the decision was made to produce TEST III for use in Eastern Canada. TEST III would contain some improvements over the original two cars. TEST I and II were built with a magnetic gauge system. Magnetic probes, suspended above each rail, generated a magnetic field that can be measured to determine the gauge. This system, however, is only able to pick up wide gauge conditions, and not narrow gauge. An improved gauge measurement system was needed that would also allow development of a system to measure track alignment. After reviewing three approaches, FRA, British and Dutch, CN chose the later, which uses a controlled laser beam to measure the position of both the right and left rails. After purchasing the plans and documentation from the Netherlands Railway, CN's Technical Research Centre made modifications to meet CN's needs. (This laser gauge system has also now been installed on TEST I and II.)

Another modification has been in a new method of measuring superelevation, now accurate to 1/16" - considered the best in the world.

One new feature of TEST III is its ability to operate at passenger (90 mph) as well as at freight (60 mph) speeds, recording track conditions under the weight of a moving passenger car and/or the ballasted boxcar that simulates a loaded freight car. While TEST I and II operate as a fixed dual-car consist testing at speeds from 10 to 60 miles an hour, the TEST III coach is self-contained and can



TRACK EVALUATION SYSTEMS

**TEST III:
PLAN & PROFILE**

Computer/Coach Car

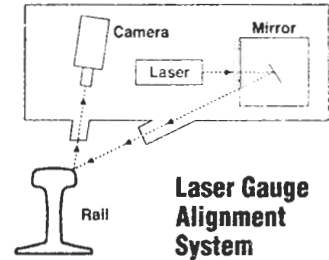
- 1. Observation Area
- 2. Computer Area
- 3. Dining Room
- 4. Kitchen
- 5. Bedrooms
- 6. Shower/Spare Bedroom
- 7. Workroom/Uninterruptible Power Supply
- 8. 20 kW Generators (2)

Ballasted Boxcar

- 9. Storage Lockers
- 10. Work Bench
- 11. Solid Ballast
- 12. 40 kW Generator
- 13. Fuel Tank

Instrumentation

- A) Surface Profile
- B) Laser Gauge
- C) Superelevation
- D) ALDS (Interrogator)
- E) Odometer
- F) Cameras
- G) Curvature
- H) ALDS (I/R Scanners)
- I) Laser Gauge Displacement Transducer



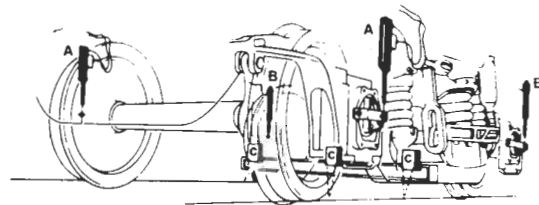
May 1989

operate without the ballasted boxcar for testing at passenger speeds. In addition, the ballasted boxcar of TEST III is 67 feet long, and has a fixed weight of 261,000 pounds.

Each TEST consist normally operates with a crew of two. The Track Geometry Supervisor performs scheduled operating and normal maintenance of the track geometry car, and evaluates and distributes test results. The Track Geometry Technician prepares, calibrates, operates and maintains the electrical and mechanical test equipment. While testing, the normal train consist is a locomotive, caboose, and the TEST cars. Railway officials responsible for the track being tested ride in the observation area where they can see first-hand the test results.

At the conclusion of a series of tests, data tapes are sent to CN Headquarters and loaded into a data base. Any report produced by the TEST car can be accessed by personal computers. Using this information, track maintenance planners can determine trends in track degradation and decide on the best use of personnel, material and funds. CN spends about \$300 million annually on track maintenance, and by combining many years of experience in track inspection technology with custom hardware and software to meet its specific needs, CN proudly claims that TEST is the most sophisticated in the world.

My thanks go to Michael Murphy, Project Engineer - TEST; Bill Lane, Manager - TEST; Supervisor Raphael Songui and Technician Donald Laroche for their help in gathering information for this article. Background information also came from Canadian Rail-#396 and CN Movin.



The drawing shows the location of sensors on the truck under the TEST car, (A) surface roughness probes, (B) superelevation probes, and (C) infra-red detectors.



TEST AT WORK

by DAVID STREMES

It's one thing to read about sophisticated equipment such as the TEST cars, but it is totally different to actually see this equipment at work. My interest in track geometry equipment goes back many years, but in the past I have only been able to see what equipment was outside the car. My first experiences with the TEST cars go back to 1985 when I saw the first TEST coach, and 1986 when I was given a quick tour of TEST II by Project Engineer Michael Murphy, outside of CN's Research Centre in Montreal. Each of the three TEST consists have been in Ottawa on shakedown runs and when TEST III was first in Ottawa earlier this year I met Michael again, who gave me a longer tour of the car, and explained some of its features. I also met Supervisor Raphael Songui and Technician Donald Laroche.

When I heard that TEST III would be testing from Ottawa to Brent and return in July, a request was made for permission to ride the train. With the necessary release in hand I arrived at Ottawa Station at 07:00 on July 25 and boarded TEST coach 15008. Roadmaster Ted Toonders introduced me to Track Engineer Bernard Michaud and System Supervisor Track Evaluation Serge Fournier.

It wasn't long before we were threading our way out of the station trackage, and up to track speed on the Beachburg Subdivision. As the TEST equipment is testing the track, the computer's synthesized voice calls out the mile posts, as well as any track defect information. From the observation area, track supervisors can immediately see where track defects are found. In addition, two printers are continuously producing the TEST Exception Report and the Priority Exception Report. Since a subdivision may be the responsibility of more than one Roadmaster, these reports are produced for each Roadmaster's territory. When testing is complete, the Roadmaster takes with him reports related to his section of track for action by his section forces.

As an initial part of the TEST program, a hi-rail truck travelled each mainline subdivision on the CN collecting information on such features as road crossings, overpasses, underpasses, switches, hot box detectors, etc. This information, combined with track information such as type of rail, gradient, curvature, etc. is used to create a track profile and stored in computer format. This information is used by the TEST software to identify and locate track features.

When the initial pass was made of the Beachburg Subdivision some of the mileposts were missed, and as we approached a location where the computer was missing the exact location, it gave out a warning to that effect. After the technician had pressed a button as we passed the milepost, the computer warned that the next milepost should also be verified. When it was verified, the computer's voice told us the number of inches that the odometer had been corrected! As more transponders are placed at the start of

subdivisions, there will be fewer cases where the odometer has to be updated manually.

Track profile information is displayed on the four monitors in the observation area, superimposed over views from five video cameras that capture views forward along both sides of the car, of each rail, and back along the track. The monitor that was across from me was showing the view forward, so I was able to spot some lineside features before we actually passed them. The monitor also shows features such as level crossings and bridges for about a mile ahead of and behind the current location of the car.

This section of the Beachburg Subdivision between Ottawa and Pembroke is the route of our "Autumn Valley Express" steam excursions behind 1201, and it was good to see that the track was in good shape for our upcoming October 1st trip.

Before long we had pulled up to the Pembroke station, where a brief operational stop was made, and I moved up to the second unit to enjoy another ride through Algonquin Park.

THIRD ANNUAL BRANCHLINE PHOTO CONTEST

Deadline - November 15, 1989

Open to all members and friends of the Bytown Railway Society Inc.

VALUABLE PRIZES: Grand prize - a two year subscription to **Branchline**, "Canada's Rail Newsmagazine";
Consolations - a one-year subscription

RULES: Submit a maximum of one (1) 8" x 10" Black and White glossy photograph for any one or all of the following categories:

- 1) Artistic use of poles and other objects.
- 2) Interiors.
- 3) Mountain Railroading.
- 4) Artistic.

Contest results including the showing of the winning photos will be in the January 1990 issue of **Branchline**.

All photos become the property of the Bytown Railway Society Inc., and as such may be used in future publications of the Society. When published, due credit will be given to the photographer. Photo submissions will not be returned following the end of the contest. All decisions of the judges are final.

MAIL your entries to Photo Contest, c/o Bytown Railway Society Inc., P.O. Box 141, Station "A", Ottawa, Ontario, K1N 8V1.

NOTE: **Branchline** editorial staff, their families, and the judges are excluded from participating.

TidBits

BY DUNCAN DU FRESNE

DOUBLEHEADING

A couple of issues back I said there would be more to say about the June 1989 Ottawa to Saint John trip with ex-CP 4-6-2 1201, and I wasn't wrong.

I have been prompted to clear up a misunderstanding with regard to the use of the diesel helper on the 300-mile 'deadhead' Ottawa and Megantic legs.

Jim Boyd, Editor of Railfan & Railroad, stated in the September 1989 issue that it was "diesels" after we left Megantic, on the deadhead trip home. Well, it wasn't - on two counts. First, it was diesel (singular), and second, while the purpose of having the diesel "helper" was to a) stretch out 1201's fuel and water range, and b) act as a buffer in the event of any altercation at a level crossing (at grade), 1201 was worked over the entire route. In fact, in the hillier sections, 1201 was worked hard in order to maintain a reasonable track speed as the (single) diesel-electric unit was not capable of handling the train alone and maintain the required speed.

How well does it work, you ask? Well, with a 500 to 600 ton passenger train behind her tender drawbar, on more or less level or moderately undulating main line track, with moderate curvature, in the warm seasons, at a road speed of 45 to 50 mph, and including 'average' standing ground time, 1201 consumes about five to six Imperial gallons of fuel oil per mile and about 50 to 60 gallons of water, or a rule of thumb ratio of 10 to 1. This can be increased easily if the fireman is operating at less than peak efficiency and/or the engineer fails to hook up the gear into the "company notch". Fuel consumption and water evaporation rates are very much "crew dependent". With a diesel helper these rates can be reduced by 50%, even with 1201 working hard for short periods.

How hard is the 1201 really worked when doubleheading with a diesel? Ideally, if the primary objective is to be attained, it is only necessary to work her hard enough to keep the relief valves closed. In other words, a throttle setting just above a "drifting throttle" or, as the road speed increases, just a notch more than that. It is important to keep the drifting valves closed so that the pistons are cushioned and the valves and pistons receive proper lubrication. The valve cutoff can be set at about 30%, which is what is used when operating alone on more or less level track with the above train weight.

The "doubleheading cock" on 1201's No. 8 ET brake stand is left in the "cut out" position, thus the engineer on 1201 has no control over train braking, however, every time the hogger on the diesel applies his automatic brake it is necessary for the hogger on 1201 to make an independent release to avoid overheated driving wheel tires.

Insofar as boiler pressure is concerned, we try to carry between 200 and 225 P.S.I.

(she pops at 250), not much different from normal.

One aspect of this sort of operation in 1989 that might cause grief, is trainline pressure. Many of today's diesel hogs have to be reminded that our equipment is set for 90 P.S.I. (passenger train standard), not 70, and they have to set their equipment up accordingly. Many know nothing about our 45 P.S.I. "signal line" pressure, and that is to be expected.

How well does this "abnormal" sort of doubleheading work? Perfectly, I'm happy to say! The radio is a big help of course. The diesel hogger can ask 1201 to work harder if and when it is necessary, and the 1201 crew can communicate with the diesel hogger when necessary. Where was train radio when I was railroading? It sure saves a lot of hand waving and second guessing.

In another TidBit, I'm going to talk about "real" doubleheading, the way we used to do it. All steam, doubleheaders, pushers, and no radios. How well did that work? - Well, some of the time, not too good.

Suffice to say, Jim Boyd's statement is somewhat misleading. 1201 was worked all the way to Saint John and back. East of Megantic she got worked a whole lot harder, that's all.

SUBSCRIPTION/MEMBERSHIP FEE TO INCREASE

Subject to member ratification at the October 3 meeting, the subscription/membership fee will increase by \$5.00 to \$27.00, effective with subscriptions/memberships expiring with the November 1989 issue (8911 on your mailing label). The cover price will increase to \$2.75.

Why a 23% increase in fees? The last fee increase, a modest \$2.00, was approved at the December 6, 1988 meeting and went in effect with the January 1989 issue. At that time we had budgeted for a 6% increase in our book rate mailing costs. On December 22, your Society, and hundreds of other organizations who mail periodical magazines, were informed by Canada Post that the Book Rate privilege would no longer apply to periodicals, effective JANUARY 1, 1989! Sadly, a journal edited and published by volunteers, could no longer receive subsidized postal rates.

Since January 1989, your newsmagazine has been mailed First Class, which represents an increase of 62% over Book Rate. Needless to say, we have experienced a considerable loss during 1989.

First class postage rates will be increased 3% on January 1, 1990, and costs for printing, paper, camera supplies, and the various supplies needed to produce Branchline have steadily increased in 1989 and are projected to climb in the area of 8 to 10 per cent in the next year.

During 1989 we modestly increased the number of photographs and quantity of text. This \$5.00 increase is designed to maintain at least the 1989 levels, and hopefully introduce slightly increased photo and text content in 1990.

Letters to the Editor

BYTOWN NOT A LOBBY GROUP FOR ANYONE: I must comment on F.H. Howard's "Letter to the Editor" which appeared in the September 1989 issue of *Branchline*.

If I read the letter correctly, Mr. Howard is both amazed and disappointed at the BRS position of (seemingly) accepting the doctrine of Transport 2000. He (apparently) feels that BRS should be "critical" of that doctrine and should not be a convert ("proselytizing") to it and, I surmise, BRS should say so.

Let me set the record straight. BRS is not and never has been a lobby organization. Transport 2000 is. BRS has no official position regarding the rhetoric of Transport 2000 or any other lobby group for that matter. BRS is not in any way affiliated with any lobby group and has a policy in place which prohibits such affiliation or any such lobbying action. Transport 2000 can state whatever it wishes and BRS will neither support nor criticize its position. It is not within the purview of BRS to do so.

The Bytown Railway Society Inc., received its Letters Patent on April 1, 1969, from the Federal Minister of Consumer and Corporate Affairs. The document states that the objects of the BRS are as follows:

a) to facilitate, aid and promote an interest in Canadian railway history and other related transportation and communications media;

b) to own, preserve, acquire, maintain and restore artifacts or relics relating to the history of railways and other related transportation and communication media, and assist companion organizations in any of these;

c) to purchase, lease or otherwise acquire any lands, buildings, easements or property, real and personal, which may be requisite for the purpose of, or capable of being conveniently used in connection with, any of the objects of the corporation;

d) to loan to interested parties for display purposes relics and artifacts relating to the history of railways and other related transportation and communication media;

e) to receive, acquire and hold gifts, donations, legacies and devises;

f) to do all such other things as are incidental or conducive to the attainment of the above objects.

If John Clark's articles, referred to by Mr. Howard, lean toward lobbying - in his opinion - so be it. Mr. Clark is not stating the official position of the Society. *Branchline* may, from time to time, carry articles of some controversy, but the opinions expressed by the writers are theirs and are not necessarily those of the editors or the Society's executive. We are very democratic that way!

Many thanks to Mr. Howard for his excellent and thought provoking letter. As for the reference to long time BRS member Doctor Robert Leggett, I think that he just might go from Sydney to Vancouver if there was only one through train a day, with or without sleeping car service and certainly without the pass! [signed Duncan H. du Fresne, Vice-President, Bytown Railway Society Inc.]

AGREES WITH MR. HOWARD ABOUT VIA, BUT TO A POINT: I have a number of comments with respect to F.H. Howard's recent letter about *Branchline's* approach to Canada's passenger rail situation.

Mr. Howard's opinion does have merit but, like his hero Jack Pickersgill [former Minister of Transport and the first Chairman of the Canadian Transport

Commission, the precursor of the National Transportation Agency ... Ed.], he obviously feels more than he thinks.

Running through his letter, I note the following:

The "serious student" does "deserve" to learn the information outlined (maintenance, savings, operating charges, etc.). However, the "serious student" would realize that this information is readily available in operating manuals, reports and similar publications of a technical nature, and not in a publication such as *Branchline*, which is geared toward entertaining, for lack of a better word, and providing general information.

Passenger train support is not "all sentiment and emotion", sorry to say. There are actually parts of Canada that rely on the passenger train for a connection to the outside world. Parts of northern Ontario and Quebec as well as British Columbia come to mind. Further, there are those users of public transport who cannot afford the cost of an airline ticket or the time consumed by taking the bus.

Like Mr. Howard, I do not go along with mass support for Transport 2000's doctrines; if I did, I would join. That they offer no hard facts in support of the passenger train reflects the fact that none exist. Maybe they should do a proper study. The government's assertion that 3% of the population use trains and buses while 9% use planes is derived from the last Stats Can census which asked Canadians if they had taken a train, plane or bus since the last time they were asked; hardly the information upon which to base service cuts or increases, for that matter.

If properly operated, there would be a future for the passenger train in Canada. There is, after all, no more economical way to transport large numbers of people. Planes and buses consume more fuel (therefore polluting more) and buses are more labour intensive.

I think that it is important to realize how I define what "properly" is. It means, for instance, the elimination of excesses and extravagances. For example, consider the following:

* CN operated a nearly identical Maritime service to VIA yet they did it with three managers. Why does VIA need twenty-five?

* CN operated corridor trains with 1 and 2 person snack cars providing food service. Why does VIA need to run IRC trains staffed with 1 attendant per 2 cars? On a ten car train between Montreal and Toronto, that means at least a staff of 6 (5 attendants and 1 On Board Services Manager).

* Eliminating free food on certain corridor trains, coupled with a slight decrease in outrageous prices, could better serve the hungry traveller while increasing revenue.

* Why does VIA continue to operate certain long distance trains ("Canadian", "Super Continental" for example) on a daily basis during off peak seasons? It would make more economic sense to run tri-weekly, cycling the extra train sets through a maintenance program, and saving operating costs.

* Offering 50% of one's fare back if a train is more than 15 minutes late should never have been started in the first place. A major department store will not offer to refund half of an item's purchase price if it is not delivered on time, why should VIA? The enactment of a VIA Rail Act, giving VIA the legal impetus to negotiate agreements whereby it pays for only the time that it uses CN's and CP's services, with incentives for on-time operation and penalties for running late, would do more to attract clientele

without depleting revenues.

* Then there's the whole question of equipment. New equipment is seen as the panacea but remember the IRCS. They were "new" a decade ago. If there is any new equipment the bugs should be worked out before it hits the system.

I would certainly welcome other comments and opinions and I certainly can't deny F.H. Howard his proper due for frankness and candour. [signed ... John Godfrey]

YES, THERE IS A ROLE FOR PASSENGER TRAINS: F.H. Howard, in his letter last month, states how "delighted" he is to join the BRS, and details for us his extensive credentials as rail fan and rail expert. His "enthusiasm" and "affection" for railroading, he writes, are "intense". He omits to mention, however, what he is enthusiastic or affectionate about; instead, he tongue-lashes BRS, Transport 2000, and all who dare let the past intrude on the present, in railroading or anywhere else. Passenger trains, he scoffs, are as useless as ox-carts.

Hmmmm. In the first place, Mr. Howard, I thought this was a hobby. No one's paying anybody to be in the BRS. If you reject so much of what it stands for, why did you join? Try the Rotary Club, or a round of golf with Mr. Pickersgill.

But that's not all. Who's the best judge of Canada's transportation needs? Not, of course, the dreamers who sigh for the vanished Golden Age of steam and varnish. But spare us too, those self-proclaimed hard-nosed business experts who presume their own superiority over anyone who lets his feelings show. "Bottom line" men, they: they've got the stats and data, and they know best!

No. Stats and data, just like emotions, can be manipulated towards the ends of those who use them. What we need for transportation in Canada is a new blend - of technology, and of vision. Technology to cope with our growing pains, and vision to see that the past has a place in the present, and both have a place in the future.

Passenger trains have a part to play in that future. [Signed Paul R. Sheppard]

TRANSPORT RESPONDS TO THE CHALLENGE: I want to thank F.H. Howard for his letter in the September issue which takes issue with Transport 2000's position on VIA Rail Canada. The questions he raises are good ones and we appreciate having the chance to respond to his challenge.

John Riley, Administrator of the U.S. Federal Railroad Administration, said in January 1988 that Amtrak's Superliner equipment reduced Amtrak's maintenance costs by 50% within a year.

Bi-level passenger cars would improve VIA's financial position in another way. More revenue would be generated per car mile and the capacity of bi-level transcontinental cars is, on average, 30% greater than VIA's single level cars. However, the bi-level sleeper with 44 berths has 90% more capacity than VIA's single level sleepers.

Amtrak estimates that the Superliners increased passenger traffic 37% to 47% on routes where they were employed. The improved results on the long distance services have helped Amtrak reduce its average per passenger subsidy to \$36 (Canadian) which compares favourably with the average subsidy to airline travellers (Dr. Wood, Canadian Institute of Guided Ground Transport, estimates the average airline subsidy is \$35 per passenger).

Mr. Howard asks how much CN and CP charge VIA. In 1989, VIA forecasts to pay CN and CP \$92 million for transportation expenses, of which \$23 million is for

crews, \$42 million for use of roadway and track, \$19 million for incentives, and \$8 million for other expenses. VIA also pays about \$21 million per year to CN and CP in expenses which are not allocated to specific train services. The payments to CN and CP account for about 13% of VIA's expenses. In our business plan, we proposed that VIA pay for avoidable costs plus use incentive payments to negotiate service and schedules. Under the Amtrak scheme the base rate is lower and the incentive portion is higher. Amtrak has found this a satisfactory way to negotiate with railways.

In developing our plan, we were aware of the need to have our freight railways in healthy financial shape. The railways do stand to lose if VIA is cut, and this at a time when freight revenues are being affected by a recession. If VIA were shut down, CN and CP would lose \$113 million in annual revenue, but it would take a number of years before the full savings of not having passenger service could be realized.

Transport 2000 has not claimed that it had an endorsement from Bytown Railway Society. That is up to the Society.

Mr. Howard concludes by saying that, "Passenger train support is all sentimental and emotion." I agree there is an element of emotion but there are also rational arguments in favour of a role for passenger trains in a balanced transportation system. Trains and buses are low polluting alternatives to air and road expansion.

And what about Canadian's love affair with the automobile? Is that rational? On average, 4,000 Canadians are killed, and 200,000 more are injured, in motor vehicle accidents each year.

Having said all this, I might be accused of being romantic about trains. I simply want my asthmatic son to be able to breath air that is not polluted by automobile exhausts. I want my aging parents in Saskatchewan to enjoy a mobile life style. I want disabled people to have access to transportation services. If that makes me romantic, so be it. I am in good company with the 79% of Canadians opposed to cuts in VIA service. [signed ... Darrell Richards, President, Transport 2000 Canada]

VIA AND TRANSPORT 2000 DERIDE PLAN TO ABANDON LINE: A total of \$68 million has been approved to construct a 1.6-kilometre section of Ottawa's bus transitway between Riverside Hospital and Billings Bridge. Of that amount, some \$20 million will be required to relocate a portion of CN's Beachburg Subdivision, which hosts 10 VIA trains a day (four Toronto trains and the 'Canadian' each way).

The Citizens for Ottawa Planning, a group of Alta Vista residents, has advocated that the costs can be trimmed by \$18 million if the line were abandoned and the trains routed through Walkley Yard and through the east-end industrial area to enter Ottawa Station from the east end, thus rendering Ottawa Station stub-ended.

A VIA Rail spokesman said the group's proposal would undermine VIA's schedules. "Our right-of-way now provides the best possible route between Ottawa and Toronto, and it's the best possible option for any future Ottawa-Toronto service."

A Transport 2000 spokesman indicated that if the plan was ever seriously considered, it would end up costing taxpayers a lot more than \$18 million. (The Ottawa Citizen, 15/08/89)

CAN YOU SPARE A ...? Canadian Tire money is eagerly sought to help defray the society's restoration expenses.

TRIALS AND TRIBULATIONS OF THE "TRAIN DE BANLIEUE"

By RON RITCHIE

Until Wednesday, June 21, 1989, commuter train service on the CP Rail line between Montreal and Rigaud, Quebec, was predictable, perhaps even "hum-drum". Assignments of equipment were fixed and motive power could not become bizarre with only seven ancient FP7As on the roster of the Société de Transport de la Communauté Urbaine de Montréal (STCUM). Granted, a CP Rail RS-18u class rebuild (1800 series) would occasionally appear, but this only occurred when more than one of the STCUM units was out of service. The rolling stock assigned to the majority of trains were cars of the ex-CP 800 series, built in 1953, of which the STCUM has forty in their roster. The odd coach, 840, an ex-CP lightweight numbered 1700, was never operated to my knowledge.

The nine 900-series double-deck cars were operated in two sets, four and five cars respectively, on the so-called "yo yo" services such as quick turnaround rush hour assignments and the off hour service.

It was known that the STCUM was considering an increase in the frequency of the service on the Montreal-Rigaud line and, as well, from time to time politicians would mention the desirability of inaugurating a new service linking Montreal with the communities on the south shore of the St. Lawrence River, such as Chateaugay. There was once such a service, provided by the New York Central Railroad, but this was discontinued in the mid-1950s. Vehicular traffic on the South Shore bridges is far greater than their capacity in rush hours, particularly the Mercier Bridge which is the direct link to Chateaugay. A rail service would surely be well patronized.

In this scenario, then, the STCUM in 1988 ordered twenty-four new commuter cars from Bombardier to be assigned to the Montreal-Rigaud line. The intent was (and is) that these would release the 41 - 800 series coaches for rebuilding into push/pull equipment, like the new Bombardier cars, and to use them for additional Lakeshore service as well as on any new service such as that to Chateaugay.

In the spring of 1989 the Bombardier cars were starting to arrive. The order included eight control cars (Nos. 701 to 708) and sixteen straight coaches (Nos. 720 to 735). It was evident that these new cars were not being put into service upon receipt and, since they would initially be replacing existing equipment with no increase in the number of trains, shortage of motive power was not the cause. Still, by the second week of May, all 24 cars were seen stored at Glen Yard in Montreal.

Finally during the second week of May, matters were clarified. Work Extra 1300 was observed on the M&O Subdivision between Hudson and Rigaud, conducting tests. Between the

locomotive and cars could be seen a CP Rail flat car with a container on it. From the container was issuing a plume of smoke. Yes indeed, the new cars were not being used because they require a source of 480 volt power and the old FP7As certainly can't provide that. So a Rube Goldberg invention of a diesel generator in a container on a flat car came into being. There was only one problem - the generator and its moorings could not stand up to the rigours of train travel and during these tests the generator threatened to disembark, or at least to disassemble itself.

What to do? It was obvious that a source of ready made generators had to be found so that the 24 new cars could be utilized. Recourse was had to VIA Rail who responded by leasing F40PH-2 No. 6422, followed by LRCs Nos. 6903 and 6912. No. 6422 inaugurated 'Bombardier' service on 10-car Train 19 on Wednesday, June 21, 1989, returning the next morning as Train 14.

The two LRC units arrived on July 14 and commenced operations with the other two sets of new cars. All weekend trains became Bombardier-equipped.

Initially all was well, but it took little time for the LRC units to act up with the result that an FP7A unit was added to the LRC equipped trains. They were operated doubleheaded with the LRC unit next to the train, supplying power only, and with the FP7A doing the hauling. On August 11, Train 20 was observed with CUM 1303 and VIA 6903, while Train 26 had CUM 1300 and VIA 6912. The 6422 continued to haul its 10-car train unassisted.

With the inauguration of the new equipment, the following trains were involved Monday to Friday: Nos. 10, 11, 12, 13, 14, 15, 17, 19, 20, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33. Trains 16, 18, 21 and 23 continued to use conventional 800 series coaches and Trains 211 and 212 used eight or nine of the doubledeckers.

What of the future? Seven former VIA Rail steam generator units have been obtained and are being converted into Auxiliary Power Units by CN. In addition, four retired GP9 road switcher units have been secured from CN and will be refurbished by CN for the STCUM.

Meanwhile, with the August 15 lease expiry on the VIA units running out, a further test train was observed during the week of August 7, handling a newly designed generator/container/flat car which will, with a few sisters, serve as temporary APUs until the permanent ones are available, reportedly early next year.

Several of the 800 series coaches are in the hands of SEPTA Rail in Ville St. Pierre (west of Montreal) for refurbishing, etc., described above.

Just a word about the new Bombardier coaches. From the exterior, they have a



STCUM's somewhat shabby FP7A 1303 (ex-CP 4073) awaits the afternoon commuter rush at Glen Yard on September 6, 1989, two miles west of Windsor Station. Tucked in behind her is a temporary auxiliary power unit on CP container flat 521497. Photo by Ross Harrison.

distinctly Japanese look. They are quite handsome and the paint scheme (blue and grey/white) is, in the view of this writer, striking. The interior has seating five abreast (two and three) with all seats in one half of the car facing one way and the remainder, the other. Seating capacity is 131 in coaches and 129 in control cars. The aisle is quite narrow. They are air conditioned with fluorescent lighting and with a public address system. The design is similar to that of the several hundred coaches built by Bombardier for various transit authorities in the United States. They most closely resemble those of the Southeastern Pennsylvania Transportation Authority (SEPTA) with the doorways modified to accommodate stair wells and certain other modifications required by federal regulations. Altogether a very comfortable and well built piece of equipment.

On Tuesday, August 15, 1989, the three VIA leased units were returned to their owner.

Effective that evening, the consists were as follows:

The yo-yo trains and weekend service reverted to the two train sets of double deck equipment, four and five cars respectively.

Trains 211 and 212 between Montreal and Rigaud reverted to ten conventional 800 series coaches.

Trains 14 and 19 continued to use the new Bombardier equipment with a temporary auxiliary power unit consisting of a generator mounted in a container on CP Rail Container Flat No. 521497. This is marshalled between the ten passenger cars and the FP7A diesel unit.

The remaining Bombardier equipment (14 cars) was tied up at Glen Yard until further temporary APUs could be produced.

By September 8, the availability of additional temporary APUs resulted in the return of the stored Bombardier equipment with the doubledecker cars returned to Trains 211 and 212.

Unlikely mates! STCUM FP7A 1300 powers train 24 away from Dorval, Quebec, on August 15, 1989, with leased VIA LRC 6912 tucked in behind being operated as an auxiliary power unit. After arrival in Montreal, 6912, sister 6903, and F40PH-2 6422 were returned to VIA. Photo by Ross Harrison.



REBUILT EQUIPMENT UNVEILED

In 1985, Ontario Northland purchased 20 single level commuter cars from GO Transit for eventual conversion to mainline cars. In addition, seven former Milwaukee Road 'B' units were acquired for conversion into Auxiliary Power Units (APU) to provide head-end power. Work proceeded slowly at first. The interiors of a few of the GO cars were gutted, and one of the 'B' units was stripped down to its frame members, but progress was slow as this work was done only as time permitted. Work swung into full gear in 1987. Some of the coaches were sent to Cochrane for stripping, and by early 1989, one APU (No. 202) and three cars (coaches 600 and 602, and snack car 702) had been completed at the North Bay shops and added to the consist of the Cochrane-Moosonee trains. Since then, one more coach has been completed and put in service, and with rebuilding in full swing, the ONR expects to complete about four cars per year.

During the rebuilding process, the wide double-stream doorways at one end of each car were filled in, and new ends and diaphragms installed. The main 480 volt power conduit has been placed on top of the roof.

The cars were refitted at a cost of about \$1.5 million each, and have totally new heating, ventilation and air-conditioning systems, as well as facilities for the disabled. The seat spacing (each coach seats 57 passengers), upholstery and interior decor are designed to make travel more relaxing and pleasing to the passengers.

Plans currently are to have a total of 16 coaches, 1 cafeteria car, 2 snack cars, and 1 snack/entertainment car, in addition to 3 APUs. While this project will provide the railway with modern passenger equipment, Ontario Northland is also hoping that it will open the door to sales.

FIVE ARRIVALS AT VANCOUVER STATION ON ONE DAY: On August 11, the CN/VIA Station in Vancouver, B.C., witnessed the arrival of five passenger trains, likely the busiest day in some 20 years.

In addition to the three regular Friday arrivals (No. 1 - 'Canadian', No. 3 - 'Super Continental', and No. 103 - 'Rocky Mountaineer'), Amtrak operated an inspection train consisting of Amtrak F40PH 316, Amtrak Inspection Car 10001 - 'Beech Grove', and Burlington Northern Business Car BNA-4-'Yellowstone River'. The special arrived at 15:50 and departed for Seattle the next day at 10:00. Several Washington State politicians have been pushing for the reinstatement of Amtrak's 'Pacific International' between Seattle and Vancouver.

As well, a 10-car Association of American Railroads OT General Committee Special Train arrived from Calgary at 21:15 after touring the new Rogers Pass line. The train consisted of:

CP SD40-2Fs 9016 and 9007
 CN Crew Car 15162 - 'Coureur des Bois'
 C&NW Head-End Power Car 490 - 'Oak Creek'
 C&NW Sleeper 411 - 'Lake Geneva'
 C&NW Sleeper 412 - 'Lake Forest'
 VIA Tempo Coach 352
 C&NW Full-Length Dome 421 - 'Powder River'
 C&NW Diner 450 - 'Cedar River'
 DRC Diner 7891 - 'Maroon Bells'
 DRC Lounge-Dome 3363 - 'Silver Queen'
 CN Track Inspection Car 15050 - 'Sandford Fleming'.

The Denver Railway Car Company (DRC) cars originated in San Antonio, Texas, and joined up with the Chicago & Northwestern cars at Chicago. The seven cars operated as a SOO Line passenger extra from Chicago to Emerson, Manitoba, and as a CP passenger extra to Calgary. The two CN cars were deadheaded from Montreal to Toronto on VIA Train 59, and then to Calgary on VIA's 'Canadian'. VIA coach 352 has been leased to CP at Golden, B.C., for Rogers Pass trips.

The complete inbound train departed Vancouver early the next morning. (Bruce Chapman and John Cowan)

LRT STATION OPENED: Edmonton Transit's Grandin LRT station at the Government Centre opened for service on September 2. (Mark Walton)

PHOTOS ON PAGE 19 ->

TOP LEFT: Ontario Northland coach 602, recently rebuilt from a former GO Transit coach, is part of the consist of the "Little Bear" at Cochrane, Ontario, on June 18, 1989. Twenty GO Transit coaches were acquired in 1985 for conversion to long distance configurations. Photo by Frank Vollhardt, Jr.

TOP RIGHT: Ontario Northland Auxiliary Power Unit 202, formerly Milwaukee Road F7B 114B, at Cochrane, Ontario, on June 19, 1989. Note the fluted siding to match the former GO Transit coaches. Photo by Frank Vollhardt, Jr.

CENTRE: VIA Rail coach 8117 (ex-117, nee CP 117), recently converted to 'HEP', arrived at the National Research Council's Climatic Engineering Facility near Ottawa Airport on August 30, 1989, to undergo low temperature testing. Photo by David Stremes.

BOTTOM LEFT: Former Grand Trunk 2-6-0 No. 713, a longtime resident of the National Museum of Science and Technology in Ottawa, suns herself at her new home, the Canadian Railway Museum in Delson / St-Constant, Quebec, on April 29, 1989. Photo by John Godfrey.

BOTTOM RIGHT: The 'inspection' end of CN's recently-completed TEST III set at Walkley Yard in Ottawa, Ontario, in May 1989. The 67-foot ballasted box car is numbered 15007; former VIA "Cape Rosier" carries number 15008. Photo by David Stremes.



**Photo
Page**



NTA Decisions



PERMISSION TO ABANDON FORMER INTERURBAN TRACKAGE: Canadian Pacific has received permission to abandon the operation of that portion of its Simcoe Subdivision from a point within the City of Brantford, Ontario (mileage 19.4), to a point within the Town of Cambridge at mileage 0.8 of its Waterloo Subdivision.

During 1987, the line recorded an actual loss of \$313,176, with all of the business involving inbound loads at Paris.

The Simcoe Subdivision is part of the Lake Erie and Northern Railway, which was built between 1912 and 1915. On December 1, 1914, it was leased to Canadian Pacific for a period of 999 years. Although the LE&N is remembered as an interurban operation - prior to dieselization in the early 1960s - it was originally conceived as a steam powered railway and indeed, arrangements were made accordingly for the acquisition of water from the GTR at Port Dover (its Lake Erie terminus), the City of Brantford, and the CPR at Galt (now Cambridge), its northern terminus. Sometime prior to the inauguration of service, however, the decision was made to electrify the road. The move may have been in response to a prevailing Provincial policy aimed at encouraging the use and development of hydro-electric power.

The Waterloo Subdivision was built in 1894 as part of the Galt, Preston and Hespeler Street Railway, subsequently becoming the Grand River Railway Company prior to its lease to Canadian Pacific on June 1, 1908. Aside from its interurban origins, the line is notable for the fact that the acquisition of one of its older corporate constituents - the Berlin, Waterloo, Wellesley & Lake Huron Railway - marked Canadian Pacific's official entry into the electric railway world.

The proposed abandonment will eliminate direct CP service between Brantford and Cambridge but will not affect CP operations from Cambridge to Hespeler, Kitchener or Waterloo nor south from Brantford.

CP's application to abandon the trackage was hotly contested by several shippers as well as Mr. Gord McQuat, President of the Ontario Locomotive and Car Company (OLC) who has intentions of establishing a tourist operation over that portion of the line which is adjacent to the Grand River. According to a submission filed by McQuat, this would include some 6.7 miles of the Simcoe Subdivision trackage north and about 1000 feet to the south of Paris. McQuat also indicated that he would arrange for the construction of a connection with CN's Dundas Subdivision at Paris.

At the moment, however, OLC is not in a position to purchase the trackage as it is still awaiting legal railway status. Documentation has, however, been filed with the Ontario Government and a Private Members Bill has been submitted for passage.

Although unable to satisfy OLC's request for a stay of abandonment, the NTA has recommended that CP and OLC proceed with preliminary discussions which could facilitate

the sale to OLC of a segment of the Simcoe trackage, facilities and property on or before the date for abandonment of the operation.

The abandonment is effective one year from the date of the order. (02/08/89 and Wilson, Donald M., The Ontario and Quebec Railway, Mika, 1984.)

PERMISSION TO ABANDON WESTERN ONTARIO LINE: Canadian National has received permission to abandon its Forest Subdivision between Forest Junction (formerly St. Mary's Junction), located on CN's line between Stratford and London, and Lucan (mileage 15.5).

In 1987, the Forest Subdivision handled 74 carloads, a decline of approximately 75% over the previous year's performance. The reduction has been attributed to a 15% increase in freight rates which resulted in a loss of business to the Maritimes and Quebec for one of the line's principal shippers, W.G. Thompson and Sons. Notwithstanding the loss in business, however, the line had been incurring substantial annual losses in the years prior to the rate increase.

The abandonment takes effect on January 1, 1990. (11/08/89)

PERMISSION TO ABANDON PRAIRIE LINE: Canadian National has received permission to abandon its Inwood Subdivision (Manitoba) from Grosse Isle (mileage 0.5) to Fisher Branch (mileage 72.0).

The line has existed on borrowed time for a number of years. Indeed, abandonment from Grosse Isle as far as Hodgson - a distance of 80.89 miles - was first proposed in 1963 but the line was protected under a Prohibition Order until January 1, 1980.

With the removal of the Prohibition Order, permission was received to abandon that portion from Fisher Branch to Hodgson on March 16, 1982 with the Prohibition remaining in effect on the balance of the line. In 1988, the protection afforded by the Prohibition Order was removed thus clearing the way for abandonment. (14/08/89)

PERMISSION TO ABANDON BEETON SPUR: Canadian National has received permission to abandon that portion of its Newmarket Subdivision (Ontario) which is designated as the Beeton Spur.

The trackage runs between Beeton (mileage 58.75) and a point near Barrie (mileage 77.10) and also includes the Alliston Spur between mileage 0.00 and mileage 5.52.

During 1987, the trackage had an actual loss of \$117,736. There has been no traffic over it since 1986 when a total of three carloads were handled.

Previously known as the Beeton Subdivision, the line was built by the Hamilton and North Western Company (incorporated in 1871-2 "to build from Hamilton to the Township of Tay, with extension to Lake Nipissing" - and opened for traffic in 1878. It was absorbed by the Grand Trunk in 1888.

In its original form, the Beeton Subdivision ran northwards from Hamilton passing through Georgetown, the Caledon Hills, Tottenham and Beeton before terminating in Barrie on the shore of Lake Simcoe.

Two segments of the line have already been

abandoned. In 1975, permission was granted to abandon the Georgetown to Cheltenham portion while in 1984, permission was given to abandon that portion between Cheltenham and Beeton. Following the second abandonment, CN received permission to downgrade the status of the line from "subdivision" to "spur".

Although it was determined that the abandonment would have little impact upon area shippers, the removal of trackage between Beeton and Barrie or Beeton and Alliston could impact severely upon the South Simcoe Railway Heritage Corporation which is headquartered in Tottenham. According to a spokesperson for the organization, the SSRHC has asked the Township of Tecumseth to preserve the railway right of way as a designated corridor and to leave the tracks in place for use by the tourist railway corporation. Ideally, the SSRHC would like to maintain the Alliston route which closely parallels CP's MacTier Subdivision adjacent to the main spur into the newly-built Hyundai plant there. With little effort, an interchange track could then be built. If the SSRHC loses the rail connection it will become landlocked, meaning that any acquisitions or disbursements of rolling stock would have to be made by truck. (15/08/89)

ABANDONMENT OF MIXED TRAIN MEANS END OF CANADIAN NATIONAL PASSENGER SERVICE: Canadian National has received permission to discontinue the operation of Mixed Train Nos. M289/M290 between Edmonton and Waterways, Alberta.

Operating once a week over the former Northern Alberta Railways which was purchased by CN in 1981, the service average 0.83 passengers per trip during 1988, resulting in an actual loss of \$299,925.

Known in local parlance as the "Muskeg Mixed", the train will cease operation on October 31, 1989. Passenger rail service between Edmonton and Lac La Biche has been offered since 1915, initially by the Edmonton, Dunvegan and British Columbia Railway. Subsequently, the operation fell to the Alberta and Great Waterways Railway who extended the line and the service northwards to Waterways in 1921. In 1930, control passed to the Northern Alberta Railways which was jointly owned by CN and CP Rail until CN purchased the line on January 1, 1981.

Aside from its local significance, the discontinuance is of national importance in that it represents the last passenger train service in Canada to be financed by Canadian National. CN still fields passenger trains but they belong either to VIA Rail Canada, the Ontario Northland Railway or GO Transit, or the service is operated under contract to the local municipality (Montreal - Deux Montagnes for the Montreal Urban Community Transit Corporation).

Interestingly Coach 4977 (CC&F, 1924), owned by the Bytown Railway Society Inc., and at one time assigned to the Montreal commuter pool, spent its last months of revenue operation on the "Muskeg Mixed" prior to being stored serviceable at CN's Point St. Charles Yard. Indeed, it is because of its northern service that the car boasts wash room and toilet facilities - a rarity for cars in CN's Montreal suburban service. (18/08/89)

Along the Right of Way



MAJOR DERAILMENT: A stolen flatbed truck loaded with scrap metal 'got hung up on the rails' and was abandoned on CN's Oakville Subdivision in Burlington, Ontario, in the wee hours of September 5. It was hit by a 2-unit, 10-car deadhead fast-moving GO Transit train to Hamilton. All equipment was derailed and both main lines were blocked, cancelling GO service west of Oakville West for the day. VIA trains were routed around the derailment over the Weston and Halton Subdivisions. The line was reopened almost 24 hours after the collision. Fortunately no injuries occurred.

The train consisted of GP40-2(W) 706, 10 doubledeck coaches, and F59PH 526. Coaches 2211, 2212 and 2217 suffered the most damage. (Tom Henry)

DOWNTOWN EDMONTON YARD ABANDONED: On July 15, 1989, the interchange between CN and CP in Edmonton moved from the 104 Avenue and 110 Street location to East Edmonton. Since then the downtown Edmonton City Yard has been closed down, and the land between 105 and 116 Streets will pass to the City of Edmonton.

The main line Edson Subdivision will be abandoned between mileages 0.0 and 1.24, thus cutting the loop which passenger trains used to run through the passenger station. Track between mileage 1.24 and 3.90 has become a spur.

Effective September 3, VIA's westbound "Super Continental" must back out of the station to East Junction (3.4 miles) before heading west through Calder Yard. The eastbound train backs into the station from East Junction. The back-up moves have added some 25 minutes to the schedule. (Geoffrey Peters and Un-Named Edmontonian)

CP Rail

RIDE QUALITY TESTS: On August 22, GP38-2 3078 powered a test train consisting of a five-pak of spine cars, National Research Council's ex-CP Dynamometer Car 62, a three-car double stack set and a caboose. Controlled ride tests were conducted on continuous welded rail between mileage 103 and 108 on the Winchester Subdivision. After a power switch to RS-18u 1846, further tests were carried out on jointed rail between mileage 23 and 27 of the Carleton Place Subdivision.

The following day, truck stability tests were carried out on three empty 50-ton container flat cars on the Winchester Subdivision, with two instrumented cars ahead and one behind Car 62. (Ross Harrison)

OUCH: On August 29, GP38-2s 3102 and 3067 and three empty grain hoppers were derailed when the train was broadsided by a truck at Pivot, Alberta, mileage 42.5 of the Burstall Subdivision. (Bruce Chapman)

Trackside Guide update**MOTIVE POWER NEWS**

INCLUDING EQUIPMENT ITEMS

Many thanks to Garry Anderson, Bruce Chapman, Hugues Bonin, Paul Crozier Smith, Richard Isles, Ken Jones, Bill Linley, Pierre Alain Patenaude, David Stremes and Mike Tessier.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1989 Canadian Trackside Guide, eg. (p1-78).



NEW ARRIVALS: SD60Fs 5524 to 5529, the first 6 of 40 (5524 to 5563), were delivered by Diesel Division - General Motors on August 31. All will be based at Calder Yard in Edmonton.

RETIRED: (33 units on June 7) -
 (p1-12) RS-18s 3122 and 3123;
 (p1-14) RS-18s 3616, 3623, 3656, 3679, 3688 and 3733;
 (p1-16) GP9s 4272, 4331 and 4530 (to be remanufactured into GP9u 4128, 4127 and 4124 respectively);
 (p1-23) SW8 7151 (last of 34);
 (p1-25) SW9 7702;
 (p1-26) SW900s 7901-7904, 7910, 7920, 7933, 7937-7939, 7941 and 7945 (only 4 remain);
 (p1-27) S-13s 8500, 8505, 8507, 8509 and 8516;
 (p1-29) FP7Au's 9153 and 9172;
 (p1-29) F7Bu 9191 (only 2 remain).

GONE STATESIDE: Retired SW900 7902 (GMD Serial A563, built in 1953 as CN 7202) has been sold to the Port of Montana (Silver Bow, Montana) via CANAC.

CANAC has leased sister 7901 to Abitibi-Price in Alma, Quebec, while their former Asbestos & Danville S-4 No. 49 is overhauled. After the lease, No. 7901 will go to International Mill Services in Griffith, Indiana.

SOLD: CANAC has arranged the sale of retired CN SW900 7910 to Howe Sound Pulp & Paper in Vancouver, B.C.

RECAP OF UNITS STORED: Stored unserviceable are SW1200RSm's 425 and 426; SW1200RS's 1209, 1216, 1240, 1263, 1280, 1290, 1351 and 1380; RSC-14 1784; RS-18 3689; GP9s 4230, 4255, 4258, 4316, 4426, 4460 and 4497.

Stored serviceable (with many not to be recalled) are RS-18s 3100, 3102-3103, 3107, 3111, 3119-3120, 3624, 3629, 3631-3632, 3636, 3639-3640, 3642-3644, 3651, 3655, 3659, 3661, 3665, 3668, 3671, 3673, 3677-3678, 3682, 3704, 3739, 3744 and 3832; M-420(W)s 3509, 3517, 3530, 3533, 3558, 3564, 3574 and 3579; GP9s 4247, 4308, 4310 and 4315; SW9 7704; SW900s 7907-7909; S-13s 8519-8522; F7Aum's 9100-9106 and 9108; F7Au's 9151, 9156, 9158-9161, 9163-9168, 9171, 9173, 9176 and 9177; F7Bu's 9190 and 9198; GP40s 9303-9305, 9308 and 9314; GP40-2L(W)s 9516, 9525-9526, 9539-9540, 9543-9544, 9547-9548, 9554-9558, 9560, 9569, 9571, 9575 and 9578.

CP Rail

REMANUFACTURED: (p1-50) GP9 8826 has been remanufactured into GP9u 8248, serial A1717. Due to the downturn in traffic, 8248 and recently remanufactured RS-18u 1868 have been stored.

SOLD: (p1-48) SW900s 6717 and 6718 have been sold to U.S. interests via M4 Holdings. Both headed south from Winnipeg via Burlington Northern.

RECAP OF UNITS STORED SERVICEABLE: GP7u 1505; GP9u's 1524, 1527-1528, 1530-1533, 1566, 1605, 1633, and 1691; RS-18u 1868; C-424s 4200, 4204, 4206, 4219 and 4245; C-630Ms 4500-4505 and 4507; M-630s 4508-4512, 4551, 4554-4556, 4558-4559, 4572 and 4573; M-636s 4721, 4723, 4725-4728, 4732-4733 and 4739-4743; GP30s 5000 and 5001; GP35s 5002-5006; SD40-2s 5565-5566, 5568-5570, 5572-5576; SW8s 6702-6703; SW900 6714; RS-23s 8022, 8024, 8027-8028, 8033-8034, 8041, 8043, and 8045-8046; GP9s 8617, 8666, 8680, 8696, 8809, 8816, 8822 and 8830.

Stored unserviceable are M-640 4744; SD40 5510; SW1200RS 8159; GP9s (for rebuild) 8673, 8676-8677, 8686, 8702, 8704, 8812, 8814 and 8826.

**RETIRED:**

(p1-63) FP9As 6510, 6519, 6530, 6536 and 6542;
 (p1-63) F9Bs 6612, 6619, 6621, 6624, 6636 and 6651;
 (p1-63) FPA-4s 6761, 6763-6765, 6767, 6768, 6771-6773, 6776, 6780, 6783, 6786, 6789 and 6793 (last one operated in early-May);
 (p1-64) FPB-4s 6860-6862, 6867 and 6871 (last one operated on July 25).

INDUSTRIALS AND SHORTLINES

FORMER IDENTITY DETERMINED: (p2-1) Fletcher Challenge Canada's SW1500 No. 1500 at their Crofton, B.C. plant, was formerly Southern Pacific 2663, serial number 4608-73, built in 1972.

NEW HOME: (p2-10, 2-17) A. Merrilees (dealer in Laval, Quebec) has sold ex-CP S-2 7016 (ALCO Serial 72827, built 9/44) to Ivaco Steel in L'Orignal, Ontario.

In exchange, A. Merrilees has acquired Ivaco's General Electric 25 Ton and 65 Ton units for sale to other parties. The smaller unit, appropriately numbered 25T (serial 27611, built 6/44), was formerly Chapman Valve & Manufacturing No. 1375. The no-number 65-tonner (serial 30807, built 2/51) came to Ivaco from Canadian Refractories in 1981.

(p2-16, 2-17) As well, Merrilees' ex-CP S-2 7062 (ALCO Serial 75545, built 11/47) has returned to their Laval facility after being on lease for several years to Canadian Pacific Forest Products (formerly Canadian International Paper) at La Tuque, Quebec.

(p2-8, 2-17) Merrilees has also acquired DBS Kscher Wyss (formerly Dominion Bridge, Lachine, Quebec) No. N16 (Serial 77600, built 10/52 as CN 8020).

TWO WHITCOMBS SCRAPPED: (p2-15, 2-17) A. Merrilees has scrapped former Elkem Canada unnumbered Whitcomb, Model 65DE19A (Serial

60440, built 4/44 as USA No. 8434). The unit had been stored at Elkem's Beauharnois, Quebec, plant.

Also cut up was DBS Kscher Wyss' Whitcomb No. N15 (Model 44DE22, Serial 60081, built 11/41). The unit, previously Missouri Pacific 806, came to the former Dominion Bridge plant in Lachine, Quebec, in 1958.

ON THE PRESERVED SCENE

PRESERVED CABOOSE DONATED: (p3-4) Former BC Rail wooden caboose 1821 has been donated to the West Coast Railway Association by the B.C. Transportation Museum at Cloverdale, B.C. For the present, the caboose will remain at Cloverdale.

WORK CAR ACQUIRED: (p3-13, 10-5) The West Coast Railway Association has acquired CN Work Car 60603. The car, built by Canadian Car & Foundry in 1919 as CN coach 5161, has been in work train service since 1964.

ADDED TO COLLECTION: (p3-5, 3-24) The Cranbrook Railway Museum (Cranbrook, B.C.) has acquired CP-built wood sheathed baggage car No. 100 from the Vintage Railway Society (Prairie Dog Central) in Winnipeg, Manitoba. This car will be part of a planned six car collection forming the "Soo-Imperial Limited".

The car was built by CP in their Angus Shops in 1913 as No. 4144, subsequently renumbered 4164. It was placed in work train service as No. 404904 in 1960.

REPATRIATED: (p3-52) Former Canadian National 4-6-0 No. 1521 has returned to Canada and is displayed at the Upper Clements Theme Park, 5 km west of Annapolis Royal, Nova Scotia. No. 1521 was built by Montreal Locomotive Works in 1905 (serial 30563) as Canadian Northern No. 213. It was renumbered 1274 by Canadian Northern, remained as 1274 when absorbed into Canadian National Railways and was renumbered 1521 in January 1957. In 1961, No. 1521 was sold to Andrew Maclean and displayed in Gravenhurst, Ontario. In 1965 it was acquired by the Ontario Government for the stillborn Ontario Science Centre display. In turn it was sold to an individual in Michigan in 1969.

Keeping No. 1521 company are four former CN steel box cars - Nos. 562678, 568717, 568934, and 575520.

MISCELLANEOUS

FOR REBUILD?: Early in August, former Milwaukee GE U30Cs 5651 to 5655 headed east on CN through Kingston, Ontario, enroute to GE Canada in Montreal for rebuild or for parts. All MILW markings had been painted over with most glass broken and "Scrap" chalked on some of the fuel tanks.

Also at GE Canada are former Western Pacific U23Bs 2252-2255, 2260-2262 and 2264.

GP40s to GP38s: Nine Helm-owned GP40s are presently at CN's Point St. Charles in Montreal for rebuild into 'GP38-2' units. Included are former SOO Line (ex-Milwaukee) 2017, 2029, 2037, 2040, 2044 and 2060; former Conrail 3060, and former Chicago North Western 5519 and 5530 (see Conrail 3030 and 3041).

PASSING THROUGH: Bangor & Aroostook SW9 No. 33 passed through Montreal and Toronto enroute to DeCoursey, Kentucky. The unit was

shipped for Helm Leasing to Corbin Railway Service Company.

NEW UNITS: On September 3, SSW GP60s 9641 and 9642, built at Diesel Division - General Motors in London, Ontario, were shipped west on CP Rail.

VENERABLE CRANE CUT UP: (p7-5) M4 Holdings (Edmonton, Alberta) has scrapped their Industrial Works crane No. 308702. The crane was formerly CN 50104, built in 1910, serial 1891.

PASSENGER CARS

WE WERE WRONG: (p4-20, 10-6) In the June 1989 issue, we reported that Canadian National coach 5095 had been placed in work train service after having served on the mixed train on the former Northern Alberta Railways out of Edmonton.

This report was somewhat premature - Coach 5095 is the No. 1 coach on once-a-week Trains M289/M290 and has never left the service of the Muskeg Mixed! Coach 5099 continues as the back-up coach. However, the National Transportation Agency has authorized the abandonment of the Muskeg Mixed, CN's last passenger train, as of October 31, 1989. One wonders what future awaits 5095 and 5099. See NTA Decisions for further details.

NEW PAINT SCHEME INTRODUCED: SOO Line SD40-2 772 and GP38-2 4436 have been repainted into a scheme not unlike that of majority owner CP Rail. The carbody is red, with a large slanted SOO in white on the middle of the long hood. Two white stripes wrap around the rears. A slanted SOO in white adorns the nose, set off by three white stripes, and road numbers appear in white on the cab. (Bruce Chapman)

TRAIN-WATCHING SPOT NOW OFF LIMITS: The veranda that runs the length of the Convention Centre in Toronto and affords an excellent view of the western approach to Union Station is no longer accessible. The entrance near the overpass to the CN Tower has been boarded up. (Hugues Bonin)

MISNOMER: Further to Page 26 of the July-August Branchline, CN's Dynamometer Car 15100 started life as Sleeping-Buffer Observation 1196 - "Atlantic", not "Pacific" which was sister car 1197. (George Horner) Speaking of the "Pacific", the now privately-owned car travelled from Toronto to Montreal on VIA Train 58, and then to Ottawa on VIA Train 35 on September 8. The car is usually stored at the Sanka Instant Coffee plant at Ajax, Ontario. (Ross Harrison)

ERRATA: The F40PH-2 unit derailed in the July 26th collision between the eastbound "Super Continental" and a dump truck at Chiliwack, B.C. was 6442 - not 6451 as reported last month. Also derailed were F9B 6610, baggage 9649, dayniter 5750, snack-coach 3226, Skyline dome 510, sleeper 1148 - "Escuminac", sleeper "14223 - "Chateau Rigaud", and sleeper 1130 - "Elrose". As of September 9, both 6442 and 6610 were stored in Vancouver pending repairs. (Geoffrey Peters and John Cowan)



REMEMBER WHEN?: Canadian Pacific P1e Mikado No. 5187 and almost-new G3g Pacific No. 2413 thunder out of Brownville Junction, Maine, in November 1943 with the first section of a troop train. To the right is an assemblage of water materiel likely headed to the port at Saint John, New Brunswick.

No. 5187 was amongst the last P1 Mikados to be cut up-hanging on until October 1961. No. 2413 was scrapped in November 1958. Collection of Douglas Haddow.

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