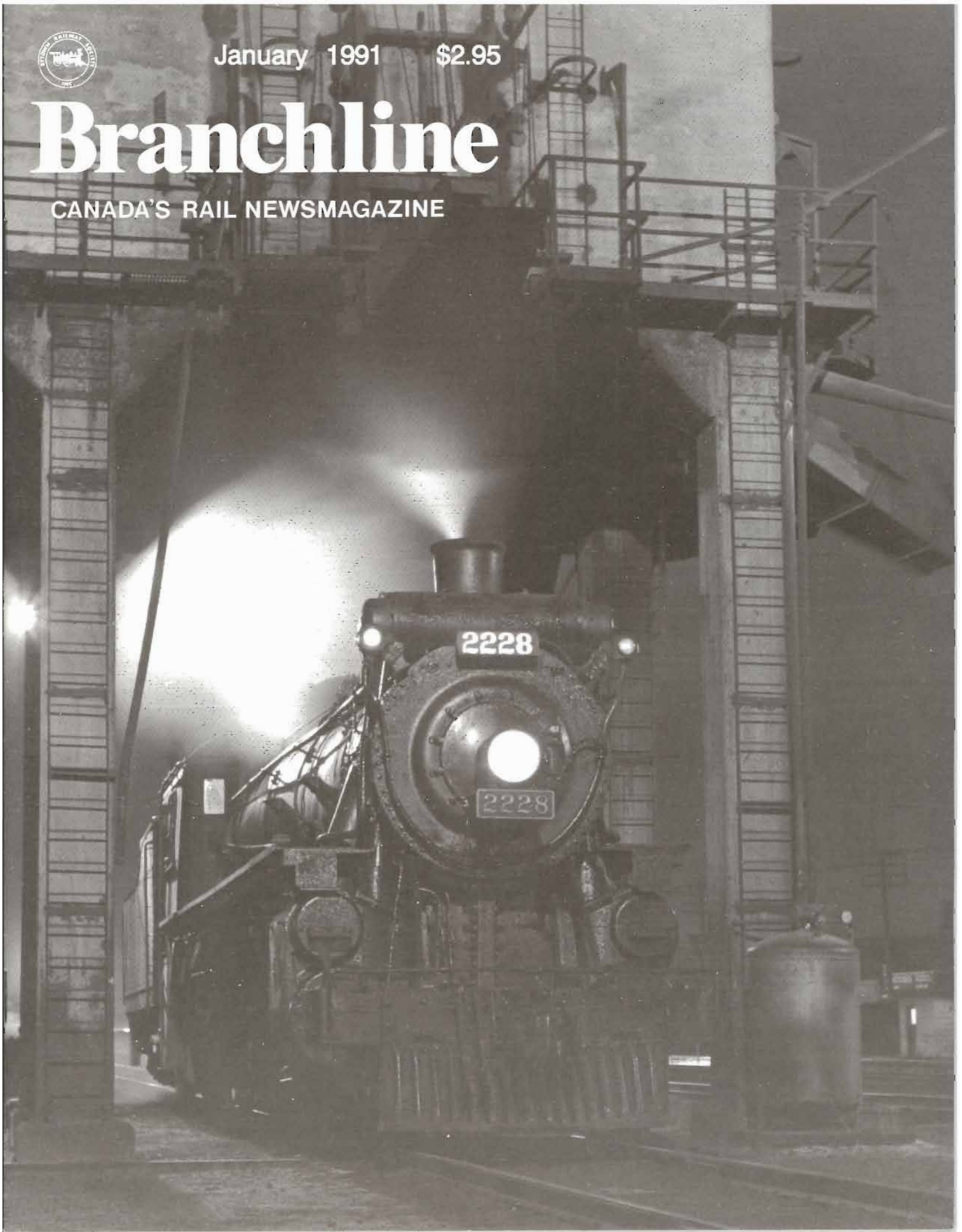




January 1991 \$2.95

Branchline

CANADA'S RAIL NEWSMAGAZINE



Branchline

CANADA'S RAIL NEWSMAGAZINE

Branchline is published by the Bytown Railway Society Inc., an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The Society operates without federal, provincial, or municipal grants. It owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

Branchline is published monthly (July and August combined). Opinions expressed in **Branchline** are those of the author concerned and are not necessarily those of the Society. Information contained in **Branchline** may be copied or used in other publications provided that the author and **Branchline** are credited.

Membership/subscription rates for any 12-month period (11 issues) are:

- \$30.00 for addresses within Canada;
- \$30.00 in U.S. funds (or \$34.00 in Canadian funds) for addresses in the United States;
- \$38.00 in U.S. funds (or \$43.00 in Canadian funds) for addresses outside North America.

Please direct all membership/subscription correspondence to:

Membership Chairman
Bytown Railway Society Inc.
P.O. Box 141, Station 'A'
Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9203 = expiry with the March 1992 issue). Notice of expiry will be stamped next to the address label on the second-to-last and last issues.

Articles, news items, letters, and photographs are welcomed and should be forwarded to one of the following:

Managing Editor and Motive Power Editor
Earl W. Roberts
33 Eastpark Drive
Gloucester, Ontario K1B 3Z6

News Editor
Philip B. Jago
1133 Elmlea Drive
Gloucester, Ontario K1J 6W1

Features Editor
David P. Stremes
214 Belford Crescent
Ottawa, Ontario K1Z 7B1

The editors thank all those who have contributed articles, items, and photos for this issue. As well, they acknowledge the invaluable assistance of:

Marthe and Jack Scott - Distribution
John Frayne - Memberships

For general information about activities of the Society, please call (613) 745-1201 (message machine).

Printed by Hunt Club Press, Ottawa, Ontario.



Tourist Railway Association Inc.

ON SHEET

Information Line	3
NTA Decisions	7
Tid Bits	8
Canadian Rail Operating Rules	10
1990 Black and White Photo Contest	12
Canada's Casey Jones	15
Down by the Shop	15
On the Origins of Caboosees in Canada	16
Letters to the Editor	18
Along the Right of Way	21
Motive Power Scene	22

NOTICE OF MEETINGS: Normally 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). However, due to the September 3, 1990, closure of the Museum for further major renovations, we will not be able to utilize their auditorium until late-spring 1991. NOTE: Our mid-month "informal slide nights" have been temporarily suspended.

Tuesday, January 15 - our Annual General Meeting, at which the executive for 1991 will be elected, is scheduled to be held in the auditorium of the National Research Council on Sussex Drive at 19:30. As we go to press, the location has not been confirmed - please call the Society's message machine at (613) 745-1201 to confirm the meeting location. NOTE: The meeting has been shifted to the **THIRD** Tuesday in January as the first Tuesday is New Years Day.

Have you considered letting your name stand for an executive position? Please let Nominations Chairman John Frayne know at 731-5185.

The meeting will feature a 25-year retrospective of the Society by Bob Meldrum. Ray Farand and David Stremes will be serving coffee and doughnuts for a small fee.

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.

COVER PHOTOS SOUGHT: The Publications Committee is looking for suitable front and back cover photographs for the **1991 Canadian Tracksides Guide**. Our preference for the front cover is for a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal shot that would, through cropping, lend to a vertical format. Deadline is our "Annual General Meeting" on January 15, 1991. If you have suitable entries and cannot attend the January 15 meeting, kindly forward them to our mailing address.

MEMBERSHIP FEE INCREASE: Effective with this issue, membership dues for the Bytown Railway Society Inc - including a subscription to **Branchline** - increased to \$30.00 to cover increased postage, printing and other production costs, plus the impact of the 7% Goods and Services Tax.

ARCHIVES: The Society maintains its archives at the National Museum of Science and Technology. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1.

COVER: Servicing Facilities Category winner, and Grand Prize Winner in the 1990 Black and White Photo Contest. **In from the Road** - Canadian Pacific's Class G1t 4-6-2 No. 2228 pauses beneath the coaling plant at Lambton roundhouse in the west of Toronto, Ontario, on November 6, 1959. Photo by James A. Brown.

- DEADLINE FOR THE FEBRUARY ISSUE IS JANUARY 12 -

Information Line

UTDC WINS L.A. CONTRACT: The Urban Transportation Development Corporation has won a contract to build 40 bi-level commuter coaches for the Los Angeles County Transportation Committee (LACTC). The contract amounts to \$51.4 million (US).

The bi-level coaches are similar to the ones presently operating on GO Transit, and will be constructed at UTDC's plant in Thunder Bay, Ontario. Delivery will take place within 18 months. UTDC officials are confident that an option for 40 additional cars will be exercised.

The contract was awarded to UTDC despite claims by a Japanese competitor that the evaluation process was flawed. The Japanese bid amounted to \$49.1 million (US), however, their coach would have fewer seats.

The coaches will be used for the reinstatement of commuter service over long dormant routes in six Los Angeles counties. The LACTC will be acquiring some 285 kilometres of track from the Southern Pacific Railroad. (Globe and Mail, 30/11/90)

FIRST 'CHUNNEL' CARS DEPART FOR BELGIUM: Three single-deck rail cars, the first shipment of 254 shuttle-train rail cars destined to roll through the tunnel under the English Channel, left Bombardier's La Pocatière (Quebec) plant on December 6. The cars were enroute to the Port of Quebec for shipment to Bombardier's plant in Zeebrugge, Belgium, for final assembly.

The cars are scheduled to begin service carrying passenger cars and buses through the 'Chunnel' in June 1993. The contract is worth about \$650 million for Bombardier and its European subsidiaries.

The order includes 108 single-deck carrier cars and 19 single-deck loading cars, each of which can hold five automobiles or one bus, and 108 double-deck carrier cars and 19 double-deck loading cars, each of which can hold a total of 10 cars. Each shuttle train will include 24 carrier cars and 4 loading cars.

A high-speed passenger train will also operate in the 'Chunnel'.

The cars in the first shipment are 26 metres long, 4.1 metres wide and 5.3 metres high. Special couplers and trucks were installed for the 100 kilometre journey from La Pocatière to the Port of Quebec. (The Gazette, 07/12/90)

DECISION OVERTURNED: One November 28, the B.C. Court of Appeal overturned a decision that gave two BC Rail unions the power to opt out of a collective agreement reached in September between BC Rail and the joint council of railway unions.

The next day, a lawyer for the United Transportation Union indicated that the ruling means that BC Rail and the two unions must go back to the B.C. Supreme Court to argue whether the unions can opt out of the contract.

The matter went to court after the joint council of unions at BC Rail ratified recommendations made by a special industrial-inquiry commissioner, although two unions rejected the commissioner's recommendations. The Supreme Court ruled that the commissioner had no authority to make binding recommendations for a contract and order a vote on them and so it upheld the right of the two unions to opt out of the deal. However, the Court of Appeal found the order granted by the lower court was too broad and directed the Supreme Court to revisit the matter with a narrower frame of reference.

BC Rail indicated the appeal decision means all of the unions are bound by the collective agreement. Union representatives do not believe the unions are bound by the deal. (The Vancouver Sun, 30/11/90, thanks to Dale Whitmee)

VANCOUVER SEEKS B.N. LINE: Vancouver is prepared to pay about \$5 million for a 2.5 kilometre stretch of Burlington Northern right-of-way for a future truck and bus only route.

The deal being worked out would give the city the cut from

the False Creek flats to Slocan Street along the Grandview Highway, except for the double-track BN railbed, which is also used by CN and VIA Rail.

The city has long eyed the cut as a potential truck route to the Trans-Canada Highway that would clear heavy vehicles from Grandview and other arterial routes. (The Vancouver Sun, 30/11/90, thanks to Dale Whitmee)

"ROCKY MOUNTAINEER" TO EXPAND FOR 1991: The Great Canadian Railtour Company Limited operated a 500-passenger excursion train ("The Rocky Mountaineer") once a week between Vancouver and Jasper, and Vancouver and Banff/Calgary (the train split or joined at Kamloops during the passengers' overnight stay in a hotel) from May to October 1990. The new private company purchased the route and 14 cars from VIA Rail Canada early in 1990.

For the 1991 season, the company will be boosting capacity to 600 passengers per trip, adding an open-air observation car to each train, and expanding service frequency by 50 per cent (from 20 departures to 30 departures between May 26 and October 10 - ie. three departures every two weeks).

The 1991 prices for the two-day, one way scenic railtour start at \$390 Canadian per person based on double occupancy. For further details, contact the Great Canadian Railtour Company Ltd., Suite 345 - 625 Howe Street, Vancouver, B.C. V6C 2T6.

NEW YORK TERMINAL OPERATORS ACCUSE CONRAIL OF BLOCKING OPPORTUNITIES FOR PORT EXPANSION: Were it not for Conrail, officials of the Port Authority of New York are convinced that the port could become the dominant maritime intermodal terminal on the North American east coast - effectively superseding the importance of Halifax and the U.S. terminals of Hampton Roads (Virginia), and Baltimore (Maryland).

The conclusion underscores earlier theories postulated in Branchline that, if CP Rail is successful in securing running rights over Conrail as part of its acquisition of the bankrupt Delaware and Hudson Railroad, then the whole eastern North American rail map might very well be re-written.

New York authorities accuse Conrail of failing to develop adequate port facilities and of not being interested in serving small operators. Modern facilities and new attitudes towards customers are what Conrail needs, they say, in order for New York to prosper. (Journal of Commerce, 07/11/90)

D&H TURNING INTO A CASH DRAIN FOR CP RAIL: Something better happen fast in the CP Rail/Conrail dispute over the granting of running rights for CP over the former U.S. Government north eastern rail conglomerate. At the moment, Conrail is trying to set up as many legal manoeuvres as possible to block CP from gaining access to the eastern seaboard. The actions are becoming extremely frustrating for CP. According to Doug Welch, project manager for the D&H acquisition, further delays might lead to a "re-evaluation" of the project and "a decision would be made on whether to back out of the deal."

It is estimated that CP is currently losing \$700,000 a month in its operation of the D&H. (Journal of Commerce, 06/11/90)

MAJOR WORK PLANNED FOR TH&B STATION: A focal point of the planned upgrading of GO Transit rail service to Hamilton will be the former Toronto, Hamilton and Buffalo Railway's Hunter Street Station, located in downtown Hamilton.

Built in 1933, the unique art deco structure has been in an advanced state of decline for a number of years. It handled its last passenger train in April of 1981 when a round trip Toronto/Buffalo rail diesel car service was discontinued by VIA Rail Canada Inc., in favour of the reinstatement of a direct Toronto/New York City service over Canadian National's Oakville and Grimsby Subdivisions as far as Niagara Falls, Ontario.

A major rehabilitation job is planned with the main passenger areas being tastefully restored to reflect striking modernism of their era. Additionally, the overall complex will be adapted to handle both bus and rail passengers.

The intervening years have not been kind to the station building. Acid rain and poor maintenance have conspired to damage the exterior surface so badly that it will be necessary to remove its limestone facing in order to perform major repairs to the underlying structural steel work of the building.

The station should be in service by late 1993 or early 1994. (Hamilton Spectator, 27/11/90, thanks to Brian Lindsay, also background courtesy of Canadian Rail, May/June 1988)

MORE SNIPPETS ON WAKEFIELD TOUR TRAIN:

Although the guarantee of provincial funding appears to have set the proposed Hull to Wakefield (Quebec) tourist train project in motion, there still remain a number of operational hurdles. Interestingly, these include such details as the negotiation of a contract with the train's proposed operator, an intermunicipal contract involving the three municipalities who now own CP Rail's former Maniwaki Subdivision, and contractors must be secured to carry out track rehabilitation.

Events have already begun to formalize at the Hull terminal. Canadian Pacific has issued a public notice to the effect that it wishes to transfer the ownership of its Hull Station to Conseil de développement touristique de l'Outaouais, who have been overseeing the general management of the project. Built in the 1960s as a much scaled down design of Ottawa Union Station, the facility was last used in regular passenger service on November 14, 1981, with the departure of Train No. 177 operating from Montreal to Ottawa over CP Rail's Lachute Subdivision. (Thanks to Clive Spate)

MERGER OF FREIGHT ROUTES CONSIDERED: The pool train concept took on an entirely different concept during the course of hearings in Toronto on the Royal Commission on National Passenger Transportation. Normally the term has referred to the "pooling" of passenger operations carried out by Canadian National and Canadian Pacific on the Quebec City/Montreal/Ottawa/Toronto runs between the 1930s and 1965. In its next iteration, it might well mean the pooling of freight routes, with through Montreal/Toronto freight trains operating over Canadian Pacific's Winchester and Belleville Subdivisions and Canadian National's Kingston Subdivision being largely dedicated to inter-city passenger service. The idea was advanced by John Sturgess, senior vice-president at CN, during the course of the hearings as an opportunity to permit the operation of a high speed rail passenger service without unduly interfering with freight traffic. Whether anything transpires, however, is an entirely different question. (The Globe and Mail, 14/11/90)

BOMBARDIER WINS AUSTRIAN SUBWAY CONTRACT: Bombardier has won a \$90 million contract to build 68 subway cars for the city of Vienna, Austria. The work will be carried out by Bombardier's Austrian subsidiary, Bombardier Rotax, with the work beginning in August 1992 and taking up to three years to complete - in time for the opening of the joint Vienna-Budapest World Fair in April 1995. (The Gazette, 13/11/90)

VIA TO UPGRADE LRC INTERIORS: It's been almost a decade since VIA Rail boldly introduced the LRC to the Canadian travelling public. And, in spite of the fact that both the cars and locomotives have had a number of teething pains, not to mention more than a few anomalies in terms of what VIA's clients expected and what they got, the fleet of 100 cars now forms the backbone of VIA's inter-city services in the Quebec City/Windsor Corridor.

Ten years and almost a million miles later, however, their once modern interiors are starting to get a little shop worn. Moreover, some of the earlier concepts - such as one car fits all classes of service, non-reversible seats, and ridiculously small table seats - have engendered a whole host of complaints that have only been partially resolved. (For instance, 23% of the fleet was

retrofitted into club cars, complete with reversible seats).

Now we learn that VIA has embarked upon a major interior upgrading program scheduled to go into high gear shortly after Christmas. Commencing with the club cars and eventually extending to the coaches, the program will involve such work as the replacement of the seating with completely new double seats, the back of which will be equipped with a fold-down table tray - akin to what one finds in VIA's conventional club galley cars and dayneters.

The tables themselves - measuring approximately 10" x 15" - have been re-designed to a more than adequate working service compared to what one currently finds.

Although details on the final interior appointments have yet to be finalized, it has been confirmed that the club car tables will be aquamarine in colour - meaning that the corporation will obviously be doing something about improving the somewhat bland decor now in its club cars. Look for some exciting colours in the coaches as well, their tables will be burgundy-coloured.

This decision to retrofit the LRC equipment is certainly indicative of VIA's determination to hang in there, at least in the corridor. One only hopes, moreover, that they might complement the club car program by restoring the old tradition of naming the cars as opposed to the current practise which sees the exterior of each club car adorned with a large "VIA 1" decal. (Philip B. Jago, background information courtesy of RP Report, Fiberglass Canada Inc., Autumn 1990 and VIA Rail Canada Inc.)

FINANCING FOR ALBERTA HIGH SPEED TRAIN TIED UP IN IMMIGRATION POLICIES:

A proposal to build a high speed train link between Calgary and Edmonton (Branchline, November 1990) may have hit a major obstacle from an unlikely source.

As conceived, the multi-billion dollar project was to have secured a large part of its funding from Hong Kong investors, anxious to broker their financial assets in return for a one-way ticket to Canada under this country's immigration laws.

Now, however, immigration agencies at both the provincial and federal level have stated that the proposed level of funding (3,000 immigrants putting up \$500,000) goes well beyond the original scope of a program that has been designed to attract small and medium-sized business people to Canada. (Edmonton Journal, 29/11/90, thanks to Bruce Cormier)

A VOTE FOR THE NDP IS A VOTE "TO PUT CANADA BACK ON TRACK": The New Democratic Party of Canada has promised that a vote for them in the next federal election is equivalent to a vote for a much-improved passenger rail system.

Speaking in Edmonton on November 29, NDP transport critic Iain Angus, the leader of an ill-fated attempt to take the Government of Canada to court over the VIA Rail cutbacks last January, outlined the "Back on Track" plan designed to restore VIA's former prominence.

Canadian voters will be asked to sign a pledge card that they'll vote for VIA Rail in the next federal election (read NDP). Angus also promised the restoration of all axed services and the introduction of new inter-city and transcontinental equipment. High speed rail was also pledged.

Angus also dusted off an old CCF (predecessors of the NDP) platform plank - calling for the public ownership of all rail lines. The private sector would still run the trains but the government would look after the tracks and basic infrastructure. (The Edmonton Journal, 29/11/90, thanks to Bruce Cormier)

CONDITION OF TRANSPORTATION INFRA-STRUCTURE HAS US PAYING FOR SINS OF THE PAST SAYS CP RAIL CHAIRMAN: Addressing the Royal Commission on National Passenger Rail Transportation, CP Rail Chairman I.B. Scott reminded his audience that many of today's transportation problems hinge upon previous errors in public policy. Although "Canada built up a good infrastructure capable of serving all modes of transportation when we were young, pretty aggressive and optimistic ... We didn't make provision for maintaining it, and

we made almost no provision for replacing it."

This lack of foresight, according to Scott, means that "the bill is now coming due. The second half of the century may have belonged to us, but I'm not sure we paid for it as we went along." (CP Rail Business Communications)

UNLIKELY SOURCE FOR STEEL RAILS: After an absence of more than 15 years, CP Rail has once again become a customer of Sydney Steel of Halifax. In November, the company placed an order for 4,000 tons of intermediate-grade 136 pound steel rail which will be laid on light curves on lines carrying more than 10 million gross tons of traffic annually.

In the past CP was an almost religious customer of Algoma Steel in Sault Ste. Marie, Ontario. According to a CP spokesperson, the change in supplier "was the completion of Sydney's new steel-making facility and universal rail mill which enables it to produce a high-quality product." The fact that a very favourable agreement could be negotiated also contributed to the deal. (CP Rail Business Communications)

BUDGET GRINCH AXES SANTA CLAUS TRAIN: Doctor Zeuss would not be impressed! Budget constraints have meant that VIA Rail Canada has had to axe its highly successful Santa Claus Train between Ottawa and Montreal. The attraction had become a Yuletide tradition in Ottawa over the past decade or so. The critics are blaming VIA but the fault really lies in the level of subsidy which the crown corporation currently receives from the federal government. Unfortunately, today's bottom-line economics don't leave room for such luxuries as Santa trains. What a pity ... (The Ottawa Citizen, 26/11/90)

YUPPIE BINDLESTIFFS: Amtrak claims that Americans are rediscovering trains. Nowhere is this more true than with the baby boom generation, the so-called Yuppies. Unfortunately, there's an element out there that's not content to ride first class in some luxurious superliner or metroliner. No, this group wants to get down and dirty, to ride freight cars no less. The problem is especially large in California where weekend hobos get their jollies from hopping freight trains.

Apparently, the next attraction will be north of the border as many of the veterans have indicated that Canada holds a special attraction for them. According to one such 'bo, "Canada ... I'm going to ride across the whole country next summer."

Let's hope that somebody stops them at the first border crossing. (Montreal Gazette, 25/11/90)

PROPOSED GEORGIAN BAY TOURIST TRAIN OPERATION: Promoters are actively looking for investors to underwrite the cost of establishing a steam tourist operation over CN's Midland Subdivision between Coldwater and Midland. To be called the Midland and Coldwater Railway Company, the operation will offer tourist railway as well as freight service. Further information is available by contacting the Midland and Coldwater Railway Company, 547 Bay Street, Midland, Ontario, L4R 1L4.

VIA WANTS OUT OF REMOTE SERVICE FUNCTION: If it had its druthers, VIA Rail Canada would relinquish its responsibilities for the operation of its passenger rail service in an instant.

According to VIA Chairman Lawrence Hanigan, the continued operation of these services severely distorts VIA's overall financial picture, making it seem more subsidized than it actually is.

Hanigan's remarks were made before the Royal Commission into Passenger Transport during its session in Ottawa in mid-November. Although the seven remote services (Montréal-Jonquière; Montréal-Senneterre; Senneterre-Cochrane; Sudbury-White River; Winnipeg-Churchill; The Pas-Lynn Lake; Jasper-Prince Rupert; and Wabowden-Churchill) accounted for only 171,183 riders last year, they required a federal subsidy of \$46 million or 13% of VIA's annual subsidy of \$350 million.

If VIA is to continue the operation, Hanigan at least pleaded that it be accounted for separately and with a different pool of funds. According to VIA's Chairman, "The high cost of operating these services and very low revenue generated distorts the cost-recovery ratio of VIA's system as a whole in Canada, ... Hence VIA appears more highly subsidized than it is." (Globe and Mail, 16/11/90)

VIA IN FRANCE: According to Transport 2000, the VIA Rail logo has been found in the Paris, France, Yellow Pages, fronting for the VIA *Compagnie d'assurance*. One wonders as to whether the crown corporation will pursue legal action against the French company or will they quietly accept the free advertising? (Newsletter, October 1990, Transport 2000, Ontario)

NEW STUDENT FARE PACKAGE: Anxious to recapture a portion of the student market which it lost following the imposition of market based fares on January 15, 1990, VIA Rail Canada recently implemented a modified student fare package. Effective September 21, VIA Rail's 40% advance purchase reduction program became available to students during Fridays and Sundays and on morning and evening trains, and also towards a limited number of seats on mid-day trains. Previously, students were only eligible for a flat 10%, no reduction discount, and were only eligible for the 40% discount when purchasing tickets 5-days in advance and for travel not on Fridays and Sundays. (Newsletter, October 1990, Transport 2000, Ontario)

TRUCKERS PAYING LIP SERVICE TO SAFETY: For some time now, railways have complained about the free ride the trucking industry is taking at the expense of the ordinary taxpayer, not to mention competing transportation modes. By and large, the trucking industry has been largely unregulated - a byproduct of an earlier era when all that it took "carters" to get in business was a horse, a wagon and an adequate supply of hay and grain.

In some respects, things haven't changed much - especially when it concerns mechanical fitness and operating safety. Whereas railways appear to be and are heavily regulated - again a byproduct of an earlier era - truckers have been characterized as a pretty independent lot, not given to having rules nor to following them.

Random checks last May by the Ontario Ministry of Transport revealed that 33% of all trucks inspected were pulled from service because of defective braking systems. How long this has been going on, who knows but it certainly points to one reason why trucking rates are so low - if many operators are overlooking safety and maintenance.

No wonder the railways are hollering - and so they should - loudly and longly. It is time to level the playing field. In this instance case, it's time to raise the trucks to the level enjoyed by rails. (Toronto Sun, 23/11/90)

GRAIN TRAIN RECORD ESTABLISHED: A new record in grain transportation was established on the weekend of November 17/18 when Weyburn Terminals of Weyburn, Saskatchewan, loaded a 100-car unit grain train for Thunder Bay. The operation took 20 hours. The train was supplied by Canadian Pacific who offered Weyburn Terminals a special incentive rate for the size of the single bulk order. The incentive is due to the fact that costs are lowered immeasurably by coordinating such a large shipment as a one time event. Previously Weyburn Terminals had marshalled several 50 car blocks. (Regina Leader-Post, 17/11/90)

NEW VIA TIMETABLE HAS A FEW SURPRISES: VIA Rail Canada has finally issued its winter/spring timetable. Taking effect on 9 December, the public folder has a number of highlights, especially with respect to its corridor operations.

On the Montreal-Ottawa route, Train 31, the "Ville Marie", now leaves Montreal at 07:15 as opposed to the traditional 07:50 departure. This is a long overdue change as for years, business travellers from Montreal to Ottawa complained loudly and longly

about 31's late arrival time in the capital city and the crimp that it put in meeting schedules. Hopefully the travelling public will respond positively to what VIA has finally done. Times have also been adjusted on Trains 130 and 131 with both starting their respective journeys approximately 30 minutes later, making more "civilized" weekend travelling. VIA has also announced that Train 34 will be equipped with a club car which should be a real bonus for mid-afternoon business travellers.

Connection times in south western Ontario between Train 172 and Train 64 have been shortened to 35 minutes, providing speedier eastbound service to Montreal. Westbound, Train 43's connection with Train 77 to Windsor has also been reduced to a paltry 30 minutes.

On the Niagara Falls run, Train 636 now operates as Train 640 on Saturday and Sundays, leaving Niagara Falls at 08:15 on Saturdays and Sundays, as opposed to 636's 06:40 departure. The move is seen as a way to induce weekend travellers to spend a day in Toronto, returning on Train 645 at 17:40.

Times for the "Canadian" have also been adjusted, with the Vancouver arrival now carded for 08:00 as opposed to the later 08:25.

As we go to press, the following changes to regular schedules for the holiday season are expected:

On the 22 December, Trains 60 and 63 will operate in two sections, the extra trains being B60 and B63 and equipped with conventional equipment. As well, Train 114 will operate from Montreal to Moncton, running one hour behind Train 16, the "Chaleur", as far as Matapedia, where No. 16 heads off for Gaspé. Under normal circumstances, there would be no service to Moncton on the 22nd.

On Christmas Eve, Trains 291 (The Pas to Lynn Lake) and 295 (Gillam to Churchill, only) and Toronto-Windsor No. 79 will be cancelled.

A number of cancellations will take place on Christmas Day. These include Nos. 20/21, 30/31, 36/37, 40/41, 60/61, 64/65, 66/67, 70/73, 76, 636, and 645. Quite possibly No. 290 (Lynn Lake to The Pas) will also be annulled.

For Boxing Day, Nos. 20/21, 30/31 and 636 will not operate, nor will No. 294 (Churchill to Gillam). Extra service will, however, be provided by Nos. 168/169, 640 and No. 11, "Atlantic" from Halifax.

For New Year's Eve, however, VIA plans to annul Nos. 11/12, 16/17 and 79. New Year's Day will almost repeat Christmas, except the timing is such that Trains 70 and 72 will also be annulled. Meanwhile, extra service will be provided by Nos. 169, 172, 11 and 12, 16 and 17, and No. 114 which will repeat the itinerary of December 22, operating one hour behind No. 16 as far as Matapedia before heading through to Moncton.

Things will begin to sort themselves out on January 2. Only Trains 20 and 21 are cancelled, while the equipment off No. 114 will return from Moncton to Montreal as Train No. 111, running via Saint John and the route of the "Atlantic", which is not carded for that particular day.

Finally, the Ontario Government has unveiled a little Christmas present to VIA patrons in south western Ontario. The recent throne speech of the newly elected NDP government disclosed that \$200,000 had been set aside for the re-instatement of early morning service between London and Toronto. To be known as No. 50 - somewhat of an anomaly as 50-series were previously the domain of Montreal/Toronto locals - the train will leave London at 06:33, arriving in Toronto at 08:32 on a daily except Sunday basis, with stops at Woodstock (07:00) and Brantford (07:28). Its opposite number will be Number 51, leaving Toronto at 17:15 on Monday, Tuesday, Wednesday and Friday, with its Thursday responsibilities being handled by the current Train No. 77 (Thursday and Sunday only). The arrival back in London is at 19:25. The train is scheduled to debut on January 13. However, not to rain on the parade but, usually reliable sources in Ottawa have intimated that timing might be slightly premature. Apparently, there are still a few hurdles to overcome. (Philip B. Jago)

NEW TICKET FORM: As part of a cost cutting measure, VIA Rail Canada has introduced a new cardboard ticket to replace the airline style of form which it inherited from Canadian National. Conductors are still tearing off passenger stubs but this time, everything is on one sheet, meaning that they will no longer have to put up with the mess that came from handling the carbon type NCR paper the other tickets were printed on. The airline style tickets were introduced in the early 1970s to replace a vertical stub type introduced by CN when it inaugurated its highly successful "Red, White and Blue" fares in the early 1960s. (Philip B. Jago)

LONGER RIGS SCRUBBED: The newly elected New Democratic Party in Ontario has reversed plans that the previous government had promoted to permit larger trucks on Ontario highways. The Progressive Conservatives were expected to approve 25 metre trailers, up from today's 23 metre limit. (Bruce Chapman)

NICHE FOUND FOR SPECIALTY BOXCARS: Although boxcars, especially the familiar forty-foot variety, are going the way of the train order and the caboose, a study by Railbox Co. of Chicago has confirmed that there is still a role for specialty house cars.

By and large paper and lumber products are the principle commodities carried in box cars, accounting for approximately 66% of all loadings.

In a North American context, one is more likely to see box cars in the U.S. south east, where 32% of all loadings occur, with the next most important region being the Pacific North West which accounts for 16% of box car utilization. (Progressive Railroading, October, 1990)

NEW LIFE FOR PCC CARS: The Niagara Frontier Transportation Authority in Buffalo, New York, has committed to purchase 12 retired PCC Class Trolley Cars from the Cleveland Regional Transit Authority.

The NFTA plans to rehabilitate the 1946-vintage cars which were built for the St. Louis Car Company for use in Minneapolis-St. Paul, Minnesota, for a new service between Buffalo and Tonawanda, New York, a nearby suburb.

The price is bargain basement: \$500 per copy for the cars with the road haul an additional \$2,000 per unit.

The cars have been out of service since 1983 when they were retired from Cleveland's Shaker Heights service. The NFTA sees their rehabilitation as a cheap and economical means of achieving an additional rail transit line. Planners estimate that the price tag for a service using the restored PCCs over a converted freight spur to Tonawanda is approximately \$30 million while it would cost \$350 million for a service using Buffalo's Metro Rail system. (Buffalo News, 18/11/90, thanks to Brian Lindsay)

FOREST CITY RAILWAY SOCIETY 17th ANNUAL SLIDE TRADE AND SALE DAY

Saturday, April 13, 1991
13:00 - 17:00

All Saints' Church
Hamilton at Inkerman, London, Ontario

Admission \$2.00
Dealers Welcome

Contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6
(519) 485-2817



QNSL ORDERED TO MAINTAIN PASSENGER TRAIN SERVICE: The Quebec, North Shore and Labrador Railway has been refused permission to discontinue its passenger train service between Sept-Iles and Schefferville and between Ross Bay Junction and Wabush/Labrador City.

At the moment, QNSL operates twice-weekly between Sept-Iles and Wabush/Labrador City and one weekly between Ross Bay Junction and Schefferville. During 1989, approximately 15,000 passengers used the service for an actual loss of \$1,737,680.

QNSL is the only railway to serve Labrador, making it technically the only railway to remain in the province of Newfoundland and Labrador and also the last passenger train operation in Newfoundland and Labrador. (19/11/90)

U.S. BRANCH MAY NOT SURVIVE SCRUTINY: A CSX Transportation Inc. bid to abandon that portion of Canadian Subdivision No. 1 between Harrow (mileage 21.00) and Arner (mileage 27.68) has gone to public review. During 1989, the affected segment of the southern Ontario line incurred an actual loss of \$29,120. If sufficient reason cannot be found to retain the segment, the NTA may authorize its abandonment within six months of the date of the notice of application to abandon. (07/11/90)

CANADIAN NATIONAL BRANCH SHOULD EASILY SURVIVE NTA REVIEW: A Canadian National application for permission to abandon the St-Raymond Subdivision (Quebec) between Hedley (mileage 2.62) and Jackson's (mileage 36.50) appears headed nowhere following the NTA's release of revenue and traffic figures for the line. Although suffering an actual loss of \$347,098 in 1988, it posted an impressive profit of \$1,406,619 for 1989. Unless this was a one-time-only situation, it seems quite probable that the NTA will order the line retained. (08/11/90)

LOSSES RELEASED FOR CP BRANCH IN QUEBEC, NTA TO DETERMINE WHETHER LINE SHOULD BE RETAINED: A Canadian Pacific application for permission to abandon a portion of the St-Gabriel Subdivision (Quebec) between Joliette (mileage 7.1) and St-Félix-de-Valois (mileage 17.8) has been passed for public review by the NTA. During 1989, the line suffered an actual loss of \$120,634 in spite of more than trebling its earlier performance. (09/11/90)

GRAIN BRANCH TO DISAPPEAR: Canadian National has served notice of its intent to abandon its Lac La Biche Subdivision (Alberta) between Banko Junction (mileage 0.00) and Bon Accord (mileage 9.50). There are no on-line shippers at the moment, following the closure in July 1989 of the grain elevators that were once located at Bon Accord. The last train over the Lac La Biche Subdivision operated on August 14, 1989. (21/11/90)

NTA ORDERS RAIL CONNECTION FOR PORT STANLEY TERMINAL RAIL: Port Stanley Terminal Rail Inc., operators of a tourist railway over the former CN Talbot Subdivision (nee London and Port Stanley Railway) between Port Stanley and St. Thomas, Ontario, has scored a major coup in securing a connection with Canadian National at St. Thomas.

The tourist railway company had filed a complaint with the National Transportation Agency after Canadian National had taken steps to sever the PSTR's physical connection with it by removing approximately 0.77 miles of track from its Talbot Spur which connects the PSTR with the intersection of its Cayuga/Paynes Subdivision in the middle of St. Thomas, as well as diamond crossings at the intersection of the Talbot Spur and the former Canada Southern Railway (now jointly owned by CN and CP) and at the crossing of the Talbot Spur and CN's Cayuga/Paynes Subdivision.

PSTR wanted the connection maintained in order to develop regional freight traffic between potential rail shippers in and around Port Stanley as well as to handle bulk shipments off-loaded from lake carriers using Port Stanley.

Following a long and convoluted inquiry by the NTA that dealt, amongst other things, with the relationship between provincially regulated railways and federally regulated carriers, as well as the whole essence of the establishment of regional railways, it was determined that PSTR - subject to a number of terms and conditions, including payment for the relaying of the previously abandoned portion of the Talbot Spur - should not be denied its connection with Canadian National. Equally as important, however, the NTA also ordered Canadian National to assume the full cost of replacing the diamond crossing of the Talbot Spur and the Cayuga/Paynes Subdivision. Canadian National had previously removed the diamond although the NTA had issued an earlier order forbidding its removal.

With this decision, a number of precedents have been established, not the least of which is the fact that regional carriers can go head to head with national concerns, as long as they are willing to persevere. (27/11/90)

SPUR EMBARGOED: The NTA has authorized CP Rail to abandon the Base Borden Spur between mileage 0.0 and mileage 3.21. The Base Borden Spur starts at mileage 53.3 of the Mactier Subdivision. (07/11/90)

CISCO BRIDGE DERAILMENT

On October 27, a CN potash train derailed at the east end of the Fraser River bridge at Cisco, Mile 103.7 (from Kamloops) of the Ashcroft Subdivision. Five cars fell into the Fraser River, and another eight remained at grade level. The accident, which is believed caused by a broken rail, caused considerable damage to the bridge.

The heavy bridge timbers were sheared off the east span and necessitated its replacement. A replacement span was shipped through Kamloops on October 30. Wheel sets from the derailed cars fell through the centre of that span, hitting some of the steel work on the way down.

CN detoured its trains onto CP Rail for 41.8 miles between Cisco and Basque for 19 days. The connector track at Cisco leaves the CN mainline right at the west end of their damaged bridge.

The CN/CP Cisco connection was first planned during World War II as a safeguard against sabotage. The two transcontinental railways each have an important bridge at Cisco to swap sides of the Fraser Canyon. Grading of the connection was done during the war, but I am not sure if rails were laid. During World War I there was no connection, but the bridges were patrolled 24-hours a day by the Canadian Army.

Track was laid on the Cisco connection in the late-1970s when a CN freight train derailment closed the Cisco bridge for several months. In that incident, the bridge deck caught fire, severely damaging the span. Airborne waterbombers were used to fight the fire. (David Meridew)

BELIEVES IN PASSENGER RAIL: "Passenger rail can be as important and relevant to the Canada of today as were its historic ancestors in the uniting of a young nation." -- R.E. Lawless, Chief Executive Officer of VIA Rail Canada Inc., and Canadian National.

Steam Locomotive Valve Gears

Back in May 1990, Branchline reader John Thompson of Toronto wrote suggesting I write a Tid Bit on the Stephenson Locomotive Valve Gear.

Before getting into this, however, let me define a locomotive valve gear. In its simplest terms, a valve gear is the mechanism on the steam locomotive used to move (or "time") its valves, thus permitting steam to flow into and out of its cylinders, thus moving the pistons back and forth. But it does much more than this. It provides a mechanism permitting the locomotive to be run forward or in reverse. Also, the valve gear provides the engineer with the capability of either lengthening or shortening the "travel" of the valves. This is called "cut-off" and is expressed as a percentage of total piston travel. Short valve travel results in higher speed and lower power, long travel means more power and less speed. (In a diesel-electric world, this is called "transition").

To help me prepare this Tid Bit, John included two photographs of locomotives equipped with the Stephenson gear, one a CP 4-6-0, and the other a Maine Central 4-6-0. John's main interest in the photographs seems to be what he calls the "slanted cylinders" seen on both engines, so let's begin here.



CP 572, a D9 Ten-Wheeler with inside piston valves and Stephenson gear, photographed at Calgary, Alberta. Photo: collection of John Thompson.



Maine Central 362, a Ten-Wheeler with inside piston valves and Stephenson gear. Photo by Gerald Boothby (Portland, Maine)

First off, the cylinders are not "slanted", they are horizontal and placed parallel to the longitudinal axis of the locomotive. The valves, however, are "inside" (the frames) and the jacket covering the cylinders and valves lies obviously on an inwardly sloping angle. This is a fairly popular layout for a locomotive equipped with Stephenson gear and piston (or "spool") valves.

Locomotive valve gears, from an engineering standpoint, are complex and much can be written about cut-off, rod angularity, direct/indirect motion, centre line of motion, valve lap, valve lead, inside/outside admission, "D" or piston valves, etc., etc., but I hardly think Branchline Tid Bits is the place for an engineer-dissertation on the subject. With this in mind, let's examine locomotive valve gear from a railfan's point of view.

In Canada, the most popular valve gear on modern steam power was the Walschaert. Former CP 4-6-2 1201 has a Walschaert layout with CP characteristics designed in. Also quite popular was the even better, but more costly, Baker gear whose patent rights were held by the Filliod Company of Chicago. CP never owned a Baker gear engine, but CN had quite a number of them. It should also be noted that there are several others. But CP, CN and just about everyone else who had been around for awhile, had engines with Stephenson gear.

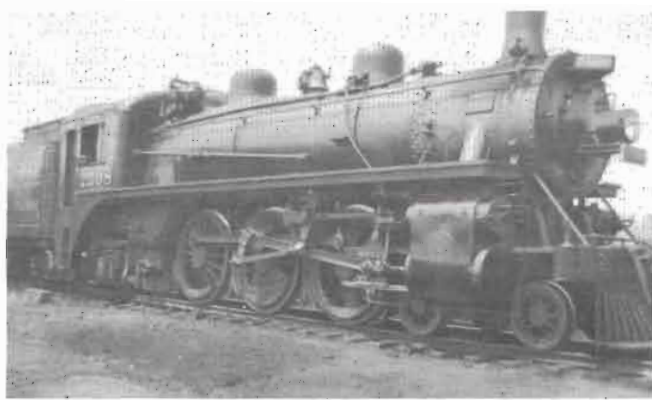
The Stephenson valve gear was invented by a man by the name of Williams who was employed as a draftsman by the Stephenson Locomotive Works (England). George Stephenson first applied the gear to a locomotive in 1842. As a matter of interest, the Walschaert gear, thought to be so much newer than the Stephenson, at least in North America, was invented by a Belgian, Edige Walschaerts, in 1844. In naming the gear, the last letter of his name was dropped. The Walschaert gear did not come into general use in North America until around 1900, but had seen extensive use in Europe for many decades before this. Effectively then, both gears are about the same age.

When you look at a picture of some little 1860s-1870s 4-4-0 (American) locomotives, it is undoubtedly equipped with Stephenson gear. In North America, until larger locomotives started to appear, just about everyone operated Stephenson gear engines just about everywhere in just about every wheel arrangement. The key words above are "larger locomotives". It was the advent of the larger locomotive that spelled the doom to the Stephenson gear. The Stephenson gear, as can be noted by referring to John's photographs, is not evident because it is an "inside gear", that is it is located under the locomotive between the frames. In the Stephenson gear the "motion" to move the locomotive valves is derived from four eccentrics "keyed" to a driving axle. Two eccentrics, two eccentric straps and two eccentric blades (rods) impart movement to a link, transmission bar, rocker arm and valve stem on each side of a two cylinder locomotive.

Herein lies the problem. As locomotives got larger and larger, so did axle diameters, frame bars and braces and very soon there was no room under the locomotive to place all these parts in a larger and larger (and heavier) Stephenson valve gear. Result? The application of an "outside gear" like the Walschaert or Baker.

Before moving on, however, let's not bury the Stephenson gear just yet. Technically it is one good gear. Without getting into the engineering details, take my word for it, if you have two identical locomotives, one with Stephenson gear and the other with an "outside gear", the Stephenson engine will outpull it because the Stephenson gear provides for "variable lead" and "true" eccentric motion.

The Walschaert gear, by comparison, has only two eccentric cranks and two eccentric rods, half that of the Stephenson. It is less costly to construct, it is lighter and, perhaps most important, it is accessible. The Stephenson gear suffered more breakdowns, not because it was of poor design, but because it was out of sight, and consequently, out of mind. It got maintenance as a last resort

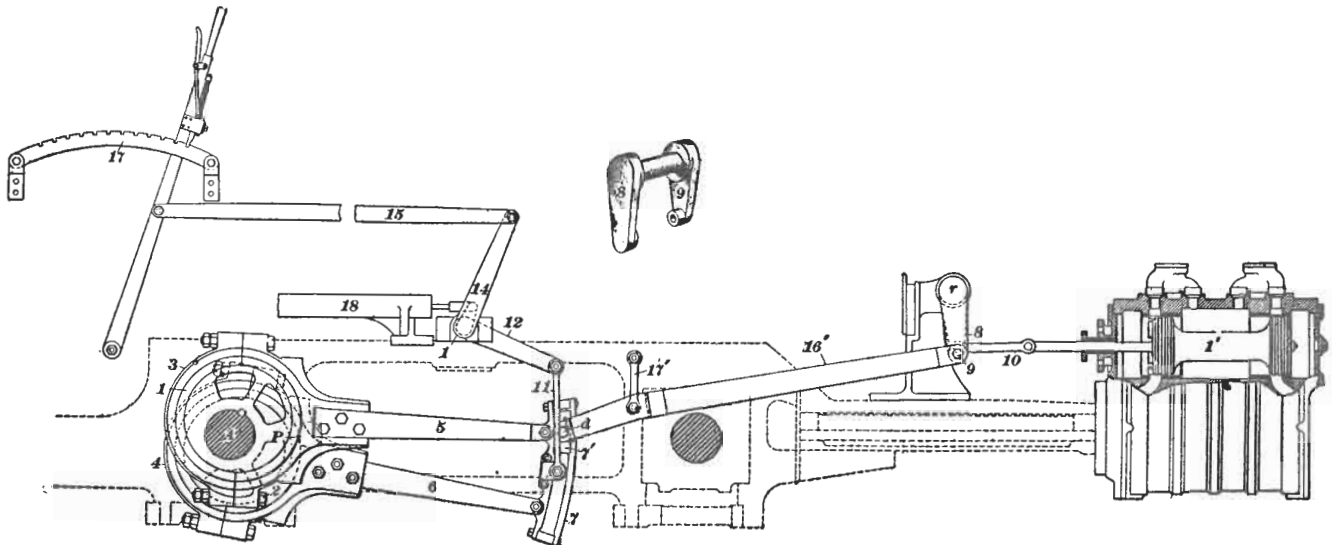


CP 2508, a G2 light Pacific with "in-line motion" and Walschaert gear. Photographed at Vaudreuil, Quebec, in July 1947 by Duncan du Fresne.

- only. Working under a Stephenson engine in a dark pit was somewhat less than a joy! Walschaert gear maintenance, by comparison, was child's play.

In the fall of 1990 I visited the Strasburg Rail Road in Strasburg, Pennsylvania. They are operating an ex-CN (nee Grand Trunk) Stephenson gear 2-6-0 numbered 89. This engine was given a major rebuild before it went into service on the Strasburg, and it shows! I have never heard a Stephenson gear engine run that good. Its exhaust beats are as "square" as they can possibly be - in fact they are perfect! I watched and listened to that engine lift her train upgrade from a stop at "the picnic grove" and was held spellbound. It was a magnificent sight. Both Mr. Williams and George Stephenson himself would have been pleased.

If you want to examine a Stephenson gear engine, with all its gear in place, take a good look at the Society's ex-Central Vermont 1919-built 50-Ton auxiliary crane. Not as big as a locomotive, but it's the real thing.



One side of Stephenson gear. The two dark circles are locomotive axles. Numbers 1 and 2 are eccentrics, 3 and 4 are eccentric straps, 5 is the "forward" eccentric, 6 is the "reverse" eccentric, 7 is the link, 16 is the transmission bar, and 8 is the rocker arm. The rest is self explanatory.



MEET 'ERIC': In 1965, Canadian Locomotive Company in Kingston, Ontario, constructed NRC 1000, a self-propelled "Experimental Impact Reversal Car", for the National Research Council's Railway Laboratory in Ottawa. 'ERIC' came to an end in November 1990 at the hands of a scrapper - it is pictured at Federal, in west-end Ottawa, days before it met the torch. Photo by David Stremes.

Canadian Rail Operating Rules

'SAM' GAW

At 0001 hrs., Sunday, December 9, 1990, a major change took place on federally regulated Canadian railroads. The Canadian Rail Operating Rules (CROR) came into effect to replace the Uniform Code of Operating Rules (UCOR), the latest revision of which has been in effect since 1962, almost 30 years. I will try to give you some of the history in the development of CROR that started in 1977, as I was a member of the original Steering Committee from 1977 until retiring from Canadian Pacific Limited in 1984.

In 1971 a Canadian Transport Commission (CTC) Inquiry into railway safety in Canada was conducted, and from this inquiry, among other recommendations, the railways were "encouraged" to update the UCOR, which at that time, had been in effect for nearly 10 years. The CTC expressed the view in the report that new technology then in use was not reflected in the UCOR. One example was the use of radios for train operation. Another was the preponderance of special instructions carried in company time tables and elsewhere, that actually should have been in the rule book.

In 1976 the UCOR was translated into French. It was also registered as a statutory regulation, where previously it had been an Order of the Board of Transport Commissioners (BTC), the predecessors of the CTC. When the UCOR became a regulation, any rule changes or new rules were subject to the scrutiny of Privy Council Office (PCO) lawyers, as required by the Statutory Instruments Act. This Act requires that statutory regulations conform to precise legal drafting standards, which it seemed did not always contribute to a clear understanding by the employees who use the rules. The drafting standards require documents to be numbered sequentially. Therefore Rule 99 for example, which railroaders know is a flagging rule, would no doubt have ended up as another rule number. It was desirable to retain some of the better known rules under the same rule number.

In early 1977, dialogue at railway headquarters in Montreal began in earnest, concerning the need for a new book. A committee under the auspices of the Railway Association of Canada (RAC) was formed to work full time updating the UCOR. The committee, which became known as the "Rewrite Committee", assembled and commenced work in Montreal on October 3rd. The original group of four members came from CN, CP, ONR and BC Rail, and the Steering Committee of two consisted of the Managers of Rules from CN and CP.

There were some people during the early stages who thought minor changes to the UCOR would be satisfactory. However, the mandate allowed the Committee the freedom to develop a new Rule Book and that is what happened. In 1977, one senior railway executive thought we should be able to complete the project in six months. I don't know whether it was said in jest or not, but it wasn't long before we realized we were into a major project with personnel who had strong personalities to match their Rules knowledge, and six months was obviously unrealistic. After all, we were about to rewrite operating rules which had evolved over a period of more than 100 years of trial and error usage in North America.

The First Draft of the CROR was released for review and comments by RAC member lines and railway unions in 1979. CP Rules Personnel spent two weeks in Edmonton reviewing the draft. There were 18 of us in attendance and to say that tempers got a bit frayed during this ordeal would be an understatement. In any event, we received many comments and returned to Montreal. I'm sure CN and other railways went through the same

tedious exercise reviewing this draft which included extensive changes, some of which were obviously not liked by everyone. The Committee reconvened to review several hundred comments that were received from member lines. Many of them were adopted.

The Second Draft was released for comments in 1981, two years after the first one. This time CP rules people met in Victoria with a much smaller, more manageable group of 10. Comments again were brought back to Montreal. There were not nearly as many to the second draft. The Committee reconvened to consider the comments, and in 1982 a Draft was submitted to the Railway Transport Committee (RTC) in Ottawa for approval.

The RTC quickly advised us that language which we thought was appropriate for railway employees would not pass the scrutiny of PCO lawyers. The RTC then attempted to rewrite our draft to satisfy PCO but it was soon evident that rules written to accommodate railway employees, as well as lawyers, proved to be an impossible task. It was just about this time that I retired from CP and came to work for the RTC. It wasn't long before I became fully aware of the problems from both sides of the table.

During the next four years, while working for the RTC, and while waiting for a decision on the CROR, I was able to help get a number of UCOR Rules changed to accommodate modern technology available to the railways, principally the use of computers to assist in train dispatching. There were a number of other rules updated or changed as well, and all were approved by PCO.

On February 8, 1986, the Hinton accident occurred in Alberta and one of the many recommendations that came from what became known as the "Foisay" report was "... that the government take immediate steps to make the Uniform Code of Operating Rules current and to maintain it in that condition."

About this time, the Railway Safety Act was also under development and a method was found whereby railways would be permitted to write operating rules which then would be submitted to the Minister of Transport for approval. This procedure, which was incorporated in the Act, closely followed the established practice for making regulations under various acts of parliament. This change negated the need for PCO approval and provided the vehicle for a less complicated system of revising rules to keep pace with developing technology.

And a few of the changes in the CROR.

Why call it Canadian Rail Operating Rules rather than Uniform Code of Operating Rules? It was the opinion of the Committee that Canadian Rail Operating Rules was a more fitting title for a Canadian rule book. There has been a Uniform Code of Operating Rules used in the United States over the years similar to the Canadian code, but it is not used any more. American railroads are striving for more uniformity by reducing the number of rule books used for rail operation in the U.S.

The index is an improvement. When an employee is looking for a rule to cover a certain situation, the index should be a big help in quickly finding the appropriate rule.

Terms such as "unless otherwise provided" and "as required by the rules" were common in the UCOR. Employees often wondered what these phrases meant. I know I did! When used in the CROR, they are qualified so that it will be known what they mean.

The signal rules are changed extensively. In the UCOR, signal rules were numbered Rule 281 to 293 whereas in the CROR they are numbered 405 to 430 inclusive. They are also called differently in the CROR. There is no change in Clear Signal or Stop Signal, however, other signals are indicated differently. Examples--Clear to Limited, Clear to Medium, Clear to Slow, Clear to Stop, Limited to Clear, Limited to Limited, Limited to Medium, etc. This provides for "up and down" train speeds, depending on the signal encountered.

There will be no Train Dispatchers or Enginemen in the CROR. They will be known as Rail Traffic Controllers (RTC) and Locomotive Engineers.

The Manual Block System (MBS) method of operation, which has been used for a number of years for dispatching trains by direct communication between the Dispatcher and the train crew, has been renamed Occupancy Control System (OCS) in the CROR. As the name implies, entrance to a block was controlled by a manually operated signal such as a train order signal. Since the new system does not use this feature, the need for a name change became apparent.

CN and CP and some of the other roads will no longer be using train orders, therefore the train order section that has been a major part of rule books in the past will no longer be included in their rule books. Train orders and their related rules were sometimes not that easy to understand so they will not be missed that much. Experience in the last few years has proven that computers used by Dispatchers with the Manual Block System (point to train) is a more efficient and safe method for moving rail traffic in other than Centralized Traffic Control (signalled) territory. A section of train order rules and related forms of train orders was developed with CROR and are available for any railroad that wishes to use them.

There are many other changes in the CROR when compared to the UCOR and those mentioned here are just a few of them. Some rules were relocated and here are a couple of examples--UCOR Rule 108, "In case of doubt or uncertainty the safe course must be taken". This rule, if it could be called a rule, was moved to the front of the book and included in the General Notice where the Committee thought it belonged as an instruction. The torpedo rule, Rule 15 in the UCOR was relocated to Rule 10 in the CROR, just ahead of the fusee rule, Rule 11 as both are warning signal rules and should be together.

In 1989 and early 1990 CN and CP developed comprehensive and expensive training programs to train approximately 30,000 of their employees on all the rule changes in the CROR before its implementation on December 9th.

In considering all the technological advances that have been made in the last few years, it may be a blessing that the book was not approved by Federal authorities in the early 1980s, as the ink would hardly have been dry before more changes would have been necessary.

During the time the CROR was being developed, 12 people worked on it exclusively for varying periods of time. There were also 4 Steering Committee Members during the 13 years. Some of those who worked on this project considered it the hardest job in their railroading careers. Time will tell whether the effort was worthwhile.

The Author is currently Senior Investigator - Operations, Railway/Commodity Pipeline Investigations Branch, Transportation Safety Board of Canada. Previously Sam worked for CP Rail for many years, retiring as their Rules Manager.

Uniform Code of Operating Rules - background

Operating Rules, broadly speaking, can be defined as the regulations in effect outlining the method of train operation on a railway. These regulations govern employees directly engaged in the operation of trains. It is essential to the safe and efficient operation of a railroad to have a code of rules prescribing the procedures to be followed under all conditions of train operation. It is equally important that employees have a thorough understanding of the meaning of each rule and comply with its requirements.

On some early American railroads, the employees' timetables consisted of a single sheet of paper with the schedules on the front and rules on the back. In April of 1872, the first book form employees' timetable was issued, with heavy covers, and similar to the current timetables. Rules were included and classified. Later that same decade, the rule book was printed separately from the timetable. It consisted of 99 pages with 344 rules, and at the back of the book were six "Rules for Railroad Men in Cases of Accident to Persons". This book approximated the rule book of today, commencing with "General Regulations". In 1874, the Pennsylvania Railroad issued a Book of Rules which was to become the foundation of the American Association of Railroads' (A.A.R.) Standard Practice.

On November 18, 1883, nearly 100 "local times" observed by the railroads were abolished, and railway clocks and watches were set to one of four "Standards" of time - Eastern, Central, Mountain or Pacific - each one hour apart.

In 1884, a Code of Uniform Train Signals was adopted to replace the many hand, lantern, whistle and bell-cord signals that differed on almost every railroad - some having totally opposite meaning on two railroads sharing facilities.

In 1887, the Standard Code of Operating Rules was adopted. The legal departments of several railroads were consulted on the wording, as was a grammarian. After the collaborative efforts of adopting these three standards, the American Railway Association was organized in 1891, later becoming the A.A.R.

In the 1890s, a Code of Block Signal Rules, and Interlocking Rules were also adopted. In the mid-1910s, the Standard Code was revised to classify the rules, and group them in common categories. While use of the Standard Code was not obligatory, most railroads adopted them, modifying them and adding to them to suit their own requirements.

The early development of Operating Rules in Canada followed closely with what was happening in the U.S. When the various properties that became the Canadian National Railways amalgamated, each of the railways had their own book of Operating Rules based on the Standard Code of the A.A.R. While having basically the same requirements for train operations, they differed only in wording and in other minor features.

Shortly after this amalgamation, one book of Operating Rules for system-wide use was prepared and put into use July 1, 1929.

During the Second War, the Board of Transport Commissioners urged the production of a Uniform Code of Operating Rules for the government of all major railways in Canada. This was due in large part because of the expansion of joint operations, and to eliminate the need for operating employees to be conversant with and governed by separate codes of operating rules. All major railroads were represented in the drafting of the Uniform Code of Operating Rules which took effect August 26, 1951. These rules were modified again, with the last Uniform Code of Operating Rules taking effect October 28, 1962.

Just over 28 years later, and 103 years after the adoption in the United States of the Standard Code on which our U.C.O.R. was based, we now have our own Made-in-Canada Canadian Rail Operating Rules (C.R.O.R.).

(David Stremes, with background information from Canadian National)

1990 Black and White Photo Contest

BOB MELDRUM

It was my pleasure to be able to work with the many entries received this year for the Black and White Photo contest. I was helped in the final selection by this year's judge of the Slide Contest, Ms. Jess Harris, an artist from Bishop's Mills, Ontario.

The Grand Prize Winner is James A. Brown of Tottenham, Ontario, with his picture of CPR 4-6-2 2228 at Lambton roundhouse. The judge's comment was that she had not seen such a powerful image before. She also commented on the structure with its lines accenting the whole scene. This picture topped the Servicing Facilities category.

Consolation prizes go to W.H.N. Rossiter for his shot of the "Chicago Express" submitted in the Pre-Via Passenger category; to Charles Bohi for his shot of CN GMD1u 1404 at Wartime, Saskatchewan, submitted in the Freight Trains category, and to Ross Harrison in the Artistic category for his dramatic shot of CP SD40-2 5755.

The judging committee did not take into account publishing criteria except for the standard photographic rules of separating foreground and background. Largely, the winners were chosen on technical and artistic merit.

It was great to see that a number of people (like myself), who are not super expert with the dark room, submitted pictures this

year. Thank you very much for trying. I wish I could talk to each of you personally like we do at the Slide contest. There were some common failings among these newcomers. A number of pictures were removed from judging because of dirt on the negative. Take a look at your print. Do you see little specks of white on it? Another common failing was the using of the wrong contrast paper. It is hard to separate out images when there are only shades of gray. Black and white is definitely needed. Another problem was the graininess of some prints - possibly caused by blowing up a 35 mm negative beyond its capabilities. One superb artistic shot was grainy in an artistic way. This is acceptable but some judges do not go for this image for subjective reasons. One final critical comment concerns the sky. Many pictures did not reach the finals because of bland skies.

The first step of the contest judging was to pick out the five best in each category. (These have been set aside and I hope will all be published.) In the Freight category, there were only three best. Much to my surprise, in the Servicing Facilities category, there were two superb shots of the Windsor, Ontario, turntable taken 35 years apart by Pierre Ozorak and by Robert Wanner. What a treat it was to see the two side by side!

Thank you for your tremendous interest. I would especially encourage those for whom dark room work is new to submit again.



Freight Train Category Winner - To allow abandonment of branch line trackage, while maintaining service to viable remnants, CN and CP have exchanged six branch lines in western Canada. One acquired by CN was 29.7 miles of CP's Matador Subdivision between Wartime and Kyle in Saskatchewan. Under threatening skies, GMD-1u 1404 and three sisters lead a train of grain hoppers through the connection to the Elrose Subdivision at Matador Jct, 1.3 miles east of Wartime. Photo by Charles Bohi.

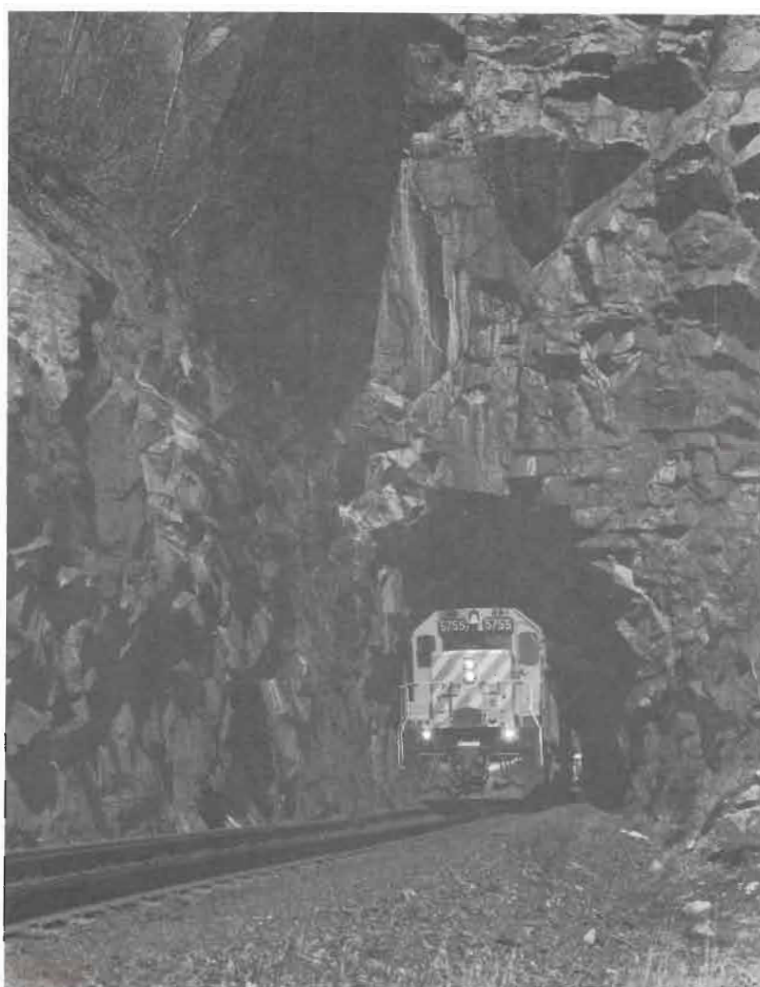


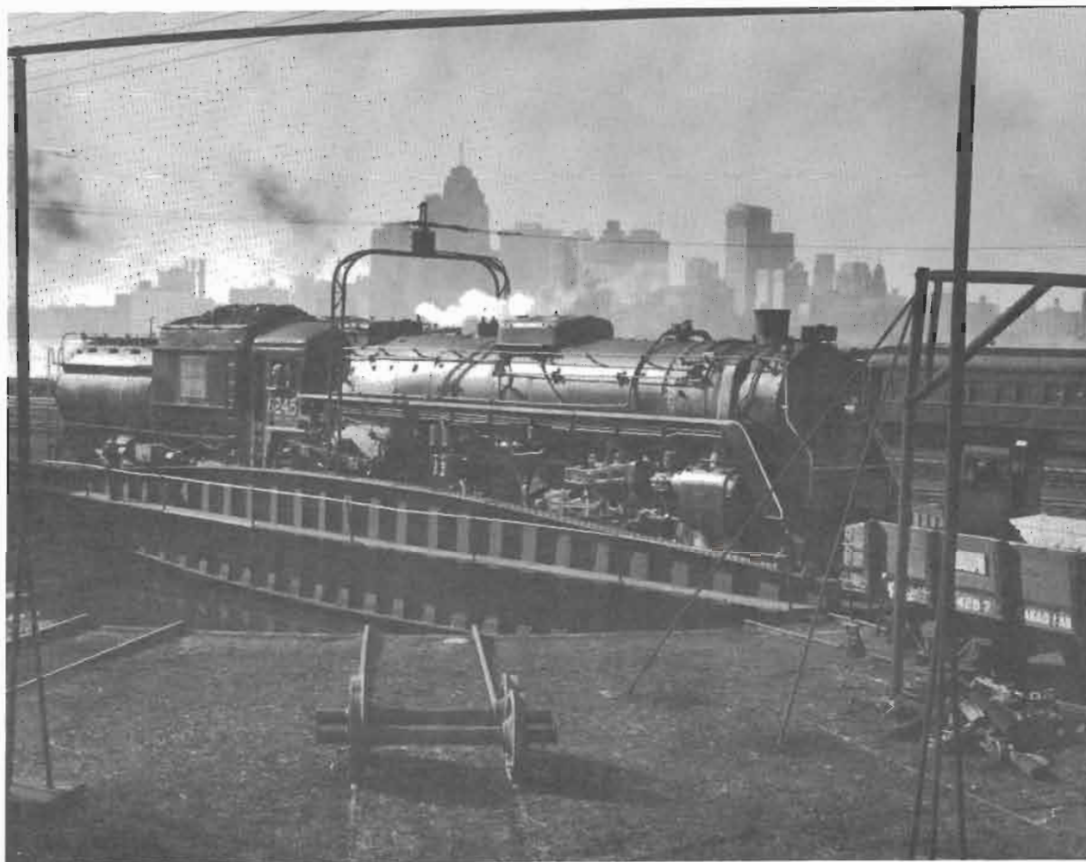
TOP: Pre-VIA Category Winner -

It's 09:28 on March 27, 1954, as Canadian Pacific 4-6-2 1221 and 4-6-4 2857 descend the "Hornby Dip" at Hornby, Ontario, with Train No. 21, "Chicago Express". Photo by W.H. Newton Rossiter.

RIGHT: Artistic Category Winner -

On May 12, 1990, Train No. 955, powered by CP Rail SD40-2 5755 and C-630M 4502, exits the tunnel at Tunnel Bay, mileage 102 of the Heron Bay Subdivision. Photo by Ross Harrison.





March 20, 1955 - CN Northern, Class U-2-h, No. 6245 takes a spin on the turntable at Windsor, Ontario. It will soon couple onto the passenger cars in the Waterfront Yard which have been brought across the St. Clair River by carfloat from the Brush Street Station in Detroit, Michigan. The train will depart for Toronto at 16:45 as the "Ontario Limited", a very fast run at 5 hours, 40 minutes.

Photo by Robert Wanner.



August 10, 1990 - VIA Rail F40PH-2 No. 6426 goes for a spin, 35 years after No. 6245 did above. Many changes to the Detroit skyline have occurred in the intervening 35 years, and the turntable sits in the middle of a yard that has been abandoned and is being dismantled.

Photo by Pierre Gzarak.

Canada's Casey Jones

RAYMOND KENNEDY

Just about everyone has heard of Casey Jones, "The Brave Engineer". Certainly everyone in railroading circles can tell you something about him, and the wreck that killed him, thanks to not only various song versions but to the general awareness that comes from the American way of making folk heroes out of people involved in sometimes minor incidents in history, often in an exaggerated manner. Contrary to Americans who puff up and brag about their people, Canadians tend to ignore or otherwise relegate their people to obscurity.

Famous people are sometimes made famous more through the actions of others than by their own efforts. Casey Jones was famous but it wasn't the wreck that gave him such notoriety. It was a roundhouse labourer who sung a little ditty about Casey and the wreck. Song writers picked it up and they made Casey famous and reaped the cash rewards themselves. Indeed, neither Casey's family nor the original composer got fair compensation. The wreck that killed Casey Jones was not an unusual one at all, in fact it was quite common in that wrecks were frequent on early railroads. It was not even spectacular as only Casey himself was killed. Railroading was very dangerous in those days; 5,000 men were killed on duty in that year alone!

How many readers know the name of Canada's Casey Jones? How many know that one existed? Hands up. I thought so...

If you were on the recent Bytown steam excursion to Brockville, you were closer than you knew to a hero. Buried in a cemetery there is a man who can be described as Canada's Casey Jones for he too lost his life in a train wreck by staying with his engine, hopelessly trying to stop it. That he might be considered a hero is evidenced by the monument on his grave which was paid for by the passengers on his train, in recognition of his sacrifice.

Frank W. Blaine was the engineer of Grand Trunk Railway Train No. 2, "The Montreal Express". Running through heavy fog at 02:20, approximately one mile west of Napanee, Ontario, on September 21, 1906, he confronted a westbound freight train which had just come out of a siding.

Aware that there would be a head on collision, he told his fireman to jump, but he stayed with his engine in an attempt to reduce the speed of his train as much as possible.

When found in the wreck, his severed arm was found with his hand still gripping the handle of the brake valve.

The crew of the freight engine jumped and survived. Why they had come out of the siding after having been in the clear isn't known since it was later revealed that they had room for their 53-car train plus 150 feet to spare at each end. Possibly they simply ran out the other end, unable to get stopped due to the lack of visibility.

Many people were injured, but there was only one fatality, Frank Blaine, "The Brave Engineer". Born in Ireland on December 20, 1853, he entered service in 1874 and was promoted to engineer in 1881.

The Brockville Recorder reported that "he looked squarely into the face of death, instant and violent, reversed his engine and kept his hand on the brake." The newspaper said it all in its tribute to Blaine: "Yet it cannot be said truly that he lost his life, for he gave it, and gave it knowingly - he paid it to purchase safety for others, and he got what he bought in that awful market."

R.I.P.

1201 VIDEO "ABSOLUTELY FANTASTIC": Thank you for the absolutely fantastic video tape received last week. It really does my old eyes and ears a world of good. We saw 1201 here [Brockville]. It brought back memories of evenings at Bedell [junction of Canadian Pacific's Winchester and Prescott Subdivisions, where 1201 stopped when regularly assigned to CP Trains 29 and 30 between Montreal and Perth]. [signed ... Walter Casselman]

Down by the Shop

PHILIP B. JAGO

"Hammers, Saw and Happy Voices"

Restoration activities have swung into high gear with the object of attention being ex-CP Van No. 436436.

On December 1, the car changed places with ex-CP 4-6-2 1201's tender during a relatively smooth exercise that also involved the movement of the ex-CP CPA16-4 No. 4065. It was the last non-winter day of the year and probably one of the last times until next spring that railway equipment will actually roll up and down the Museum's small yard.

Following the van's transfer to the shop, little time has been wasted in getting work into gear. Temporary covers were removed, exposing the half completed roof decking job and the temporary hole where the replacement cupola will be eventually relocated.

Because of the deteriorated condition of the car's layers of interior sheathing, the decision was taken to perform a "gut" job in the interests of applying new materials which would be faithful copies of the original.

Purists might scoff at the decision but, when you consider the number of outshoppings which the van has succumbed to, it is difficult to gauge what really constitutes original detailing. Indeed, the present work has demonstrated to us that some of our earlier conclusions about how the car was put together may have been a little off-base.

More riddles keep presenting themselves. For instance, we had been under the impression that the longitudinal benches located on the car's left hand sides were original detailing - there since the beginning. Not so, however; as we removed the siding and the benches (albeit temporarily in their case) we discovered that they were tightly secured in place with spiral nails (ardox for those in the construction game). The use of such contemporary fasteners has certainly destroyed our earlier conclusions but, I think that you'll get an idea about the fun that such a detective game can become, especially when a bunch of people with common interests are working together. And, yes, the debates can get quite loud and long - but never rancorous, I am pleased to say. It has been an occasion for lots of happy chatter - to say the least.

Perhaps, I should close with a little something about the "list". Every Saturday morning, Master Mechanic Duncan Du Fresne writes out a "To Do List" on a sheet of foolscap paper attached to a large clip board. It sits on his desk and as people arrive in the morning they are assigned to the various tasks. As the day goes on, it becomes a bit of a contest to see if all the tasks are accomplished. Obviously the more that come, the better the chance of this happening and the greater the sense of accomplishment at the end of the day.

There are lots of opportunities for you to become involved. It's a whale of a time and you just might win the current debate about whether 436436's "original" finish was horizontal or vertical tongue and groove. Whether for a couple of hours or all day, we'd be glad to have you.

TRAFFIC DOWN: Canadian rail freight volume totalled 4,900,000 tonnes in the week ended November 21, 1990, down 7.1 per cent from the same period in 1989. (Statistics Canada)

NOT THE FIRST: In the wake of the recent major cutbacks at the Canadian Broadcasting Corporation (CBC), the Globe and Mail on December 6 pointed out that the CBC was not the first public broadcasting operation in Canada. In the 1920s, Canadian National Railways operated a radio network with stations in five cities.

On the Origins of Cabooses in Canada

OMER LAVALLEE

Recent discussions about curtailment of use of cabooses on freight trains, along with the current inauguration of caboosless trains on both major Canadian railways, has raised interest in the origin of this most distinctive piece of railway rolling stock.

Contrary to popular opinion, the crew car or caboose did not exist on North America's early railroads. It only began to play a significant early role beginning only in the 1870s. Prior to that time, conductors and brakemen (or trainmen) on freight trains road in the open air, on the tops of freight cars.

The absence of a specifically designated crew car on freight trains is apparent not only in the relatively-few photos which exist of pre-1870 freight trains in Canada, but in many more pictures taken in the USA during the Civil War. In rare cases, a freight crew unofficially appropriated an empty box car which was placed at the end of the train for shelter against rain or snow.

Specially-designated crew cars remained uncommon until the 1870s. At this time, stimulated by the beginnings of labour unions - railwaymen in North America were among the first categories of labour to become organized - pressure was brought to bear upon managements to provide crew cars not only for shelter while working on trains, but also as a venue for meals and rest when off duty at terminals away from their home ones. Thus the caboose assumed its role as a distinctive railway industrial and social artifact.

Early Canadian applications

In Canada, designated crew cars first appear in reports for the year 1859. In the report of Samuel Keefer, inspector of railways for the Province of Canada in that year, the Great Western Railway lists 33 eight-wheeled "conductors' cars. For the year 1860, the GWR's complement of conductors' cars remained the same, at 33, but the Northern Railway of Canada reported

seven "freight caboose cars", also eight wheeled. It is probable, because they were eight-wheeled, that these vehicles were American-style cabooses.

"Brake Vans in Canada"

Though Keefer makes no reference to such cars on the Grand Trunk Railway of Canada in either year, a statement issued in October 1859 by W.S. MacKenzie, the GTR's locomotive superintendent, indicates that the GTR possessed 33 "brake vans" distributed as follows: Portland Division, 12; Eastern Division, 6; Central Division, 12; Western Division, 2; "Laid up for repairs", 1.

It seems clear that these were of the traditional British style which was in use in the United Kingdom on non-air-braked goods (freight) trains until recent times. Unlike cabooses, they provided no living accommodation but were merely small four-wheeled enclosed cars equipped with a large hand-wheel which, when applied to the brakes on the car, had the effect of acting as a drag on a train of unbraked vehicles.

Later GTR semi-annual mechanical department reports show that the GTR possessed 57 brake vans as of 31 December 1863, adding 14 more and scrapping one in the first half of 1864 for a total of 70. The 14 new units added had been converted from old box cars, probably four-wheeled cars dating from the 1850s.

One of the four-wheeled British-style brake vans, GTR No. 7, appears on top of the piles of debris in several photos taken of the Beloeil bridge railway disaster (Canada's worst railway accident) of 29 June 1864. The van, bringing up the rear of a train which fell into the gap caused by an open drawbridge span, appears in the accompanying photograph to be virtually intact. In fact, it may have been the same brake van which the GTR reported as being scrapped in the first half of 1864. Its light colouring, with dark lettering, suggests that it was painted in the



GTR Brake Van No. 7 on top of the wreckage of the Beloeil (Quebec) Bridge disaster, June 29, 1864. Photo - Public Archives Canada No. C-3287, thanks to Omer Lavallée.

traditional buff colour. This Canadian "brake van" is the only one known by this writer to have been photographed.

GTR "Cabooses"

American-style crew cars seem to have been introduced in 1862 as the report for the end of that year, signed by Richard Eaton who had by then become the GTR's locomotive superintendent, reads, in part, as follows:

"... five conductors' vans have been fitted with seats for first class passengers so as to give the public on the Central Division (Montreal-Toronto) the privilege of riding with every freight train between intermediate stations without entailing upon us the necessity of running a separate first-class car on every such train."

Unfortunately, the relative quantities of "cabooses" and "brake vans" is unknown, as the GTR, until well into the 1870s, grouped them all under the title "brake vans". The increments were as follows:

"Brake vans" at 30 June 1864	Total: 70
14 added by 30 June 1865	" 84
10 added by 31 December 1867	" 94
10 added by 30 June 1869	" 104
20 added by 30 June 1870	" 124

Situation in 1869

A general review of rolling stock quantities in 1869, as listed in the respected annually-published Poor's Manual, confirms the paucity of crew cars at the end of that decade. While many major lines did not give detailed breakdowns of the many railway car types in their annual reports, making it possible that crew cars were included in larger categories such as "freight cars", many others did give such detail. Here are some examples.

- Illinois Central RR, with more than 150 miles of main line listed no crew cars at all in a highly-detailed list of equipment.
- Chesapeake & Ohio RR, 425 miles of track, lists only two "conductors' cars".
- Central Pacific RR of California, 745 miles, two "cabooses".

Rarely, a line is well-provided with such cars:

- Chicago & North Western RR, 1,156 miles, 149 "caboose and way cars".
- Pacific Railroad of Missouri, 283 miles, 39 "cabooses".

Later evolution of the caboose

The first cabooses were four-wheeled cars, without lookout cupolas. One of these primitive cars, from the Albany & Susquehanna Railroad (now D&H), is preserved and displayed in Oneonta, NY, as a memento of the 1883 foundation of the Brotherhood of Railroad Trainmen.

Later, larger double-trucked cars were built, most equipped with the familiar cupola. The traditional colour of such cars was bright red or crimson, a high-visibility "danger" colour intended to serve as a "flag" at the rear of the train, in contrast to the buff colour which most freight cars were painted before 1900. This gave birth to the traditional reference in railway literature and lore to "the little red caboose behind the train."

With the introduction of taller-than-normal specialized boxcars in the 1950s, the effectiveness of the cupola was diminished. Some railroads in North America designed cars with side bay windows instead of cupolas. In fact, between 1910 and 1930, the CPR routinely fitted bay windows to cupola cars.

Like the early application on the Grand Trunk in the 1860s mentioned above, cabooses were often fitted with seats and toilet facilities for revenue passenger operation. In recent times, such cars were common on Northern Alberta Railways and on Terra Transport in Newfoundland.

Nomenclature

"Caboose" was the generally-accepted official word for crew cars in Canada. The former Newfoundland Railway used the official term "cabin car" while many Canadian crewmen - mostly CP Rail ones, curiously - still call such cars "vans", a harkback to the "brake van" of the early years of the GTR.

Slang words used by railroad men include the popular universally-understood and gently-derisive titles "crummy" and "brain box", the latter because the car, in North American parlance, was the abode of the conductor, the foreman or "brains" of a train.

In keeping with current agreements between labour organizations and railway companies, CP Rail introduced cabooseless operations in December 1989 between Thunder Bay and Winnipeg. Canadian National followed suit in 1990.

Disappearing quickly ... CN 'International Service' caboose 78130 reposes at Brockville, Ontario, on October 28, 1990. Photo by David Stremes.



Letters to the Editor

MORE ON THE GREAT EASTERN SAGA: In the November issue of *Branchline* I stated that the "Flying Scotsman" had not been seen on the metals of the former Great Eastern Railway (GER). I was wrong! On May 17, 1969, the 4472 was photographed on the centre track of Ipswich station.

The reference to Ipswich brings to mind another letter on 4472 and the GER which appeared in the November issue. Trevor Hodge attempted, through a series of innuendos, to denigrate the GER and its present day successor, the GE section of British Rail. Since most Bytown members' knowledge of British railways is limited to the propaganda emanating from aficionados of the Green With Rust (GWR) perhaps a short background on the GER is in order.

The Great Eastern Railway began life on August 7, 1862. The GER was something of an anomaly: in the London area it carried extremely heavy suburban traffic, but away from the metropolis it had to serve a rural population, heavily dependent upon agriculture. It could well be the traffic in agricultural products that led uninformed "townies" to refer to the GER as "the Swedie", a term with which I am not familiar. Also, if Mr. Hodge had a better understanding of East Anglia he would know why most Norwich expresses stopped at Ipswich: simply put, Ipswich is the largest urban area between London and Norwich.

The pride of the Great Eastern was not its Norwich expresses but rather its boat trains which served the Continental Steamer services by way of the GE port at Harwich. Trains such as the "Hook Continental" or the "Flushing Continental", named after the final steamer destinations in Holland, were considered with much more pride than the "Norfolk Coast Express", as was the York-Harwich train, the "North Country Continental". The latter reached Great Eastern territory by way of the Great Northern and Great Eastern Joint, which ran from Doncaster to March.

Apart from the boat trains the GER is probably best known for its efficient suburban service into Liverpool Street Station. July 12, 1920, is an important date in the annals of the GER. On that date the company introduced a new timetable for its North London suburban services, one which provided for an increase in the frequency of its steam powered trains during crush periods by between 50 and 75 percent. The resulting service required trains to operate with a two minute headway over two lines (one up and one down) in and out of only four platforms at its Liverpool Street terminus. Commonly known as the "Jazz Service", it was described in detail in *The Railway Gazette* of October 1, 1920; one paragraph from the editorial of that learned journal sums up the significance of the operation:

"It used to be regarded almost as an axiom that the Great Eastern Railway had done all that could ever be done in the handling of a vast suburban traffic by steam-powered trains in and out of a London terminal. We consider that the new development is the cleverest thing that has been done in railway operation since Mr. Cecil Paget introduced the train control system on a large scale on the Midland Railway, thus inaugurating methods which have been very widely adopted on British railways. We believe that the achievement of the 'impossible' by Sir Henry Thornton, F.V. Russell, Mr. John Miller and others, will have equally far-reaching results."

Incidentally, BR is completely rebuilding Liverpool Street Station which accounts for the chaos that Mr. Hodge encountered last year. I happened to be a not infrequent traveller through Liverpool Street in early 1989 and I was amazed that the heavy mainline and suburban traffic could continue without interruption despite the reconstruction of the 18 platform station.

Although Mr. Hodge did not explain his reference to the GE section of British Rail as "That Tramway" I can only assume that

it is because of the abundance of overhead wiring to be found on the system. Electrification of suburban services, which had been delayed by the war, began in 1949. Initially the system was energized at 6.25kV, but as electrification expanded to include the Norwich and Cambridge mainlines, as well as the more heavily travelled branches, the network was converted to 25kV. (Another theory about the "Tramway" reference: the Reverend W. Awdry, creator of *Thomas the Tank Engine*, modelled Toby the tram engine after the locomotives which worked the Wisbech and Upwell Tramway in Norfolk.)

The advent of diesels and the growing electrification of the system spelled the end of steam on the GE section of BR much sooner than in other areas of the United Kingdom. The last steam train to depart Liverpool Street was on September 9, 1962, and the final chapter on steam in East Anglia was written in November 1963 when March, the last remaining shed, closed its doors. This early demise of steam has resulted in few Great Eastern locomotives being preserved. There is one, appropriately a small suburban tank locomotive, in the National Collection at York, and two on the North Norfolk Railway. The latter is somewhat ironic since the preservation North Norfolk Railway (NNR) runs over part of the Midland and Great Northern Joint, the GER's major rival for Norfolk Coast traffic. Just to complete the connection with the 4472, one of the locomotives on the NNR is a Gresley rebuild of a F.V. Russell designed 4-6-0. [signed ... Leslie Goodwin]

"FLYING SCOTSMAN POSTSCRIPT": The prolific "Flying Scotsman" correspondence prompts me to offer one or two postscripts. Leslie Goodwin asks how many readers familiar with Gresley's A4 main line Pacifics "know of the two streamlined 4-6-0s designed for the former GER [Great Eastern] mainline?"

For those who don't, the two locomotives were LNER Nos. 2859, "East Anglian" and 2870, "City of London". Gresley's standard light express locomotive, intended particularly for East Anglian and cross-country services, was the B17 "Sandringham" Class 4-6-0, and these were a pair of ordinary B17s fitted with a streamlined casing as a publicity device to popularize the crack London-Norwich express, the "East Anglian". Though slightly shorter than the A4s, they so resemble them that in photographs the eye is almost always deceived, unless you count the wheels and note the absence of a trailing bogie.

The casings were installed around 1936, but with the labour shortages of WW II, were removed to facilitate maintenance, and the two engines reverted to being conventional B17s. In the A4s, on the other hand, the streamlining formed an integral part of the design and could not be removed, except for the valances over the wheels; these were removed to give access to the motion, and never replaced. But otherwise, the A4s continued as streamliners to the end of their life.

An interesting parallel was the streamlined "Duchess" Pacifics that Gresley's rival on the LMS, Sir William Stanier, used for hauling the "Coronation Scot" and other main line fliers. These also simply carried outer casings that they lost in wartime, like the two B17s, though in photos one can tell which engines originally carried the casing by an unsightly flattening of the top of the smokebox to accommodate it. We may also note the single Gresley class W1 4-6-4 (BR No. 60700); only one was ever built, but was another A4 look-alike.

The opposite approach was adopted by O.V. Bulleid, on the Southern, who actually introduced in wartime his three classes of streamlined Pacifics ("Merchant Navy", "West Country", and "Battle of Britain") though they were officially described as "air-smoothed" rather than streamlined so as to fend off potential accusations that the Southern was indulging in self-indulgent PR gimmicks at the hour of Britain's peril. These kept their streamlining for twenty years, and it was not removed until their

designer was safely out of the country with the CIE in Ireland, when they were all, as the saying had it, "unfrocked"; the packing between the casing and the boiler had developed a habit of sopping up oil from the oil bath enclosing the motion, with the result that the entire locomotive suddenly caught fire.

The fourth British company, the GWR, had as little to do with streamlining as it could, since it was not a GWR invention, limiting itself to installing sundry flaps and flanges at strategic points on two locomotives, "Manorbier Castle" and "King Henry VII"; the design of these fittings was worked out on the spur of the moment by the Chief Mechanical Engineer, C.B. Collett, dabbling blobs of plasticine on to a handy model of a "King" class. The innovation did not last long, and otherwise the GWR went on its own way, to the surprise of nobody who knew it.

That, I think, more or less wraps it up for British locomotive streamlining, but perhaps I might offer two further minor points. Geoffrey Peters is of course right in maintaining that, in general, LNER Pacifics "never ventured on GER lines." They did on two occasions. One was any time the East Coast Main Line was closed for engineering works, which sometimes happened; then its whole traffic, without change of engines, would be diverted at Hitchin over the GER to Cambridge, Ely, and March, thence by the GE/GN Joint Line to Doncaster. The other was that King's Cross had a running-in turn, on which engines running-in after a visit to shops worked a semi-fast to Cambridge and back, running over GER metals from Shepreth (a wayside station between Hitchin and Cambridge) onwards. This happened daily. Either way, Cambridge was always the place to see Gresley Pacifics on the GER. [signed ... A. Trevor Hodge]

MORE ON SANTA FE STEAM: On behalf of the San Bernardino Railroad Historical Society, I am pleased to express our appreciation for the fine publicity SBRHS received in the November '90 Branchline under the heading "Santa Fe Steam". We have received a number of inquiries from Canadians in regards to the "California Limited" steam excursion to Sacramento's Railfair '91, powered by former AT&SF 4-8-4 No. 3751. Reservations have come in from across Canada - Victoria and Vancouver, B.C., on the west coast, and as far east as Toronto. Canada will be well-represented among the passengers aboard the "California Limited".

The toll free "800" number was listed incorrectly in "Santa Fe Steam". The number is 1-800-321-3751. Callers in Canada may use this number, as well as those in the United States. Written inquiries can be sent to SBRHS-California Limited, P.O. Box 936, Fontana, California, U.S.A., 92334-0936. Bytown Railway Society members should mention that they read about the "California Limited" in Branchline.

Thanks again for your support. We look forward to meeting all our Canadian friends aboard the train. [signed ... Don E. Toles, Corresponding Secretary]

MORE ON BARNHART LOG LOADERS: Gladiator - I enjoyed reading your introduction to the Barnhart log loaders (December Branchline).

Barnhart was only one of many of the log loaders used in Canada. American, Clyde and Ligerwood were also common types.

Although I am not familiar with the lumber companies listed at the top of Page 15, Foley Brothers and Northern Construction had the 1911 joint contract to build the Canadian Northern Railway between Ruel and Port Arthur. F.H. Hopkins & Co. of Montreal sold new and used railway and contractors' supplies. Hopkins was also a Canadian representative for the Marion Steam Shovel Co. of Marion, Ohio.

The Fassett Lumber Co. (owner of the SR&N) had two Barnhart loaders, both of which were in service in 1919. While I am not aware of any rail mounted log loaders at Trout Creek, Ontario, Standard Chemical had a very old Barnhart at South River, Ontario, in 1926.

P.S. Although I haven't seen any original material from the Marion Shovel Co., all of my sources spell Barnhart with a "t", not

with a "d" as in Barnhard. As well, a Hopkins advertisement from 1906 shows the Marion Shovel Co. in Marion, not Lima, Ohio. [signed ... Brian Westhouse]

FOOTNOTES TO "MANIWAKI RETROSPECTIVE":

Passenger Service to Maniwaki - according to the Ottawa newspapers of the day, passenger service to Maniwaki commenced on February 8, 1904, the delay in startup being caused by water servicing problems. Crew members included a Mr. Hoolihan as conductor, and William McFall as engineer. Mr. McFall was a veteran CP engineman who started work on the "old Brockville and Ottawa". He was tragically killed on the Gatineau line in April 1911 when his train hit a washout near Farrelton. The engineer and conductor of the last passenger train, which operated on January 26, 1963 with RDC-2 9105, were Bill Austin and Frank Cope respectively.

In 1962, I had the opportunity to ride up front in the RDC on a Sunday night run to Ottawa. Although most of the Maniwaki Subdivision was traversed by passenger trains at a leisurely 40 mph, the engineer could "open her up" between Kazabazua and Venosta where the track was straight and fairly smooth through the sand flats. As I watched spellbound, the RDC hits its maximum of 90 mph for a brief moment (a wee bit over the authorized speed) before approaching Venosta where the many curves on the line began.

Working the Gatineau Line - many were the problems and hazards over the years for the crews of the Gatineau trains, and our Tid Bit editor has described a few. However, it is unlikely he had as startling a situation as one crew experienced on August 18, 1904. From the Ottawa Citizen: "Thursday, CPR train 101 with engineer Tom Armitage at the throttle, nearly ran down one of the biggest moose ever seen in this part. It was at Kelly's Siding, two miles north of Kazabazua and only for the engineer's vigilance, the big fellow would have been struck ..." Keeping in mind the smaller size of a 1904 locomotive, a good sized moose would have meant a major confrontation, with the locomotive derailing and likely ending up in the ditch. [signed ... Bruce Ballantyne]

PHOTO MISCAPTIONED: The photo in the last issue of Branchline showing the TH&B gas-electric meeting a NYC passenger train stated the location was at the TH&B Hunter Street Station in Hamilton. I believe this is incorrect. The setting does not resemble that at Hunter Street. As well, NYC power seldom operated over the TH&B. TH&B and CP locomotives generally handled the Buffalo-Toronto trains through Hamilton. A more likely locale for this photo is Waterford. During the early 1950s, the TH&B gas-electric car was scheduled to connect with the New York City-Detroit trains at this point. [signed ... Douglas N.W. Smith]

CENTENNIAL YEAR SHOULD PROMPT MORE ARTICLES ON OTTAWA TRACTION: I would like to take this opportunity to mention how I am enjoying the magazine and how I am always looking forward to the next issue! The year 1991 marks the hundredth anniversary of electric traction on the Ottawa public transit system and, no doubt, Branchline will feature various articles on the ancestors of today's OC Transpo! [signed ... Denis Latour] [Editor's Comment: Fantastic idea! Are there any willing volunteers out there? You write them, we'll print them!]

MOTIVE POWER INFORMATION SOUGHT: I would greatly appreciate if the Society or their readers could spare any pictures or information they may have for CN mainline freight service between Toronto and North Bay, Ontario. Also for Roadswitcher service out of Gravenhurst or Huntsville, Ontario. This would be for the period of time 1955 to 1975. I am looking for pictures similar to the great one shown on the back page of the November 1990 issue of Branchline to assist in establishing the correct diesel power for an H.O. model railroad. Please write to me at 2064 Westfield Drive, Mississauga, Ontario, L4Y 2P3. [signed ... Robert T. Melvin]

LAVALLÉE BITES AGAIN! This note is further to the responses by expatriate Brits Messrs. Churcher and Corley (December Branchline) to John Corby's minor "boo-boo" about the "Flying Scotsman's" lineage. When one of these immigrants (Mr. Churcher) offers a gratuitous insult to Canadian locomotive designers ("... Canadians could only handle two cylinders per locomotive ..."), it begs for a response from this tenth-generation Canuck.

Multi-cylindrical locomotives weren't popular in North America for a simple economic reason: Compared with the UK and Europe, wages on this continent were proportionately much higher than fuel costs. The diminished fuel consumption resulting from complicated operating mechanisms (multiple and/or inside cylinders and motion) was not significant enough to justify such designs. Those which were tried failed on this account.

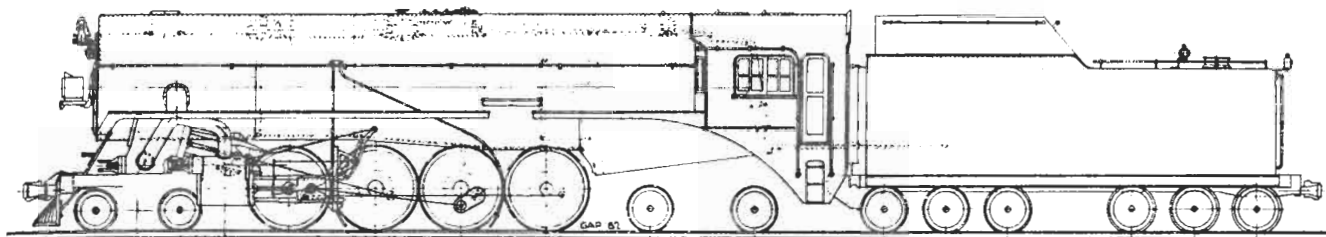
The CPR's multi-pressure class T4a 2-10-4 No. 8000 - which in fact under test showed appreciable fuel savings - gave as much trouble with labour-intensive maintenance, repairs and

adjustments to its inside cylinder and associated valve motion than all of the rest of the locomotives put together. The fuel economies were not enough to overcome its mechanical complications.

To see what "we Canadians" could handle in the way of multi-cylindrical locomotives, one has only to glance at C.H. Temple's 1926 CPR design for a four-cylindrical simple 4-8-4 (see drawing below). In this design, the additional cylinders, motion and gear are fully accessible. However, the force exerted by a second main rod on an eccentric crank on the main drivers would probably have sheared it off the first time that the throttle was opened.

Not content just to fan the flames, let's throw on a little gasoline!! This commentator's favourite London station, hands down, is Victoria, whose international ambience and Agatha Christie atmosphere, in my opinion, leaves all of the "black holes", "airy train sheds" and "Lawns" out in the damp cold of a London fog. Vive the Southern, LBSCR and SECR!!

You see, we do, too, read **Branchline**! [signed ... Omer Lavalée]



A 4-cylinder simple design, in which all running gear and valve motion was mounted outside the frames. Note that

the cylinders are positioned in such a way as to employ the same spindle to activate both valves.

From the News Editor's Desk

"It all boils down to participation"

Heading into the new year, it is our great pleasure to report on the success of our annual black and white photo contest. It was indeed gratifying to see how you responded to the challenge which we issued last year when we wondered out loud about whether it made sense to continue the contest. We were deluged with mail calling for its retention and you have honoured your commitment with a tremendous follow through.

Although the contest boiled down to the selection of just a few winners, in the final analysis, we have all won. Your efforts have ensured the success of our contest in addition to providing us with some truly unique perspectives on Canadian railroading.

Although I don't want to make this column a regular soap box, an interesting comment in this month's "Letters to the Editor" warrants some discussion. We have been asked to consider the running of articles on the centenary of electric traction in Ottawa. I fully support the idea and I look forward to someone developing a couple of articles. When I saw the comment, I also started to think about the Branchline operation in general. Every month we try to establish a theme. Some times it works, some times it doesn't. After all, we don't have an encyclopedic knowledge of railways in Canada. That's where I see a greater role for you the readers. It's important that you also generate ideas. Comments which you pass to us in the form of letters to the editor may be seized upon by another reader who happens to be interested in the same topic and is willing to put it into the form of an article or even a photo essay. Better yet, write an article yourself. Some of you might want to try the "big time" magazines and Branchline could be an ideal forum for getting your feet wet.

Several months ago, I talked about railroad fiction and

how it would be nice if we could prompt a few yarns from some budding "Boomer Bedwells". But that's only one aspect. Descriptions of contemporary and past railroading are also important.

Sitting in Ottawa, we can only scratch the surface. Yes, there is a network and it's fine for passing along short pieces and news items but we're still missing out on significant dates and anniversaries from one coast to the other.

For that matter, there are a lot of contemporary operations that could be more fully documented. How about a day on the Alma and Jonquière? There are interesting possibilities with the Southern Railway of British Columbia. This month's NTA column talks about the Port Stanley Terminal Rail and its efforts to secure a connection in St. Thomas. Not to take away from the PSTR, but there seems to be the makings of a real story in describing the rail infrastructure of St. Thomas which can boast two yards, and daily visits by CN, CP, Norfolk Southern and Chessie. In St. Thomas you even still hear about the Wabash Railroad! It still exists as a corporate entity in Canada. Even one of the interchanges in town is known as the "Wabash Transfer". How much more prompting do you need? Toronto is getting rid of its "Gloucester" subway cars, yet there was no real requiem. We saw fit, however, to honour the fiftieth anniversary of the PCCs. The Gloucester cars are just as significant. After all, they were the first subway cars in Canada. But we need someone to act as the scribe.

I could go on, but the CBC signed off about 10 minutes ago so that gives you an idea of the hour. How about it? Your participation has made us what we are today. Our only limits are the outer bounds of your thoughts and ideas. We need your thoughts; we need your articles. (Philip B. Jago)

Along the Right of Way



STRANGERS IN THE EAST: GMD1m 1163 passed through Ottawa enroute to Montreal on November 21 (Martin Berubé); GMD1's 1056 and 1904 arrived in Montreal on November 28. (David Stremes)

STRANGERS IN THE WEST: GE Dash 8-40CMs 2409 and 2416 passed through Saskatoon on November, accompanied by Dynamometer Car 15100, enroute to the Mountain Region for track testing. Both returned east on separate trains on December 1. (James Brock)

ANOTHER 'ESCAPEE': Winnipeg-based GP38-2 4727 still carries the original black body/orange end/large white 'noodle' paint scheme. (James Brock)

GONE WEST: Montreal-based Hump 'mother' GP38-2m 7514 and YBU-4m 525 headed west through Ottawa on December 8. (David Stremes)

CP Rail

LEASED UNITS GETTING AROUND: On November 17, BC Rail SD40-2 750 (ex-O&W 9957) visited South Edmonton (Geoffrey Peters); on November 22, GO Transit GP40-2M 720 (ex-Rock Island 3005; nee 374) headed east through Chalk River, Ontario - this is believed to be the first appearance of a GO unit in Chalk River (John Moore); on November 24, 'east' and 'west' met when Algoma Central SD40-2 187 and BC Rail SD40-2 747 got together at Sutherland Yard in Saskatoon, Saskatchewan (James Brock).

INSPECTION TRAIN: On November 28, GP38-2 3116 powered Business Car "Mount Stephen" and Track Evaluation Car No. 64 on an inspection tour of facilities in Montreal for the Quebec Ministry of Transport. The tour departed from Windsor Station and included the Lachine IMS Terminal, St. Luc yard and Ports Canada trackage between Place Viger and Section 77. (Bruce Chapman)

GRAVEYARD SHIFT CANCELLED: Who was there first? The midnight hump shifts at St. Luc Yard in Montreal have been cancelled due to the hump retarder noise interfering with the sleeping habits of the residents who have had their homes built so close to the hump. St. Luc yard opened for service in 1950, long before the home were built. (Bruce Chapman)

DERAILMENT: On November 21, GP38-2 3102 and SD40-2 5685 both suffered considerable cab damage when contacted by a small cut of grain cars that rolled out of storage track at Tilley, Alberta. As well, fuel leaked from a punctured fuel tank. (Bruce Chapman)

LAST RUN: December 5, 1990, marked the last official run over the 68 miles of the Boundary Subdivision between Robson West and Grand Forks, B.C. The last southbound train included GP38-2 3033 and SW900 6720, the latter (along with caboose 434331) left in Grand Forks to handle the switching of the "Grand Forks Segment". The last northbound train included GP38-2s 3033 and 3089.

The NTA ruled in September that CP could abandon between Robson West (mileage 27.0) and Midway (mileage 126.6), however, service must be retained between mileages 92.6 and 93.85 within Grand Forks. Rail connections to this isolated segment will be gained via trackage rights with the Burlington Northern. (Bruce Chapman)



NEW COLOURS?: On November 19, FP9Au 6313 was noted at Bombardier's repair facility in Ville St. Pierre (Quebec)

resplendent in a solid green (presumably primer) with black underframe scheme. (John Godfrey)

BCRAIL

WHAT A YEAR: The year 1990 has not been kind to BC Rail. Indian blockades and a burnt bridge closed much of the railway in the summer, and a 25-day strike occurred in September. And then heavy rains in October caused landslides along the shore of Howe Sound.

More heavy rain on November 10-11 caused an extensive landslide just north of Pemberton which was downhill from the railway, closing the railway for a week until the line could be shored up. Then another mudslide covered 500 feet of track about 150 kilometres north of Vancouver on November 23 after a Pacific storm dumped up to 10 centimetres of rain in the area, closing the mainline for several days. (Dale Whitmee)

MISCELLANEOUS

'CANADIAN' BACK HOME: On November 17, Amtrak's "Montrealer" arrived in Montreal powered by recently overhauled F40PH 415, formerly GO Transit 515. Amtrak acquired the 515 and sisters 510-514 early in 1990. Conrail in Altoona, Pennsylvania, was contracted to overhaul the units and modify them to Amtrak standards - the 415 was initially released as Amtrak 515. (John Godfrey)

Gift Suggestions!

The following are available from our "Sales Desk", P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1:

1) **1201/NMST T-Shirts:** we still have a limited supply - available in neon orange (large & x-large), neon yellow (x-large) at \$11.95, or gold (small, large & x-large) at \$9.95. The T-Shirt logo matches the drumhead of the excursion train and may be seen in our ad on page 84 of the July Trains magazine.

2) **BRS T-Shirts:** grey with maroon trim and logo - adult small, medium and large sizes, \$8.50.

3) **BRS Golf Shirts:** red with white logo - adult medium size only, \$14.00.

4) **"Ottawa Valley Steam":** Television station CJOH, in conjunction with BRS, has produced a 48-minute video (VHS only) portraying the post-retirement career of the National Museum of Science and Technology's ex-CPR Light Pacific 1201. Much of the footage was shot in the spectacular fall colours of the Ottawa Valley on BRS' excursion from Ottawa to Pembroke on October 1, 1989. Order your copy today at \$39.95.

NOTE: Please add \$2.50 for the first item and \$0.50 for each additional item for shipping and handling. Ontario residents please add 8% provincial sales tax. Please add 7% G.S.T. for shipments that will be made after January 1, 1991.

5) **"Canadian Tracksides Guide 1990":** a few copies of this year's 356-page edition are still available at \$12.95, plus \$2.00 for shipping and handling.

The Motive Power Scene including equipment items

Many thanks to Ken Ardinger, James Brock, Bruce Chapman, John Godfrey, Bryan Martyniuk, Pierre Alain Patenaude, Mark Perry, Roy Smith, David Stremes and Doug Wilson.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1990 *Canadian Trackside Guide*, eg. (p1-64).



REMANUFACTURED: (p1-3, 1-30)

NEW NO. OLD NO. SERIAL ASSIGNED TO

- GP9 Slugs:

258	4411	A654	Sarnia
259	4609	A1539	Sarnia

- GP9 'Mothers':

7265	4353	A1808	Sarnia
7266	4206	A1240	Sarnia

CONVERTED: (1-2, 1-4) S-3 slug 167 has been modified to operate with the 7200-series GP9u 'mothers' and has been renumbered 265. It has been assigned to Neebing Yard in Thunder Bay to replace GP9 Slugs 216 which has been transferred to Taschereau Yard in Montreal;

(p1-3) YBU-4s 208 and 209 have been modified for hump service and been renumbered 525 and 526 - both remain assigned to Taschereau Yard.

RETIRED: (38 units) -

- (p1-2, 1-4) S-13s 114, 302 and 308;
- (p1-8, 1-9) SW1200RS's 1207, 1233, 1235, 1239, 1273, 1306, 1309, 1336, 1504, 1505, 1506, 1507 and 1508;
- (p1-10) RSC-14 1787;
- (p1-13, 1-14) RS-18s 3103, 3111, 3628, 3629, 3643, 3651, 3655, 3665, 3677 and 3678;
- (p1-16, 1-17) GP9s 4209, 4216, 4268, 4287, 4292, 4317, 4340, 4343, 4396 and 4476;
- (p1-32) SW1200 7721 (last of series).

TRANSFERRED: GMD1m's 1154 and 1170 from Winnipeg to Vancouver.

STORED UNSERVICEABLE RECAP: (15 units) - S-13 Slug 160; SW900 405; SW1200RS's 1218 and 1234; C-630Ms 2000-2002, 2018, 2020, 2030 and 2041; M-636 2326; GP9s 4243, 4319 and 4589.

LEASED OUT: SW900m 404 was leased to Novacor in Sarnia, Ontario, effective November 15 while their SW900 417A undergoes traction motor repairs.

RESOLD: F7Au's 9164, 9165, 9167 and 9177 have been sold to National Railway Equipment, Dixmore, Illinois, via Century Locomotive Parts. The four units passed through Sarnia (Ontario) on November 25.

F7Bu 9190 has been acquired through Century Locomotive Parts by the Feather River Railroad Society, operators of the Portola Railroad Museum in Portola, California. Plans are to restore the 'B' unit to Western Pacific livery.

SOLD: RS-18s 3739 and 3744 have been sold through Canac to Knox Contracting, Minto, New Brunswick. Their 251-series engines will be removed for use in drawing vehicles out of a coal mine. The locomotive frames are not needed.

WITHDRAWN: (p4-19) The following commuter coaches operated on the Deux Montagnes to Montreal route for the STCUM have been withdrawn from service due to the need for heavy repairs: 4970, 4975, 4995 and 5045.

Their withdrawal has resulted in most rush hour trains being reduced by one coach.

IN THE FAMILY: Central Vermont GP9 4542 moved in late-November to Grand Trunk Western's Battle Creek Shops.

GP38AC's 5807, 5808 and 5809, wrecked near Sharon, Vermont, on August 7, moved to Conrail's Altoona (Pennsylvania) Shops in early-November for repairs.

CP Rail

LEASE CHANGES: SD40-2s 5664, 5666, 5668, 5669, 5674, 5676 and 5686 have returned from lease to the Delaware & Hudson, leaving 12 5600s still leased.

Gone to the D&H are RS-23s 8025, 8028, 8032 and 8039 after modifications carried out at Weston Shops in Winnipeg to meet FRA requirements.

Moving through Canada from interchange at Kingsgate, B.C., in early-December were GATX Leasing SD40-2s 2002, 2003, 2005 and 2007 destined to the D&H at Rouses Point, New York.

STORED UNSERVICEABLE RECAP: GP38-2 3087; C-630M 4502; M-630 4554; M-636 4701; M-640m 4744; SD40s 5501, 5502, 5507, 5529, 5540 and 5545; SD40-2s 5623 and 6051, and SW900 6712.

MODIFIED: Alyth-assigned SD40-2s 5929-5931 have been equipped with Positive Traction Control.

Reset Safety Controls have been/are being applied to yard GP9 units 1588, 1600, 1611, 1635, 1636 and 1648. All are assigned for service at South Edmonton, Alberta.

UPGRADED: SD40s 5545, 5551 and 5555 have been upgraded to SD40-2 electrical specifications at Angus Shops in Montreal (5545 has moved to Alyth Shops in Calgary for further work). Undergoing or awaiting similar upgrading are sisters 5502, 5507, 5529 and 5540.

LEASED UNIT ACTIVITY: Further to last month's issue, the four GO Transit units leased in early-November were GP40-2Ms 720, 722, 723 and 726 (all ex-Rock Island).

At press time, with the grain traffic falling off, it was planned that all 15 leased units were to be returned to their owners between December 10 and 21.

CABOOSE TRANSACTIONS: Caboose 434530 and 434638 have been acquired by the Essex Terminal Railway; cabooses 434662, 434668 and 434682 have been purchased by the Algoma Central Railway; centre cupola caboose 437486 has been acquired by an individual in Labelle, Quebec.



NOT SO: In last month's issue we reported that '4-8-4' Sleeper 1127 - "Elmira" had been sold to an individual in St. Hubert, Quebec. In fact, the sleeper sold was 1160 - "Exeter".

SOLD: LRCs 6941 and 6942 (nee Amtrak 38 and 39), have been sold to Saturn International, C/O Century Locomotive Parts, Lachine, Quebec. The two units have not run a revenue mile since being returned by Amtrak to builder Bombardier in 1982.

MISCELLANEOUS

LEASED OUT: BC Rail's last S-13, No. 502, has been leased to Eurocan Pulp and Paper in Kitimat, B.C. It moved from Prince George to Kitimat via CN in mid-November.

GE DOINGS: Burlington Northern B30-7AB 4000 was at CP's St. Luc Yard in Montreal on November 23, fresh from an overhaul at GE in Montreal. Sisters 4004, 4014, 4016, 4027, 4028, 4036 and 4043 were delivered to GE in November and December for overhaul.

Also delivered to GE in late-November was the shell of ex-Conrail U30C 6840, exx-Conrail 6579, nee Reading 6300. The unit had been sold by Conrail to Chicago & North Western, and then

was donated to the Reading Company Technical & Historical Society in Reading, Pennsylvania. It was then sold back to GE.

The last 4 (Nos. 7488, and 7496-7498) of 16 former AT&SF B36-7 units delivered to GE in late-1989 for overhaul left GE on November 29 enroute to GE in Erie, Pennsylvania. Nos. 7488 and 7498, the first of the 16 units completed, had been leased to the Mountain Vista Railtour Services for their 20-week excursion service during the summer of 1990 - both units returned to GE in Montreal in October.

GENERATOR REMOVAL: STCUM FP7A 1300 (ex-CP 4070) has been moved to CP's Angus Shops in Montreal for steam generator removal. All STCUM coaches are now equipped with electric heating.

PASSING THROUGH: Bangor and Aroostook BL2 No. 52 travelled over CN Rail from St. Leonard (New Brunswick) to Sarnia (Ontario) in late-November enroute to the Wisconsin & Calumet Railroad in Janesville, Wisconsin.

FROM THE BUILDER: Diesel Division - General Motors of Canada, has delivered 53 SD60M units (Nos. 6216-6268) and 12 SD60M units (Nos. 724-735) to Kansas City Southern. To follow will be 21 SD60s for Norfolk Southern (Nos. 6676-6696).

INDUSTRIALS AND SHORTLINES

RELOCATED: (p2-8, 2-23) Potasco S-2 35071 (built by ALCO in 1949 as CP 7097) has moved from their Rocanville (Saskatchewan) plant to A.A. Merrilees' (dealer) new facility in Mascouche, Quebec.

As well, all units previously at Merrilees' facility in the Duvernay Est section of Laval, Quebec, have moved to Mascouche.

TO THE SCRAPPER: (p2-8) Ipsco's (Regina, Saskatchewan) ALCO S-2 No. 4 is reposing at Wheat City Metals in Regina, still intact but minus its hood. The veteran (Serial 75653, built 1/48) came to Ipsco in 1974 from the Los Angeles Junction.

GWWD UPDATE: (p2-9) The Greater Winnipeg Water District is operating their lightweighted former Devco RS-23s 200 and 202, plus GE 44-Ton 100 (acquired new in 1946). Former BC Rail RS-23s 501 and 503 are in the process of being lightweighted. GE 44-Tonniers 101, 102 and 103 are stored.

HISTORY DETERMINED: (p2-12) The derelict Whitcomb unit at Austin Lumber in Dalton (Ontario) is a 20-Tonner, serial 12847, built 8/29 for G. Gordon in Cashe Bay, Ontario. The unit went to Austin Lumber in 1964 and has been derelict since 1967.

GONE STATESIDE: (p2-16) Dupont Canada GE 45-Ton No. 1 (serial 31300, built 4/52) has moved from their plant in Sarnia (Ontario) to Dupont's plant in Montague, Michigan.

Switching at the Sarnia plant is now handled by former Houston Belt & Terminal SW1000 No. 40.

SCRAPPED: (p2-18) Pioneer Grain in Thunder Bay, Ontario, has scrapped both of its Plymouth Model MDT 40-Ton units (serials 6589 and 6590, acquired new in 5/67).

ROSTER CHANGES: (p2-21) Sidbec Feruni at Contrecoeur, Quebec, has dismantled three veterans: 1) Unnumbered CLC/Whitcomb 35-Ton (serial 2645, built 12/50 as Canadian Tube and Steel No. 1); 2) GE 80-Ton No. 406 (serial 30802, built 9/50 as National Harbour Board No. 1), and 3) ex-CP S-3 6538 (MLW serial 81194, built 7/55).

Added to the roster are 1) SW900 7940 (ex-CN 7940, GMD serial A1192, built 11/57 as CN 7240), and 2) SW8 412 (ex-CN 7163, GMD serial A193, built in 1951 as CN 8513). As well, their ex-CN SW900 7936 has been renumbered 411.

RELOCATED: (p2-21) Domtar S-2 No. 5 has moved from their Donnacona, Quebec, plant to storage along with several VIA Rail units at Ville St. Pierre, Quebec. The Donnacona plant is now serviced by No. 06, ex-CN SW900 7952.

WHERE DID THEY GO?: (p2-24) The Marine Industries (formerly Canadian Vickers) facility in east-end Montreal has closed. The facility was switched by 1) a Brookville Model BFA, serial 2529, built 10/51, and 2) a Plymouth Model JDT 20-Ton, serial 5692, built 3/53. Might any of our readers know the disposition of these units?

ON THE PRESERVED SCENE

CORRECTIONS: (p3-15) In the November 1990 issue we reported that Fletcher Challenge Canada's Atlas 65-Ton No. 2 had moved to the Prince George Railway Museum in Prince George, B.C. To set the record straight, the 65-Tonner came from Canadian Forest Products (Canfor) at Port Mellon, B.C., not Fletcher Challenge Canada.

In last month's issue we reported that an individual in Ottawa had acquired CN caboose 79239. In fact, 79239 is destined for the future excursion operation Hull, Chelsea & Wakefield Railroad, which was understood to have acquired 79329 as reported in the November Branchline. Lettered HCXX 79239, the 23-year old caboose was stored at CP Rail's Walkley Yard in Ottawa at press time, along with HC&W's ex-Canada Starch No. 7 (nee CN 8018).

MUSEUM ACQUISITION: CN steel caboose 79334 has been acquired by the Glaslyn and District Museum, Glaslyn, Saskatchewan.

TOURIST INFORMATION BOOTH: (p3-29) A 1963-built Flyer Industries bus which was converted to a railbus for service in northern Manitoba, has been 'grounded' and converted to a Tourist Information Booth in Thompson, Manitoba. The railbus had been stored at Inco's plant in Thompson pending sale.

WHERE IS IT GOING?: Former Dofasco Whitcomb No. 6 (Model 65DE19a, serial 60386, built 2/44 as US Army 8145), which has reposed at CN's Fort Erie (Ontario) yard for several years, has been painted blue and white and lettered NRL. Might any of our readers know where she is destined to?

UNDER RESTORATION: A 1920s-era former CN wood caboose is presently being restored by the Thunder Bay Model Rail Association at Keefer Terminal. When completed (scheduled for the summer of 1991), the caboose will be displayed in Marina Park, adjacent to the former CN Port Arthur station. Further details to follow.

EQUIPMENT NEWS

NEW CN RAIL CRANE: CN is introducing a new \$500,000 hydraulic "hi-rail" mobile crane to expedite railway derailment clean-ups.

The 118-tonne capacity crane is the first of a new generation designed to replace existing 54.5-tonne cranes that move by rail only. Built to CN's specifications, the crane includes such accessories as self-contained breathing apparatus, light-weight welding equipment and oxyacetylene torches to assist in the process of clearing up and making repairs after derailments.

The crane has a 6,000-watt generator to provide lighting, and carries a heated and air-conditioned six-person cab, complete with mobile radio and cellular phone communications facilities. As well, the crane includes a group of computerized indicators to provide accurate and timely information on the load capacity, boom extension, radius and other factors. The indicators provide this information in readouts that can be changed from English to French, Spanish or Italian at the turn of a switch.

TORONTO GARBAGE TO GO TO NORTHERN ONTARIO BY RAIL

Metropolitan Toronto has signed a multi-million dollar deal to ship 30,000,000 tonnes of garbage to an abandoned mine near Kirkland Lake, Ontario.

The deal, worth more than \$450 million over the 20-year life of the dump, was signed on December 4. It could cost \$900 million to haul the garbage by rail to the site, which is 600 kilometres north of Toronto.

The communities of Englehart, Larder Lake and Kirkland Lake will share a recycling plant, royalties and other payments worth up to \$382 million over the site's life. The deal is subject to approval by the Environmental Assessment Board. (The Ottawa Citizen, 05/12/90)



HELPING HAND: Ontario Northland FP7A 1521 helps ailing sister 1985 (ex-1518) climb the grade north east of North Bay, Ontario, enroute to Cochrane on July 22, 1990. The rolling stock formerly operated on the Trans-European-Express. Photo by Jean Louis Ozorak.

Bytown Railway Society

P.O. BOX 141, STATION A
OTTAWA, ONTARIO
K1N 8V1

9101
David Stremes
214 Belford Crescent
OTTAWA, ON
K1Z 7B1
