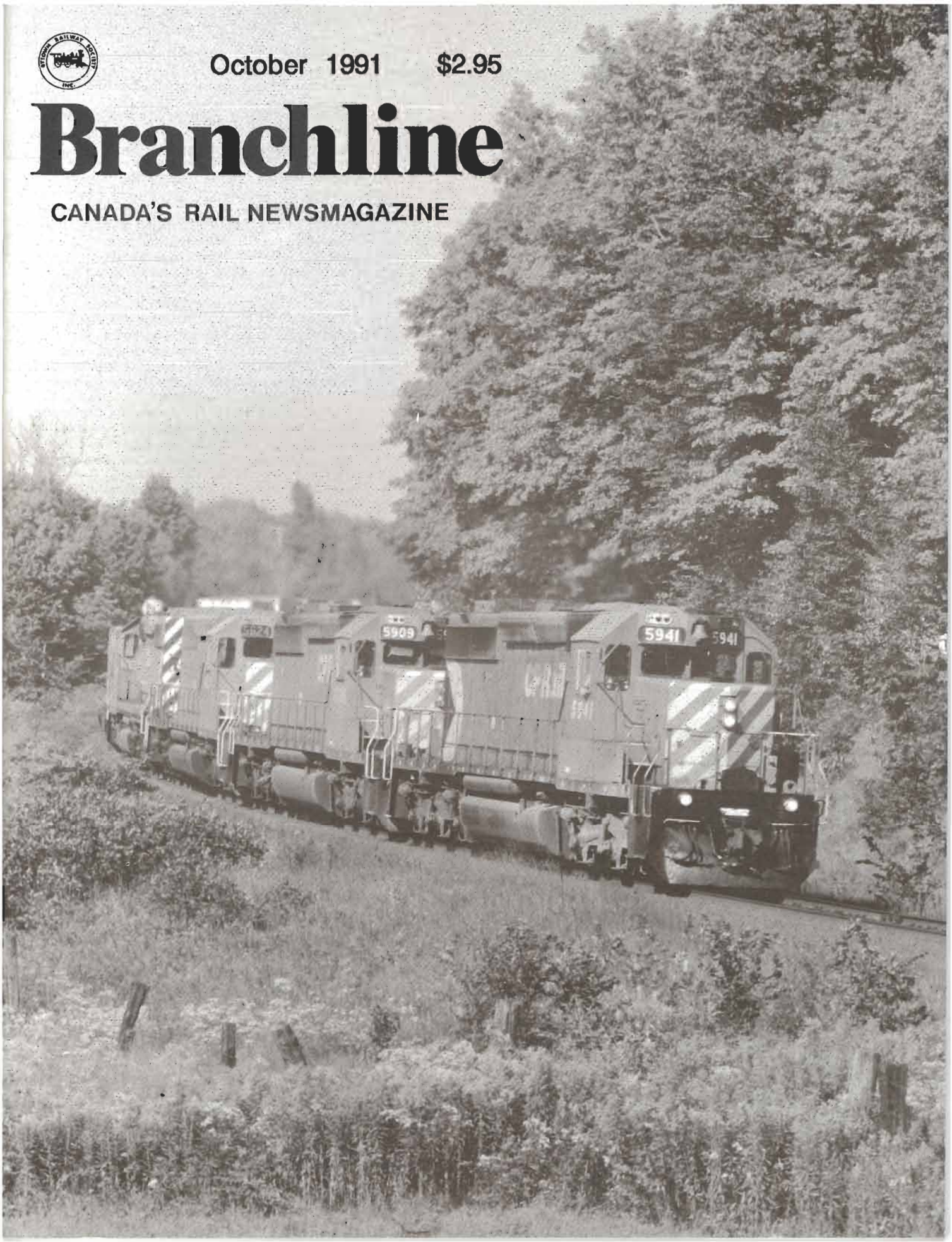
October 1991 $2.95

Branchline

CANADA'S RAIL NEWSMAGAZINE



ISSN 0824-233X

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.

ON SHEET

Information Line	3
Tid Bits	6
Halton County Radial Railway	9
Down by the Shop	11
Early Canadian Railways	12
Canadian Steam 'South of the Border'	16
Hints on Taking Good Photos	19
NTA Decisions / Hearings	20
Along the Right of Way	21
The Motive Power Scene	22

NOTICE OF MEETINGS

Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August).

Tuesday, October 1 - The meeting will feature Wayne Morrell from General Electric Canada. (Note our return to the National Museum of Science and Technology's auditorium). Coffee and donuts will be available for a small fee.

Tuesday, October 15 - Our 'third Tuesday of the month informal slide night'. Bring out your current slides, or some oldies, and share your experiences and skills.

Every Saturday - Restoration/maintenance activities continue at the rear of the National Museum of Science and Technology. There's always plenty to keep one busy year round.

COVER PHOTOS SOUGHT

The Publications Committee is looking for suitable front and back cover photographs for the 1992 **Canadian Trackside Guide**. Our preference for the front cover is 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 'informal slide night' on December 17, 1991. If you have suitable entries and cannot attend the meeting, kindly forward them to our mailing address.

NOW AVAILABLE FROM OUR "SALES DESK"

The Railway Association of Canada's **Canadian Railway Atlas**, a 70-page atlas illustrating Canada's rail system, with an index of all railway station names, cross-referenced to a particular map, is now available. The Atlas, in an 8 1/2 by 11-inch soft-cover format, features 15 large format (16 by 11 inches) regional maps with each railway companies' lines colour-coded, and interchange points also indicated. Major rivers and highways are also shown. Twelve maps of Canadian cities provide a higher level of detail, including major highways, intermodal facilities, rail/truck transfer facilities and auto compounds. Included with the Atlas is a 27 by 37-inch wall map showing the entire Canadian railway system, with connections to the U.S. rail system, and major U.S. rail lines.

The Atlas is available by mail from the Society for $28.00 prepaid, which includes all taxes, and postage and handling. The Atlas will be available at our regular meetings for $23.95 plus $1.68 G.S.T.

Order the **Canadian Railway Atlas** direct from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. U.S. orders, please remit in U.S. funds.

ON THE COVER

CP Rail Extra 5941 East (Train 482) bites into a curve at mile 65 of the Chalk River Subdivision on August 31, 1990. Trailing SD40-2 5941 are sisters 5909, 5624 and 5849. Photo by Raymond Farand.

-- DEADLINE FOR THE NOVEMBER ISSUE IS OCTOBER 12 --

Information Line

MORE STATIONS PROTECTED: Twenty-two railway stations were added to the protected list on August 15, the first anniversary of the Heritage Railway Stations Protection Act, bringing the total protected to 42.

Under the heritage act, no railway company may remove, destroy, alter, or in any way dispose of a heritage railway station under its control, without the authorization of cabinet.

Added on August 15 were:

British Columbia: E&N station at Nanaimo; former Grand Trunk Pacific station (CN) at McBride; CN station at Kelowna; the CP station at Mission; former Columbia and Western station (CP) at Grand Forks.

Alberta: CP station at Empress.

Saskatchewan: CP station at Moose Jaw.

Manitoba: former Canadian Northern station (CN) at Roblin; former Canadian Northern station (CN) at St. James (Winnipeg) - terminus of the "Prairie Dog Central" steam tourist operation; former Canadian Northern station (CN) at McCreary.

Ontario: former CP station at Carleton Place; CP station at Havelock; CP station at Cambridge (formerly Galt); former CP North Toronto Station at Toronto; CN station at Hamilton.

Quebec: CP stations at East-Angus, Tring-Junction and Vallée-Junction.

New Brunswick: CP stations at Fredericton, Aroostook and Woodstock.

Nova Scotia: VIA Rail station at Halifax.

(**Montreal Gazette**, 16/08/91, thanks to Gilles Chevrier and Environment Canada, Canadian Parks Service)

COUNCIL OPPOSES BID TO DEMOLISH QUEBEC CENTRAL STATION: Tring Municipal Council has announced that it is firmly opposed to Canadian Pacific's plans to demolish the Quebec Central Station at Vallée Junction. The municipality is willing to acquire the station. It has been closed since the beginning of the 1980s. An excellent photo of the station appears on page 112 of the book, **Canadian Pacific Diesel Locomotives**, (Dean and Hanna, Railfare, 1981). (**Le Soleil, 06/08/91**)

APPROVAL TO DEMOLISH STATION, WILL CANADIAN PACIFIC WAIT UNTIL ALTERNATE SOLUTIONS ARE AVAILABLE?: The National Transportation Agency has given Canadian Pacific the green light to demolish its now-closed station at Lachute, Quebec.

Although the company has free reign in the process, local groups hope that it will refrain from drastic action pending an evaluation of the structure's heritage value - it is a small-town version of the distinctive "chateau style" which was a Canadian Pacific trademark during the golden age of passenger rail.

The results of any studies of the facility won't be ready before 1992. (**Le Progrès-de-St-Jerôme**)

TOWN COUNCIL TO CONSIDER FATE OF MASSON/BUCKINGHAM JUNCTION STATION: To the west of Lachute lies the community of Masson which boasts a hyphenated station name, "Masson - Buckingham Junction". The latter signifies that Masson is the junction with the 4 plus mile "Buckingham Subdivision", which serves its name sake community at the top of the hill overlooking Masson, which is situated on the edge of the Ottawa River.

The station there is a long frame structure, dating back to the Quebec, Montreal and Occidental Railway, the original builders of the Lachute Subdivision. Its architecture is very distinctive and decidedly "Quebecois".

The last passenger train (VIA No. 177) cleared Masson - Buckingham Junction on November 14, 1981. Since then the facility has been used by Maintenance of Way crews.

Now CP wants to remove it. The town council is interested in acquiring it and turning it into a tourist site in a move reminiscent of the community of Montebello to the east where two years ago, the community moved the distinctive log station there to a prominent location on the main street.

A feasibility study has been commissioned. Here's hoping that they are successful. (**The West Quebec Post**, 21/08/91, thanks to Clive Spate)

MAINE RESIDENTS TURN UP HEAT FOR AMTRAK SERVICE: The only inter-city passenger train service in the State of Maine is offered by VIA Rail Canada over the Canadian Atlantic Railway between Boundary and Vanceboro. It is somewhat of an anomaly in passenger train circles but symptomatic of what politics can do to common sense, especially given that VIA could very well abandon the route in favour of an all-Canadian one.

VIA could, however, have company in the very near future. Residents are lobbying both the State and Federal governments for some form of Amtrak service linking Portland with the rest of the U.S. eastern seaboard.

So far, Amtrak has okayed the idea, subject to a $50 million subsidy and the State Government has passed a law authorizing it to seek upwards of $40 million in federal support.

The balance of the money may come through a special bond issue floated both by Maine and neighbouring New Hampshire.

Stay tuned. (**Canadian Press**, 07/08/91)

MOTOR CAR ENTHUSIASTS SEEK GUINESS RECORD: The North American Railcar Operators Association recently made a bid for the Guiness Book of Records by attempting to establish speed and endurance records on track motor cars. Thirty riders from as far away as California descended upon the Algoma Central Railway on August 3 and 4 to pilot their single cylinder bangers on the 948 km return rail journey between Sault Ste. Marie and Hearst, Ontario.

The hardy group claim to have established seven motor car records including most distance travelled in a 24 and 48-hour period. A speed record for motor cars - 48 km an hour - was also set. (Canadian Press, 07/08/91)

MANY CANDIDATES FOR TOP POST AT CANADIAN NATIONAL: Competition to succeed Ron Lawless as president of Canadian National is quite intense. Although Lawless preferred that the position go to John Sturgess, a former Canadian Pacific vice-president who "switched trains" in the mid-'80s, rumour has it that the idea was vetoed by Doug Lewis, the immediate past federal minister of transport. Other candidates include chairman Brian Smith, a former B.C. cabinet minister, Paul Tellier, now Clerk of the Privy Council, Ross Walker, CN's senior vice-president (western Canada) and Yves Masse, senior vice-president and chief financial officer. (Montreal Gazette, 09/08/91)

NEW LINE WILL TRAVERSE FORMER CANADIAN NORTHERN ROUTE: Canadian National will build a 6.5 kilometre line from Saint-Marc-des Carrière, Québec, to the community of Deschambault in order to provide competing rail service to the new Lauralco aluminum smelter now under construction in Deschambault. The line will traverse 5 kilometres of a former Canadian Northern Quebec line which was abandoned more than a half-century ago. The line will cost $4 million to build. (**Le Soleil, 13/08/91**)

GO CHAIRMAN COULD BE HEADED FOR AMERICAN LOBBY GROUP: GO Transit Chairman Lou Parsons has been rumoured to be the next chairman of the U.S.-based American Public Transit Association. He was nominated for the post during a meeting of the APTA held during August in Chicago. Parsons was one of the founding board members of GO Transit. (Toronto Star, 09/08/91)

GO LOOKS TO LEXAN AS SOLUTION TO VANDALISM: Go Transit is experimenting with Lexan as a substitute for the vandal prone glazing which it now uses in its cars. Replacement costs for the outer layer "gelled" glass and inner layer safety glass are quite high because of many "incidents". It is hoped that Lexan - a plastic derivative - will solve the problem. (**Toronto Star**, 15/08/91)

WINDSOR STATION/CANADIENS AGREEMENT STEEPED IN HISTORY: Plans to build the new Montreal Forum on the Windsor Station site should come as no surprise to railway or hockey historians. Granted, the prospect of "Les Glorieux" playing over top of the "National Dream" might seem a bit odd, but there is an historical link.

Aside from the many times that the "Habs" were guests aboard Canadian Pacific trains when times were simpler and jets had yet to be discovered, it is a little known fact that Sir Edward Beatty, CP president from 1918 to 1942, played a major role in the founding of the Canadian Arena Company and in the construction of the original Montreal Forum at the beginning of the 1920s. (Canadian Pacific Press Release, 13/08/91)

CN ANNOUNCES UPGRADING PROJECTS: Canadian National has announced capital expenditures worth more than $20 million. The work will include the upgrading of the Brampton Intermodal Terminal, the remanufacture of 18 locomotives at Point St-Charles in Montreal, and the installation of continuous welded rail in the Lac St-Jean region of Quebec. (**Journal of Commerce**, 09/08/91)

ON TRACK FOR '92, WAKEFIELD PROJECT APPEARS TO HAVE RECEIVED OFFICIAL GO-AHEAD: Proponents of a revived steam excursion train along CP's former Maniwaki Subdivision between Hull and Wakefield, Quebec, may finally be seeing the light in the distance.

After months of negotiating, the Province of Quebec has finally delivered a $1.4 million grant for the operation conditional upon the full agreement of all parties involved in the original proposal (which dates to 1985). These include the municipalities of Hull, Chelsea and La Peche as well as ski resort operator Andy Tommy, who has a contract to run the train. The Province also demanded that its grant be secured by the proponents with a combination of cash and land.

Overall, nine agreements must be finalized before any government money is spent. Three of these agreements must be signed with the municipalities. Additionally, other agreements must be signed with Canadian Pacific for running rights over the Laman Spur and the Ellwood Subdivision in order to link the Wakefield track with the Hull Station. The National Capital Commission is also involved and requires agreements with respect to the Hull Station and surrounding lands - which it owns, as well as the turntable in Wakefield.

For the municipalities involved in the deal, a formal agreement is required with the operator, Andy Tommy. Currently they only have agreements in principle.

The $1.4 million grant will be paid in stages. An initial payment of $450,000 will be made when all of the agreements are made. Completing the upgrading of the line and other associated work will yield an additional $450,000 in two separate payments of $200,000 and $250,000. The final payment, $500,000, will be made when trains are running.

Tenders for line rehabilitation and associated construction have already been called. According to John Trent, president of the association formed to revive train service, work on rehabilitating the line could start in the very near future. (**The Ottawa Citizen**, 21/08/91, **The West Quebec Post**, 21/08/91, thanks to Clive Spate)

CP TO BUILD NEW FACILITIES IN MOOSE JAW: Canadian Pacific has announced that it will be developing larger potash car facilities at Moose Jaw. A total of $3 million will be spent in the construction of car storage and hopper car cleaning tracks, the expansion of an inspection track and the construction of a new passing track in the town. Reflecting CP's decision to route US-bound shipments via the Soo Line connection at North Portal, Saskatchewan, it will also build a new bunkhouse at the border crossing. (**Moose Jaw Times-Herald**, 16/08/91)

COLLAPSE OF ENGINEERING FIRM COULD LEAD TO CLOSURE OF ONE OF TWO ONTARIO TRANSIT PLANTS: The financial collapse of Quebec-based Lavalin Industries has had an unsettling effect in a number of areas in the industrial and commercial sectors. Lavalin was a very diversified company, owning a number of enterprises including the Urban Transportation Development Corporation Inc., which it purchased from the Government of Ontario.

UTDC operates from plants in Kingston and Thunder Bay and there are a number of firms who have expressed interest in buying the company. Depending upon the buyer, one or both of these plants may be closed.

Bombardier Inc., of Montreal, has expressed interest in UTDC but is on record as saying that it would close the Thunder Bay facility as it duplicates the functions of Bombardier's La Pocatière plant.

Other suitors include AEG Westinghouse, an arm of Daimier-Benz AC of Germany. (**Globe and Mail**, 15/08/91, thanks to Bob Craig)

SUITORS LINE UP FOR GM PARTNERSHIP: General Motors's recent appeal for partners to help it develop the next generation of railway locomotive has sparked considerable interest.

Together, GM has received inquiries from six potential investors, including Penske Corporation which already owns 80% of GM's Detroit Diesel Corporation. (**Globe and Mail**, 22/08/91, thanks to Bob Craig)

LEVEL CROSSING AGREEMENT A FIRST IN CANADA: Hamilton City Council has set a precedent in dealing with the issue of railway whistles at a level crossing. Residents of a new suburb had complained for some time about excess whistling from the many CP Rail trains which operate on the former TH&B line to the Niagara Peninsula.

Attempts to rectify the situation were stymied by a requirement that the City cost share crossing insurance with CP Rail. After a good deal of haggling, the City finally succumbed and agreed to enter a joint liability agreement with the railway company. Each party must split the premium in return for a maximum insured liability of $5 million.

According to CP Rail spokesperson Bob Pelland, "it's a first in Canada". (**Hamilton Spectator**, 16/08/91, thanks to Clive Spate)

HISTORIC RAILWAY SHOP ACQUIRED: The West Coast Railway Association has acquired the BC Rail Car Shop in Squamish, B.C. The 77-year-old wood frame structure will form the centre-piece of the WCRA's proposed museum in Squamish and will eventually house many of the group's 35 pieces of rolling stock.

The building spans four tracks and is 151 feet long. Its roof trusses are immense, measuring 35 feet high and spanning 80 feet. It is the largest building ever to be moved in British Columbia and was moved 2 kilometres on August 12 from the BC Rail Squamish Yards to WCRA property. A cement foundation will be poured and the building lowered onto its new base. (**The Vancouver Sun**, 09/08/91, thanks to Ken McKenzie)

TIME RUNNING OUT ON TH&B ROUNDHOUSE: While local politicians procrastinate, time is running out on the former TH&B roundhouse in Hamilton. CP Rail no longer needs the 61-year-old structure and wants to tear it down.

The Local Architectural Advisory Committee wants it saved and is soliciting help from all levels of government. So far, little has happened.

Meanwhile, CP is holding off - but for how long? (**Hamilton Spectator**, 23/08/91, thanks to Clive Spate)

CONSULTANTS NOT SOLD ON HIGH SPEED RAIL: An interprovincial task force on high speed rail has opted to study the situation further before arriving at a final conclusion.

A report prepared by consultants Peat Marwick Thorne suggests that a proposed high speed train would be three-times more expensive than that proposed by Bombardier and that it would have little or no impact on the continued use of the private automobile as the dominant mode of travel in the Quebec City to Windsor Corridor.

The consultants also felt that the project had a number of hurdles including the need to acquire land for new track and facilities, the cost of extensive rail infrastructure, the need to overhaul railway labour agreements and a rather lengthy environmental assessment.

Finally, the report notes that VIA Rail is functioning reasonably well in the Corridor and suggests that the final solution might lay with continued improvements to the existing system. (**The Hamilton Spectator**, 29/08/91, thanks to Clive Spate)

ONE OF WORLD'S 20 BEST RAILWAY EXPERIENCES: The editors of **The International Railway Traveller Magazine** have voted the Great Canadian Railtour Company's Vancouver-Jasper/Calgary "Rocky Mountaineer" as one of the world's 20 best railway experiences.

The editors selected some obvious choices - such as France's "TGV Atlantique" - as well as Germany's little-known but much-loved Prien-Aschau Alpine slow poke.

The rail-travel experiences were divided into the following categories: luxury trains, long train rides, scenic and mountain trains, "wild and wooly" train rides, high-speed trains, as well as traditional rail-travel amenities such as dining and sleeping car service.

Chosen by the editor's, in no particular order, were:
- "American-European Express" (United States)
- "Palace on Wheels" (India)
- "Pablo Casals" (Spain)
- "Blue Train" (South Africa)
- "Russia" between Moscow and Nakhodka (U.S.S.R.)
- "Indian Pacific" (Australia)
- Jungfraujoch Railway (Switzerland)
- "Super-Panoramic Express" (Switzerland)
- "Glacier Express" (Switzerland)
- Flam Line (Norway)
- Settle-Carlisle Line (Great Britain)
- "Rocky Mountaineer" (Canada)
- "El Tren de Sierra" (Peru)
- "Toy Train" (India)
- "Train à Grande Vitesse - Atlantique" (France)
- "Victoria Falls Mail" (Zimbabwe)
- Prien-Aschau Line (Germany)
- Amtrak "Executive Sleeper" (United States)
- German Federal Railroad's Dining Car Service
- German Federal Railroad's Sleeping Car Service

(**The International Railway Traveller**)

STRATEGIC RESERVE FOR DISPOSAL - 147 SWEDISH STEAM ENGINES DEMOBBED: Sweden is a country without coal or oil. When diesels and electrics replaced the last steam locomotives, the military planning office forced the State Railways to preserve many steam locomotives as a strategic reserve, to be used if Sweden was cut off from oil supplies or if the electric system should break down.

The locomotives selected for the reserve were given an overhaul, sprayed with oil and put in old locomotive sheds, or specially designed 'locomotive houses' with equipment to keep the air dry. As well, spare parts, coal and lubricants were kept in store and many watering and coaling facilities were retained. The 'program' started in the 1950s, and when the use of steam ended in 1972, there were several hundred steam locomotives in the reserve.

From the beginning it was supposed to be a secret affair, however, railway enthusiasts kept records of locomotives built, sold and scrapped - those not sold or scrapped had to be in the strategic reserve! About 50 locomotives were taken out of storage in the severe winter of 1965/66, however, this was almost the only time that they have seen any use during all the years they have been kept.

A large number of the smaller and older types were taken out of storage and scrapped in the 1970s, or preserved by museums, museum railways or by local authorities, reducing the reserve to 149. Every year a few of them were taken out for trials. New boilers were built well into the 1960s and some of the reserve locomotives are equipped with boilers that have never been used.

By the late-1980s, it was clear that they were no longer very useful to the military. The railways have lost much of their strategic value and operating knowledge has disappeared. The decision was made in 1990 to dispose of the reserve fleet, with the Swedish National Railway Museum given the task of saving as many locomotives as possible. Two have gone to the Museum, with 147 to save.

One of the 149 is Class F 4-6-2 1200, the sole survivor of 11 locomotives built in 1914-1916. Displaced by electrification, they were sold to Denmark. In 1963, No. 1200 was brought back to Sweden for preservation (an old 0-10-0 was exchanged for the 1200 as there was a ban on exporting scrap from Denmark). Money was not available for restoration to running order, until someone found that No. 1200 could be classed as a strategic reserve locomotive! It was then restored to 1920s condition.

The other 148 include Class B 4-6-0s, Class E 0-8-0s, Class E2 2-8-0s, and Class E10 4-8-0s. Many have been offered for sale abroad. Swedish interests, from the national collection to the societies, will be seen to first.

Serious buyers should contact the Swedish National Railway Museum, P.O. Box 571, S-801 08, Gävle, Sweden. USA agent is Don C. Shapiro & Co., 2319 Clemson Drive, Davis, California 95616. (**Railway World**, August 1991)

THE REGISTER BOOK

October 6 (Sunday) - Halton County Radial Railway Museum **Fall Extravaganza**: 10:00 to 17:00. Adults $5.00, Seniors/Children $2.70, Students $4.00. Admission good for rides all day on 12 pieces of authentically-restored streetcars and interurbans. Located on the Guelph Line Road, 15 km north of Highway 401. Take Interchange 312. For further information, call (519) 856-9802. Plan ahead as well for the **Christmas Fiesta** on December 1 and for **Night Shows** on December 14 and 21 between 19:00 and 22:00 hours.

October 19 (Saturday) and October 20 (Sunday) - "Railfair 91" - 14th Model Railway Exhibition at Algonquin College, Building D, at Woodroffe Avenue and Baseline Road in Ottawa. 11:30 to 17:30 on Saturday; 10:00 to 17:00 on Sunday. Model railway layouts in various gauges; commercial outlets; see a model railway under construction; free parking. Adults $5.00, Teens and Seniors $3.00, Children 5 to 12 $1.00, Under 5 free.

October 25 (Friday) - The Bytown Railway Society's annual banquet will be held at the Nepean Sportsplex, Woodroffe Avenue, Nepean, Ontario. The cash bar opens at 18:00 and dinner will commence at 19:00. Dinner tickets at $17.00 will be available at the October 1 regular meeting.

Tid Bits by DUNCAN DU FRESNE

"Our Little Red Caboose"
"For the record"

For many years, beginning in the 1970s, the BRS Executive discussed the matter of obtaining a caboose. A caboose was seen as a necessary and required addition to compliment our collection of (non-revenue) work train rolling stock.

It was late in 1982, however, before any concrete moves were made to bring this to pass. By the summer of 1983, Canadian Pacific Caboose No. 436436, built by the CPR in 1913, was "purchased" by the BRS, Inc. This operational caboose had last seen service in Toronto and, as part of the deal, was moved to Thurso, Quebec, home of James McLaren Ltd.

Upon reaching Thurso, the car was placed on the tracks of the Thurso Railway (Chemin de fer Thurso), formerly the Thurso and National Valley Railway, to join our ex-CP "Official Car" No. 27. Car 27, built by the CPR in 1907, was purchased by McLaren's predecessor at Thurso, Singer Manufacturing (Singer Sewing Machines). The car had operated on the TNVR for over 50 years when it was donated to the BRS in 1979. It has subsequently been almost totally rebuilt by the BRS, but that's another story.

For the next five years, the 436436 resided at Thurso. BRS work parties, still involved with the rebuild of Car 27, divided their attention between the two cars, with Car 27 receiving the lion's share of their efforts.

As had been our practice during the last years of the Thurso Railway, Car 27 and the 436436 together ended up on Thurso Railway log trains to various destinations along the 57 mile long pike. In the process, various members of the BRS were treated to one, two, three and even four day sojourns along the line. I have very special memories of a three day winter stay, with Car 27 and 436436 in the stub end Iroquois siding at mileage 31, at the top of the ruling grade. On many of these trips, other than the single day outings, restoration work on a reduced scale was still carried out. I guess that we're just a bunch of tinkerers!

But enough of the fond memories of the TNVR. The pike closed down in 1986, with the event recently described in the June 1991 issue of Branchline. With the closure of the line and the transformation of the TNVR car shop into a heavy equipment maintenance base, it became apparent to us that both Car 27 and the 436436 had to move. This was also documented, in the May 1988 issue of Branchline. On March 29 of that year, the two cars left Thurso destined for Ottawa. Car 27 went to the Vehicle Dynamics Laboratory of the National Research Council, while the 436436 went to the National Museum of Science and Technology where it joined the rest of our rolling stock collection.

Since that day in 1983 when we took delivery of the 436436, and even more so since the car has come to Ottawa, it has been the object of much-needed attention. The following details will, I hope, give our far-flung readership some idea of just what the restoration crews have been up to.

"An Advanced State of Deterioration"

As received, 436436 had its entire exterior sheathed in 3/4" plywood, nailed into its wooden truss body frames. The plank built cupola was covered in galvanized steel sheeting up to the base of the window sills, plus galvanized sheets on the ends, between the window openings, up to roof level.

The interior was completely covered with ¼" plywood, with the exception of the floor. The traditional vertical "Vee" joint tongue and groove (T&G) fir boards were still in place under the plywood. The wooden buffer beams on each end of the car were in very poor condition, as were the wooden step bracket support frame members between the end sills and the buffer beams. The heavy wooden blocks behind the couplers, through which the coupler shank support bolts are located,, were in a very advanced state of deterioration.

We had to begin somewhere so we put a coat of paint on the car. It needed it! We left most of the lettering in place but painted out the "CP" in the "CP Rail" emblazoned on each side. We substituted "B.R.S." (for CP) above the unique 436436 number. Next, we removed the plywood from the end of the car on the long (rear) end. This material was poorly fastened and in poorer shape, generally, than the rest of the car. It was the first step in putting the car back to the way it was.

Action was taken to correct the buffer beam problem by replacing the rotted wooden ones with ¼" steel box section ones

CP Rail wooden caboose 436436 reposes in Toronto, Ontario, in October 1978, weeks after a shopping. It is believed that 436436 was the only caboose turned out in caboose red with the CP Rail lettering and no multimark - normally the cabooses sported black lettering on a yellow body with a black and white multimark. Photo by David Stremes.

of BRS design and fabrication. The steel beams exactly duplicated the wood design in terms of size and shape. While this work was progressing during 1985/86, the rotted out step support frames were also replaced, but not in kind. Simple flat steel plates were welded in and used as a substitute.

As received by the BRS, two major changes were evident in the 436436 from her earlier days. The coal burning stove had been replaced by an oil burning "space heater", complete with an oil supply tank, installed in a plywood compartment to the immediate rear of the cupola storage locker bulkhead on the left hand side of the car. This caused the stove to be displaced a few feet further along the side of the car. The other major change was the transformation of the full height storage locker, located in the front corner of the van, to a lavatory containing a chemical toilet (only). We are leaving this in place.

It should also be pointed out that this car, many years earlier, received a steel (box) centre sill, type "G" couplers, and Bettendorf caboose trucks. As built she had a wooden centre sill and utilized Simplex arch bar style trucks.

Out with the old ...

When the car arrived in Ottawa the first order of work involved the removal of the exterior plywood sheathing. This turned out to be a very difficult job as nails by the thousands had been driven through the plywood and into the hardwood frame members. Obviously, CP's maintenance personnel didn't want the plywood to come off! Upon removal of the plywood, we found much of the wall framing in an advanced state of decay. Our attentions then switched to the interior. During the fall, winter and early spring of 1989/90, all interior car fittings were removed for storage, except for the Conductor's table and the wash stand cabinet. All of the interior plywood sheathing was removed as was the underlying vertical 3¼" tongue and groove "Vee" joint. The cupola, in desperate condition, was measured, sketched and photographed before an attempt was made to lift it off the car, intact, with the fork lift truck and two nylon belts. The attempt was unsuccessful as the cupola simply disintegrated. Salvageable parts were kept as pattern material in order to build a new copy of the original.

The roof was supported by 2¼" wide B.C. Fir arches. All of these were in bad shape and had to be replaced. Similarly, the T&G wall sheathing was not salvageable and had to be discarded with the exception of some material which proved sound enough to be used as replacement roof sheathing. The wall top plates - large cross section timbers into which the roof arches are joined in a mortise and tenon joint - were bad in several places, mainly on the left side but also on the right rear. In all, we replaced 25 feet of this material with treated Jack Pine which was "scarfed" into the existing sound material, by using a securely bolted steel plate/wood sandwich.

Upon turning our attention to the roof, we discovered that replacement B.C. Fir of the type required to fabricate the arches was not readily available. As an alternative, we decided to make new arches from ½" x 2¼" x 10' pine strips, laminated together with epoxy resin and left to set in a special jig which established the correct curvature of the arches. It took a week per arch for the laminating glue to set.

By the spring of 1990, the new wall top timber frames were in place, the arches all built and joined to the top frames and about 2/3 of the "Vee" joint T&G sheathing had been installed on the roof. The outside of the car had also received all new Pine "Vee" joint T&G, with the exception of the front end, where we were able to save the "original" sheathing. By this time, as well, we had managed to apply two coats of oil based paint (Trem Clad) before the car was taken out of the NMST Shop for outside summer storage. She remained in a plastic cocoon until the late fall.

During the Fall 1990/Spring 1991 period, the 436436 was returned to the Shop and the work continued. Attentions focused on the interior. Double thickness horizontal 3/4"x 3¼" "Vee" joint T&G boards behind the vertical T&G boards (of the same dimensions) were removed and discarded. Of special interest here was the fact that the outer of these two layers was finished with the very old, and undoubtedly original, brown "wood graining" technique. Car 27 was originally finished in the exact same manner.

During reconstruction, the two layers of sheathing were replaced with a single layer of 3/4" 4' x 8' plywood. Each sheet was screwed to each and every wall framing member on fairly close "centres" in order to "tighten up and strengthen" the car body assembly. New vertical "Vee" joint T&G - which duplicated the material taken from the interior - was nailed to the plywood in order to provide a proper interior. Once again, pine was substituted for B.C. Fir.

As detailed in earlier issues of Branchline, it should be noted that evidence of a third side window on the long, or rear, end of the car was found. Our rather sketchy research indicated that

BRS caboose 436436 and Official Car 27 upon arrival at CP Rail's Walkley Yard in Ottawa on March 29, 1988. Photo by David Stremes.

this window was removed sometime between 1918 and 1925. We decided not to rebuild the car to its three-window configuration for two reasons. No one could remember CP vans in this style, and for most of its life it had been a two-window (per side) car.

A significant change to the roof took place in that it was insulated with pink fibreglass insulation. CP had no insulation whatsoever in the ceiling. A plastic sheet vapour barrier was also installed above the new finish T&G "Vee" joint ceiling.

The right rear platform door frame was replaced below the cast door step, as well as the vertical frame member on the right hand side. Again, because B.C. Fir in the required size was not available, pressure treated Jack Pine was utilized. Many of the "original" T&G boards on the inner roof (ceiling) over both platforms were reusable and were re-installed using Robertson Head Screws, instead of nails.

The handrails (grab irons) were re-applied in a non standard (to C.P.) manner. Instead of running carriage bolts (in most cases) right through the walls with the heads inside on a finished surface as CP did, we anchored threaded rod, or bolts, to the steel body end sub-framing wherever possible. Alternately, the rod was anchored to steel plates fastened to the wood body frame members so that the bolts are now captive. In this manner, no bolt heads protrude inside the car and, with captive bolts, the nuts holding the handrails in place on the outside of the car can be easily removed without having to try and hold a "buried" nut.

The platform steps were also removed as were their supporting hardware. The brackets, bolts, etc. were straightened, standardized and re-applied along with eight new Oak steps. We were fortunate in that three of the old pairs of risers were reusable.

The centre sill ends on the rear of the car had been damaged to the extent that they had to be cut out and replaced with welded in new material. In addition, the coupler shank support plate was built up and repaired to bring the coupler up to standard height. The coupler's wooden buffer block, on the rear end, was also renewed with a laminated Maple block.

The outside surfaces of the Bettendorf trucks, as well as the wheels, were scraped down to bare metal and repainted. The WABCO "A" triple valve, brake cylinder and reservoir were also scraped down and repainted.

All four body window frames, sashes and sills had to be made new, using Pine. A modern caulking seal was applied around all window framing to prevent moisture from getting in and damaging the window openings. The window openings had been the area of the car found to be in the most deteriorated state.

"We were faced with the task of building a new cupola"

As mentioned previously, we were faced with the task of building a new cupola. We have attempted to duplicate the original as closely as possible. Owing to future plans which might see the car operated in passenger excursion service, we provided extra windows in the new cupola. In the CP design, there are single sliding windows on each side and two fixed windows on each end. In our design, there are two windows per side, one of which is sliding. As well, there are three fixed windows on each end. In order for the car to look "right" when on display, the extra windows will be covered with exterior wooden panels which match the original cupola. In passing, it should be noted that the only original materials in the new cupola are the two roof arches.

In the BRS method, the CP method of bolting the cupola to the car body has been discarded. Instead, flat steel plates have been screwed across the joint between the cupola and the car body with the plates covered by T&G sheathing. The old bolt holes remain, however.

The roof is covered with canvas. While this is very expensive, it is proper and prototypical. The age old procedure for treating, stretching and applying the canvas was followed to the letter. The cost of all materials involved in this job exceeded

Many of the BRS restoration gang decorate the roof of ex-CP caboose 436436 in the spring of 1991. Residing has been completed, and the framing for the cupola awaits installation. Photo by Pierre Ozorak.

$1,200. Given that another $1,200 to $1,400 went into the roof structure and sheathing, it is fair to state that the 436436 has an expensive roof. Just imagine what the labour costs would have been if we didn't have volunteers?

All the sheet metal flashing around the exterior base of the cupola was salvaged from the original, painstakingly straightened out and re-installed.

It should be mentioned that CP used nails just about everywhere they could get away with it. By contrast, we used Robertson head screws with equal fanaticism, with the exception of the interior and exterior T&G sheathing and roofing. Future preservationists had better read this documentation before they take the car apart or they will think that the railway company never used nails and that Robertson screws were around at last 40 years earlier!

"Still Outstanding ..."

It is now the beginning of fall and the car is nearing completion. Other than final painting and lettering, the following is still outstanding:

1) replace roof walkway
2) replace end ladders
3) complete end door frames to CP design (outer doors)
4) rebuild rear end door (inner)
5) make new platforms
6) reinstall sheet metal "splashers" on the buffer beams
7) remake eight steps
8) remove trucks for complete cleaning and painting.

Although the interior has been finish painted, none of the furnishings have been restored and re-installed. The interior of the cupola is still unfinished as are the storage lockers. We hope to continue working on the interior during the winter months, using the "new" old coal stove as a heat source.

Future Directions - A Direct Appeal

And what of the future? Our goal is to restore and preserve all of BRS' rolling stock in an operational condition. This is comparatively easy and not the major problem facing us. All these thousands upon thousands of volunteer hours of labour of love on these pieces will surely be lost (along with the artifacts and the money that's gone into them) if we don't address our major problem. We must find some way of getting them under cover.

Regardless of the type of material we use, or how well our work is done, nothing, absolutely nothing, can be truly called preserved if it's left outside to the ravages of the sun, the rain, the snow and ice, the heat, the freezing, the wind and the pollutants in the atmosphere. We MUST, as a number 1 priority, find a way to protect our valuable artifacts by getting them under cover.

Nearly 1,000 people receive Branchline every month. Is there anyone out there who has any ideas as to how the BRS Inc. might solve this dilemma. If so, please write to the Executive, care of the Society's address. We will be only too happy to consider any and all viable proposals and you will be doing the railway preservation movement a big favour.

Post Script

In my recent article on steam and diesel-electric engines (June 1991 Branchline), F.H. (Joe) Howard asks what I think about the steam "goat" taking water with no one in the cab, and the reverse gear left in full forward. Well, it would take a former shop foreman to spot that right away, eh Joe? What can I say? I might have been the lad on the tank taking water (but I wasn't). Perhaps all operating employees had such faith in the quality work of the shop forces that they felt that leaving an engine in such a manner posed no problem as a closed throttle never leaked and a set brake was all that was necessary. Perhaps a few Brownies are in order!

Halton County Radial Railway

"Canada's only electric railway museum"

JOHN GODFREY

Saturday, August 17 found me aboard VIA No. 61, headed for Toronto. The trip was long overdue as I finally had the opportunity to act on a three-year-old invitation from Jack Bell, past president of the CRHA's Toronto and York Division, for a day at the Ontario Electric Railway Historical Association's Halton County Radial Railway (HCRR) at Rockwood, Ontario.

Departure from Track 17 of Montreal's Central Station was on time at 07:35. We arrived at Toronto's Union Station, some 335 miles later, two minutes ahead of the 12:20 "advertised". Following a quick lunch, it was off to Rockwood.

The HCRR is somewhat like the Canadian Railway Museum at St-Constant, Quebec, owing to its location off the so-called "beaten track". As the name implies, the Museum is located in Halton County on the Guelph Line Road, 15 kilometres north of exit 312 on Highway 401 west of Toronto. Historically, the HCRR traverses an area once served by the Toronto Suburban Railway's radial route to Guelph. Indeed, the original pole holes support the HCRR's overhead.

After following the adequate signage from the 401 north, one is greeted by a rather large field, the far portion of which is set up for parking. Once out of one's vehicle, the only overt attempt at "channelling" is encountered. Signs at the parking lot direct all visitors to the ticket counter inside the gift shop/reception centre.

After the ticketing procedure has been dealt with, the visitor is permitted to roam about the site, pretty much unrestricted, subject to the usual safety rules.

The majority of the things to see are concentrated at the west end of the property. In addition to the gift shop, there are two display carbarns housing a large portion of the equipment under cover. Parts of each carbarn are used for restoration and maintenance work. These areas are prominently identified and public access is restricted. The Staff in these areas, however, are accommodating and readily answer any and all questions, regardless of nature. There is also the former station building from Rockwood, Ontario (Canadian National). It serves as both the dispatching area for the operating streetcars and as a display area for small exhibits and artifacts.

The original site of the HCRR is located approximately one-mile to the east of the present entrance and is only accessible by streetcar. Departing from the boarding area at Rockwood Station, the car heads west a short distance to a turning loop so as to be pointed in the right direction for the trip "east". After a second stop at "Rockwood" for any stragglers, it's off through some very stereotypical woodland scenery in "full series", or twenty miles per hour for those readers who are not "in traction". At the east end of the site, operating stops for safety are made at each end of a display carbarn there. The principle passenger stop, however, is at "Meadowvale Shelter" which is inside the eastern turning loop. This shelter is an original from Toronto's streetcar past, the only such structure on the HCRR. Passengers at the east end are encouraged to visit a well put together rock garden constructed within the loop as well as savour a scoop or two from the ice cream parlour operated as an arm of the snack counter whose "main branch" is in the gift shop at the entrance.

As an operating museum and falling within the jurisdiction of the Ontario Railway Act, the HCRR has a responsibility to do so in as safe a manner as possible. In-depth classes covering just about every possible aspect of the HCRR's operation, including such things as air brake operation, operating rules and the staff system are conducted and confirmed with a very comprehensive examination. First time candidates are given a 22-page exam while the veterans must renew their qualifications every three years with a more modest 6-page exercise that covers all highlights. All successful candidates are issued with certification cards.

ABOVE: Former Montreal & Southern Counties interurban 107 awaits passengers behind "Rockwood Station" on the Halton County Radial Railway on August 17, 1991.

RIGHT: Former Toronto Transit Commission 'Large Witt' 2424 outside HCRR Carbarn No. 2 on August 17, 1991. The Halton County Radial Railway leased the 2424 back to the TTC for Tour Tram service between 1975 and 1988. Both photos by John Godfrey.

For the most part, the OERHA extensive collection focuses on the Toronto Transit Commission and contains some rather historic examples of Toronto's street railway past. Visitors can see and ride Toronto Civic Railway No. 55, a double-ended, single truck Birney Car built in 1915. This car was reconverted to passenger service by the HCRR, having served its declining years on the TTC as a snow scraper. One can also ride TTC No. 4000, Toronto's first PCC car. Built in 1938 and operated until the late 1960s, the car has been restored to its original splendour. In the near future, it will also be possible to ride TTC subway cars 5098-5099. Products of the Gloucester Railway Carriage and Wagon Company of Britain, these two cars were among the first order for subway equipment in Canada. Residents of the Montreal and Eastern Townships area of Quebec will be able to relive some memories aboard Montreal and Southern Counties Combine No. 107, a 1912 product of Ottawa Car that has recently undergone some shop work. This car has been regauged from the standard 4' 8½" gauge to 4' 10 7/8" 'Toronto' gauge.

The Halton County Radial Railway operates from the first weekend in May to the first weekend in June and from Labour Day to the last weekend in October on weekends and holidays only. Operating days in June are from Wednesdays through Sundays. Daily operation is provided during July and August. Hours of operation are from 10:00 to 17:00; evening operation on selected dates is from 19:00 to 22:00.

Each season, the HCRR holds a number of special operating days. The remaining ones for this year are: "Fall Extravaganza, October 6; Christmas Fiesta, December 1; Christmas Night Shows, December 14 and 21.

For information on this very interesting and "must-see" operation, call (519) 856-9802.

Down by the Shop by JOHN GODFREY

"Westward Ho!" Farewell to CN 1520

Those of you who saw the passage of Canadian National Train Nos. 337 or 359 during the first week of August may have been a little taken aback by the sight of a steam locomotive bearing the number "152". Herein lies the answer.

In 1906, the Canadian Locomotive Company of Kingston, Ontario, placed the finishing touches on a 4-6-0 for the erstwhile Canadian Northern Railway. The engine carried serial number 738 and left the plant as CNoR No. 83. Under CN, the engine carried number 1223, carrying that designation until August 1956 when it was renumbered 1520 to accommodate newly arriving diesels.

This versatile ten-wheeler was built with 17"x24" cylinders and rated at 21% tractive effort. Prior to 1930, its cylinders were changed to 19"x24", with the tractive effort accordingly increased to 23%. By 1930, however, its rating reverted to the 21% level, notwithstanding that it still kept its new cylinders.

At the end of the steam era, the 1520 was withdrawn from service and moved to the Canadian Railway Museum in St-Constant, Quebec. Although placed in the custodianship of the Canadian Railroad Historical Association, the engine continues to belong to Canadian National.

Advance the clock to 1991. The Prince George Railway Museum in Prince George, British Columbia, contacted the CRHA about the possibility of acquiring a steam locomotive of CN heritage for possible operation at their museum. Following lengthy discussions, a lease was drawn up and the custody of the 1520 was transferred to the Prince George group.

In the past, it has usually taken 'forever and a day' for a leasing party to claim their "possessions" from the CRM. For example, even though the CRHA Division in Smiths Falls has leased former QNS&L No. 1112 (4-6-0, ex-CN No. 1112, née CNoR No. 1112) and former CP Inspection Sedan M-260 for over a year, they still reside at the CRM. Such has not been the case with the 1520.

The first indication to we Museum volunteers that something was up came on July 10 when representatives of National Blocking arrived to take a look at the engine prior to reporting an estimate back to Prince George. By the following week, things had been firmed up. It was decided that loading day would be July 27, with two flatcars arriving from CN earlier in the week.

A switch crew was assembled on July 24. On hand were Chris Seton, Yannick Bourgault, François Gaudette and yours truly. We were also extremely grateful for the help of Selkirk Bryson who helped us to switch out the 1520, turn it on the turntable, spot it near the loading ramp and spot the two CN flats where National Blocking could get at them to attach rails to their decks and do the other necessary preparatory work. Anyone familiar with the CRM will quickly realize why this operation took a full day before it was finished.

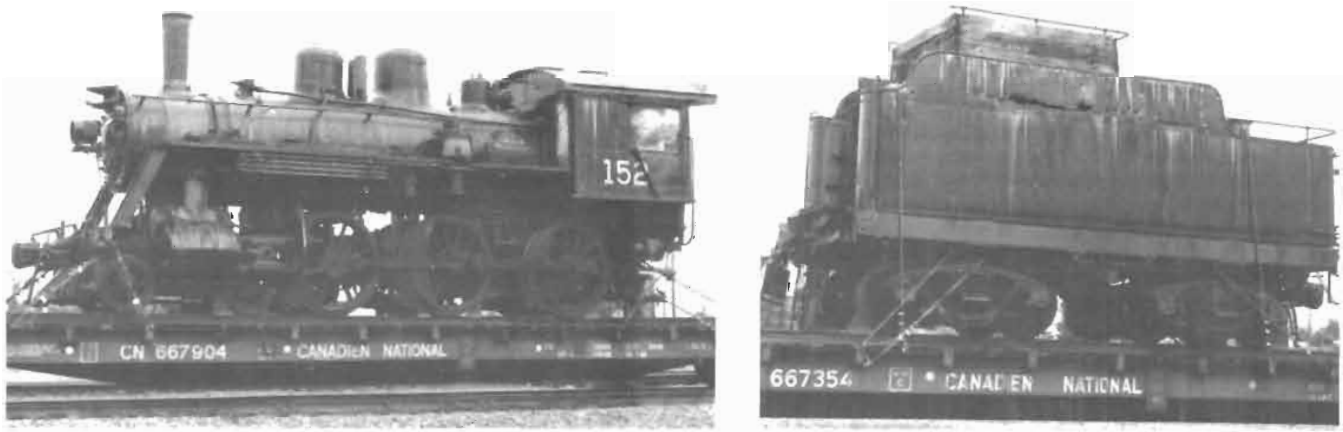
Early on July 27, another crew of volunteers descended on the Museum to load the 1520. The first order of business was to disconnect the engine and tender. Once that was accomplished, the tender was loaded onto the first flat, using the engine as a reacher. All went amazingly well considering that none of us had ever done this sort of thing before. In a relatively short time, the tender was blocked in place and its flatcar moved away from the loading ramp in preparation for the flat which would carry the locomotive.

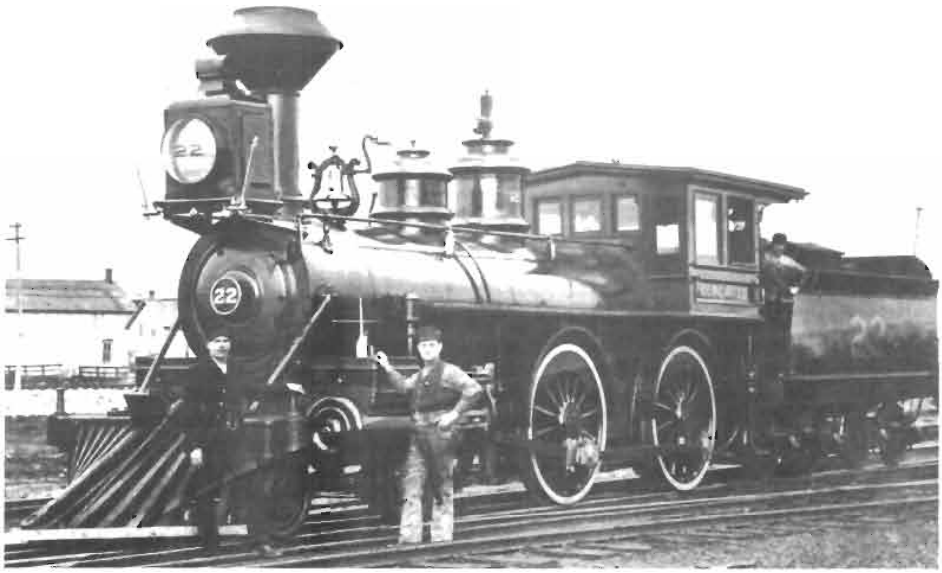
The same general procedure was followed with the locomotive. This time, however, Museum Flat 650002 (ex-CN) served as reacher. More effort was required this time around because of the increased weight. Things got really exciting when a gap developed between the ramp and flatcar. This was soon rectified and the loading proceeded without further interruptions.

With the engine properly spotted, the day's operations came to an end. National Blocking then saw to the proper securement of everything in anticipation of their cross-country journey.

On July 31, the two flatcars were duly inspected by both CN and CP. On August 1, they were picked up by the CP Delson Road Job and transferred to CN at Delson. On August 5, the 1520 headed west to her new home, albeit it on flatcars.

CN 4-6-0 152 (actually 1520), at the tender age of 85, at Ottawa on August 5, 1991, enroute to the Prince George Railway Museum in Prince George, B.C. Photos by David Stremes.





Almost new Canadian Pacific 4-4-0 No. 22 at Rat Portage (now Kenora), Ontario, in the mid-1880s. Rebuilt in 1909, the locomotive was sold to the City of Winnipeg Hydro Railway in 1918, and survives today in "Prairie Dog Central" excursion service operating out of Winnipeg, Manitoba. Canadian Pacific collection.

Early Canadian Railways

WALLY MAJOR

The first railway in Canada

The leading businessmen in Upper and Lower Canada and the Maritimes realized that for their trade to prosper and the country to grow, faster and better ways of moving people and goods would have to be found. They were very excited, therefore, when, in the mid-1820s, the first railways using steam-powered locomotives started running in England and the United States.

By 1832, a group of businessman in Montreal, called "The Company of Proprietors", was making plans to build Canada's first railway. The Champlain and St. Lawrence Railroad, as it was called, started carrying traffic in 1836. When it was opened, there was a great celebration and hundreds of people turned out to take the first train ride.

The entire line was 14.5 miles long, and ran from the town of Saint-Jean on the Richelieu River north to the St. Lawrence River near Montreal. The line was built to replace a road that had been a northern link in the main river-route between Montreal and New York City.

The rails were made of wood, with long strips of iron nailed on top. As the trains bumped over them, and the iron expanded and contracted on hot and cold days, the strips would often come loose and curl up at the ends. When a train passed over these "snake rails", as they were called, the ends of iron would tear the bottoms off the coaches and make holes in the water tank behind the locomotive.

The first locomotive, called the "Dorchester", was imported from England. Like almost all early locomotives, it burned wood for fuel. It was 13.5 feet long - about the size of a modern small automobile. Some of today's diesel locomotives are close to 90 feet in length.

Despite all the problems with red hot cinders burning holes in top hats and ladies' umbrellas and dresses, and setting fire to the grass along the right-of-way, the Champlain and St. Lawrence Railroad was a big success. The little locomotive could cover the distance to Saint-Jean in 30 minutes at the amazing speed of 30 miles per hour. Fantastic - in good weather, the stage coach had taken three hours.

Naturally everyone wanted a ride on the new "iron horse". A steady flow of passengers and freight soon made the line profitable.

Problems getting new railways started

Making money by building railways in Canada was not an easy thing to do, however. In the next 15 years, about 40 different companies were granted permission by the government to build rail lines. By 1850, only six railways, including the Champlain and St. Lawrence, had actually laid any track.

The problem was money. Surveying the route, clearing and levelling the land, laying the rails, and figuring out how to cross streams and swamps were all expensive. And, before any business could be developed, locomotives, freight cars, etc., had to be paid for. The businessmen of that day did not have that kind of money.

Of the six that did lay track, three were short lines built to bypass obstructions in the main water routes:

1. The Champlain and St. Lawrence, 14.5 miles.
2. The Erie and Ontario Railway, 10 miles.
3. Montreal and Lachine Railroad, 8 miles.

At the opening of the Montreal and Lachine Railroad, the proud Scottish engineer was so proud of his new Scottish-built locomotive that he pulled his train load of important, well-dressed guests along the track at the unheard speed of 60 miles per hour. Everyone was terrified. The bumping and jolting squashed many expensive top hats and hoop skirts. Sparks shooting out of the smoke stack burnt large holes in the ladies' dresses. The engineer very nearly lost his job on the first day.

By far the biggest project started before 1850 was the St. Lawrence and Atlantic Railroad. It was to be 297 miles long, connecting Longueuil, across the river from Montreal, with the American coast city of Portland, Maine - the closest ice-free port to Montreal.

The railway was actually made up of two companies, one Canadian and one American. The Canadian businessmen were to build 143 miles of line from Longueuil to the town of Island Pond, Vermont, close to the United States' border. After only 30 miles had been built, the Canadian company ran out of money and the project had to be stopped.

Government help for the railway companies

By this time, it was clear that if Canada was ever to have any kind of rail network, the government would have to help the companies find enough money to pay for the cost of building the lines. In 1849, the government of Upper and Lower Canada promised to help. It offered to lend enough money to pay for half the building costs of any railway more that 75 miles long.

When this Act was passed, the St. Lawrence and Atlantic Railroad was soon completed, and many new rail lines were begun. In fact, during the next 65 years, 35,000 miles of track were laid, joining the Atlantic to the Pacific and uniting a nation.

The Great Western Railway

In Upper Canada, the Great Western Railway started building two lines. One ran from Hamilton to Niagara Falls, and the other from Hamilton to London. The original railway company had actually been formed in 1834, but it was not until the government promised to help that the Great Western could afford to start laying track.

By 1858, the company operated some 360 miles of rail lines, from Toronto south to Windsor, Sarnia and Niagara Falls. These lines were very important to Upper Canada. They opened up the rich farmland in what is now southwestern Ontario, as well as provided rail links between the province and the United States.

The first two major railway accidents both happened on Great Western lines. In 1854, two trains collided near Chatham and 47 people were killed. Three years later a bridge over the Desjardins Canal near Hamilton collapsed. Sixty people died as the train hurtled into the canal below.

In spite of these problems, the Great Western was a very progressive company. It was the first railway in the world to think of the idea of sorting mail on the train. All the mail going to places east of town would be picked up by the eastbound Great Western train, and while the train was travelling, the letters and parcels would be sorted into piles. The right mailbag would then be dropped off at each station. Later on, special "Railway Post Office" cars were built for this purpose. Such cars were used right up until 1971, after which most Canadian mail was sent by air or by truck.

The Great Western also built the first railway suspension bridge. Opened in the 1850s, the main span stretched 821 feet across the Niagara River, just below the Falls. It was a very impressive sight, and was considered to be an engineering marvel in its day.

The Grand Trunk Railway

The most important railway company established between 1850 and 1860 was the Grand Trunk Railway Company of Canada. The name "Grand Trunk" comes from the fact that the railway was to operate a long, important main line which other smaller lines could join onto - much like the trunk of a tree and its branches.

In just eight years, it managed to complete a line from Rivière du Loup, east of Quebec City, through Montreal and Toronto, all the way to Sarnia. In the process, the very expensive Victoria Bridge had to be constructed across the St. Lawrence at Montreal. Completed in 1859, the bridge was more than a mile long.

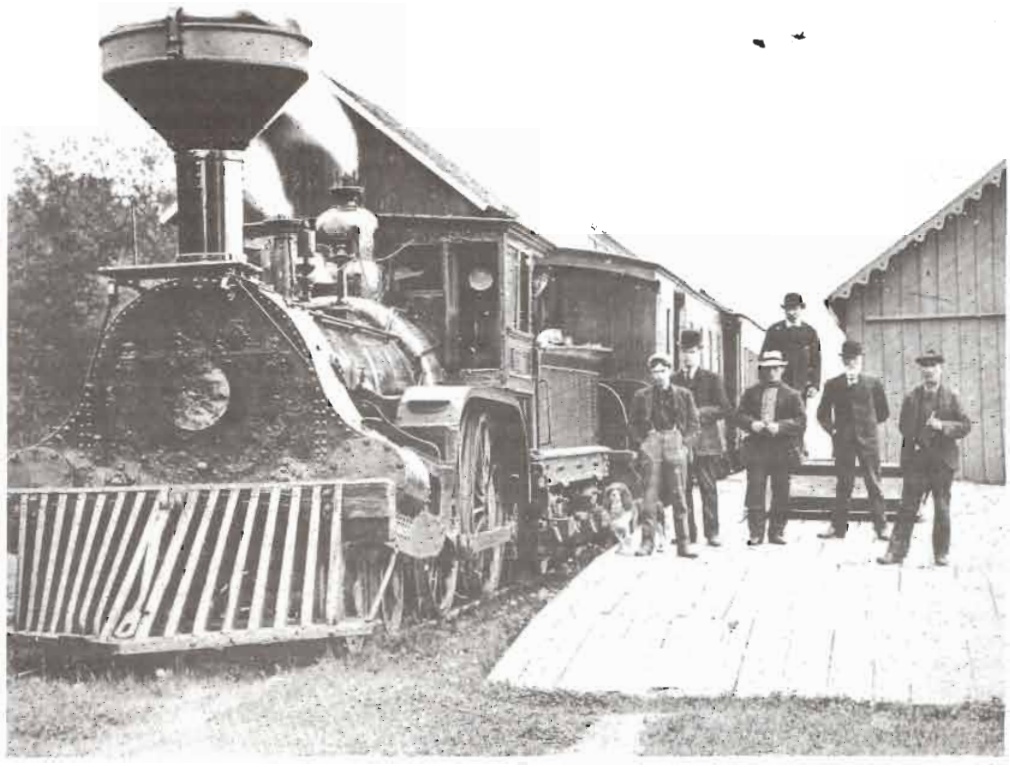
Early railways in the Maritimes

The Maritimes had more difficulty in getting their railways started. As early as 1827, plans had been made to build a line from St. Andrews on the Bay of Fundy to Quebec City. Problems came up, however, because there was no clear border between New Brunswick and the United States. The American government protested that the line was going to run through what they said was part of the U.S. To avoid bad feelings, the British Government abandoned the project.

In 1853, a company was formed to build another long line, this time between Portland, Maine, and Halifax. Only a few miles were built when the company ran out of money.

Finally, in 1854, the government of Nova Scotia, lead by soon-to-be-Premier Joseph Howe, began building a line from Halifax to Truro and Windsor. It provided a short route between the province's largest port on the Atlantic and the towns on the Bay of Fundy. The Nova Scotia Railway was somewhat unusual in that the iron rails were the same shape on both top and bottom. When they became worn on one side, they could be turned upside down.

This line carried a unique type of traffic. Before the railway was built, farmers living near Windsor and Truro would bring their produce to Halifax by horse and wagon. To attract the farmers to use the railway, the line offered to load horse, wagon and driver onto a flat car for the ride to Halifax. At the other end, they were unloaded and the wagon driven to market.



A Carillon and Grenville broad-gauge (5'-6") "Birkenhead" 4-4-0 and crew ready to go. Fifty of these locomotives were built between 1854 and 1858 by Pero, Bressey, Jackson and Betts in Birkenhead, England, with most going to the Grand Trunk Railway. The Birkenheads were left-handed locomotives with the throttle and reverser on the left side of the cab. Philip Jago collection.

In 1859, a line was built in New Brunswick from Saint John on the Bay of Fundy to the town of Shediac on the Northumberland Straits. Like the Nova Scotia Railway, this line was built to join two major waterways by the shortest route.

Railway travel in the mid-1800s

By 1860, the provinces had a grand total of more than 2,000 miles of railway lines. Passengers could travel by train all the way from Rivière du Loup to Sarnia.

There were no dining cars, so the train had to stop for meals at stations along the route. Nor were there sleeping cars. The trains would stop for the night while travellers found room in a hotel. The first sleeping car in the world was designed and built in Hamilton by the Great Western Railway. It looked like a box car fitted with long benches. Each passenger was given a rug and a pillow.

The locomotives used wood for fuel, and because they burned it quickly, trains were forced to stop every 50 miles to pick up another load. Farmers who lived along the line were paid to provide this wood.

Engineers were especially admired, and some of the young and handsome ones had pretty girls waiting at each stop.

The importance of the railways to Canadian communities

The railways changed the lives of so many Canadian settlers. Before the railways came, it was hard for them to earn money, but the railway companies paid the local men to help lay track, and farmers to provide wood for the locomotives. Once the line was opened, farmers could use the trains to ship their produce to market - eggs, butter, milk, fruit, chickens and rabbits.

A new rail line meant prosperity and growth. In fact, a few small towns actually moved to a new location to be near the trains.

The railways also built telegraph lines to send messages from one station to another. In emergencies, the telegraph operator could wire for help and important news was received at once. Newspapers and letters would arrive in a few days, rather than weeks or months.

Confederation

After 1867, railway building boomed in the Maritimes. A new company was formed to build a line from Truro to Rivière du Loup where the Grand Trunk line began. At first progress was slow, but by 1876 the line was completed. The Intercolonial Railway, as it was called, owned 700 miles of rail lines, serving six major Atlantic seaports.

The Canadian Pacific links East and West

Building a rail line to the Pacific was one of the biggest single railway projects in the world. It shaped the history of Canada. The government of Sir John A. MacDonald was defeated because of scandals over the Canadian Pacific Railway. British Columbia would most likely have joined the United States if the line had not been built.

Men had to map and survey many thousands of miles of wilderness. A route had to be found between the jagged peaks of the Rocky Mountains. Tunnels were blasted through cliffs of granite. Many men died in their effort to lay mile after mile of track. Several times, the project almost ran out of money, but in 1885 the last spike was driven. The Canadian Pacific line was 2900 miles long. The largest rail network in the world was now open for traffic, and East and West were linked by steel.

Eastern Railways

In the east meanwhile, many of the smaller lines were finding it hard to stay alive. There were nearly 200 different companies, most with just a few miles of track.

The Grand Trunk bought many of the lines, and by 1900 the company had more than 3000 miles of track, mostly in Quebec and Ontario. Among the lines it took over was the Great Western, which had grown too quickly and fallen into debt.

The Intercolonial too grew larger. Many branch lines were completed and the small companies sold their track and equipment to the larger railway. The line between Rivière du Loup and Quebec City was among those taken over by the Intercolonial.

Rail travel in the late 1800s

Between 1870 and 1900, rail travel became much more comfortable. On the outside, the coaches were beautifully painted in bright colours. Inside, the first class parlour cars had wood carvings on the ceilings and paintings hanging on the mahogany walls. Plush carpets were laid in the aisles and the comfortable seats were covered in rich materials. Some cars even boasted a form of air-conditioning.

By 1888, certain trains had coaches lighted by electricity and heated by steam. Dining cars offered six-course meals, served in the style of a fine hotel. Iron rails were replaced by steel, which took much longer to wear out. The bigger wooden bridges were re-built with iron. Wood-burning locomotives were exchanged.

From 80 miles of track in 1850 to 17,000 in 1900, Canada and its railways had made amazing progress in just 50 years.

New lines in the West

Sir Wilfred Laurier said, "The 20th century belongs to Canada."

Thousands and thousands of immigrants began pouring into Canada, many of them heading for the west.

Western Canada booms

The Canadian Pacific had changed the face of Western Canada. Towns sprang up all along the line. Winnipeg and Vancouver became large cities. Farms spread across the Prairies. Mining and lumber companies were formed in British Columbia. Canadian Pacific simply could not handle the rapid growth.

The Canadian Northern Railway

The first railway to seize the opportunity was the Canadian Northern. It was lead by imaginative and courageous men from Ontario, William MacKenzie and Donald Mann. They began by building a line in Manitoba from Portage la Prairie north to Dauphin. When that line was completed, they bought 400 miles of track running west from Port Arthur (today part of Thunder Bay) to Winnipeg.

In 1902, only six years after the company had laid its first mile of track in the west, the line between the Lakehead and Winnipeg was opened. The two men now owned 1,200 miles of rail lines. By 1905 their lines had crossed the Prairies to Edmonton. Their next goal was to reach the Pacific. Building in the mountains was much more difficult, and progress was slow, but in 1915 the line to Vancouver was opened.

The Grand Trunk Pacific

In 1905 another large railway started building in the west. The Grand Trunk formed a new company called the Grand Trunk Pacific to build a line from Winnipeg to the west coast.

By 1909 the Grand Trunk Pacific had reached Edmonton. From Edmonton to Yellowhead Pass in British Columbia, the lines of the Canadian Northern and the Grand Trunk Pacific were very close to each other, following the same route through the Rockies. The Grand Trunk Pacific continued to go west reaching the coast some 550 miles north of Vancouver. There, a new seaport was created, which the railway named Prince Rupert.

People were just beginning to settle in the northern part of Alberta and Saskatchewan. Very few towns had been established,

but the Grand Trunk Pacific built a railway station every 14 miles along the line. The stations were given names in alphabetical order from east to west. In many cases towns did develop in these places, taking their name from the railway station. One can still find Atwater, Bangor and Cana, or Unity, Vera, and Winter beside each other along the rail line.

Many western towns got their names from railway people. One of the more unusual place names in Saskatchewan is Hemaruka. It comes from the first names of the four daughters of a railway vice-president - "He" for Helen, "ma" for Margaret, "ru" for Ruth, and "ka" for Kathleen.

The National Transcontinental Railway

At the same time as the Grand Trunk Pacific was being built, the Canadian government was laying track for another very long line from Moncton, New Brunswick, to Winnipeg. The line ran far to the north of Montreal and Toronto, through the wilderness of Quebec and Northern Ontario. Like the Grand Trunk Pacific, the line was well built and provided a shorter route to the west. Soon, valuable minerals were found in several nearby areas, and the railway was used to ship many thousands of tons of ore to ports and smelters in Ontario and Quebec.

Crisis on the railways

The year 1915 was an important one in the history of Canada's railways. The National Transcontinental, the Canadian Northern, and the Grand Trunk Pacific all opened for business that year. Canada now had an incredible 35,000 miles of railway lines. They had been laid for the good of the nation.

Just one year before, in 1914, the First World War had broken out. From 1914 to 1918, immigrants stopped coming to Canada. Soon three of Canada's largest railways, the Canadian Northern, the Grand Trunk, and the Grand Trunk Pacific were close to bankruptcy.

Canadian National Railways

To save the railways, and the nation, the government stepped in. It took over the operation of many of the lines that were in trouble. In 1919, an Act was passed creating a new company owned by the people of Canada. It was called the Canadian National Railway Company. By 1923, Canadian National owned 22,000 miles of track that had once belonged to 221 different railway companies. The most important railways to become a part of the new system were:

The Intercolonial
The Grand Trunk
The Grand Trunk Pacific
The National Transcontinental
The Canadian Northern, and
The Prince Edward Island.

TEN YEARS AGO IN 'BRANCHLINE'

SNCF, France's national railway, unveiled their 165 mph 'Train à Grande Vitesse' on the Paris to Lyon run on September 25, 1981. The new train, operating on the fastest schedule in the world, will reduce travel on the 300-mile run to 2 hours, 45 minutes with an additional reduction in running time to 2 hours after further track work is finished in 1982.

At various times in July and August 1981, before placing their new LRC trains in service, VIA Rail displayed a 2-unit, 3-car set at Montreal Windsor Station, Toronto Union Station, Kingston, Ottawa, London, Sarnia, Toronto's Canadian National Exhibition, Quebec City, Trois-Rivières, and Drummondville. They entered regular service in September 1981.

Mad Escapade of Three Men

Took Switch Engine On the Mission and Started Over to Town for Drinks

(Our thanks to Bryan Maryniuk who ran across this article while carrying out research at the library. It is a priceless account of the era, written in the style that newspaper editors favoured)

It was lonely on the Mission last night after the last car had gone, and George Mack, John Rodberg, and Martin Holle, three engine men working on the new construction at the Grand Trunk Pacific elevator, yearned for society. At the time of their yearning they were considerably soused, there having been a hot time in the city during the time the gentle dew from heaven had fallen in clots during the day. Their boyhood companions, friends of other days in Illinois, were still fraternising with the barkeeps of the city, and they longed to do likewise.

It was Mack's suggestion. He could drive any make of engine on earth, dog gone if he couldn't. To prove it he took his two companions from the shack, and going over to the shed where stood one of the Phalen, Shirley and Company's locomotives, that company being the contractors for the erecting of the new elevator, he got them to stir up the banked fire while he tested the machinery. A nice head of steam was soon got up, and then Mack propounded his idea.

It was to get into Fort William before the bars closed, and John and Martin weeped for joy at the brilliancy of the brain of Mack. Rodberg got a hand lamp, and swung himself on the front of the engine. Holle banged in the coal, and the marvellous Mack pulled the levers and away they went, not for Fort William, but on the way to Sioux Lookout! Mack admitted this morning that they figured on making this burg in about ten minutes, but it was some hours later when he arrived, and then under escort.

All went as merry as a marriage bell. "Rod: - they call the man who handled the headlight this endearing term - sang gaily as they speeded onward. Holle perspired as he had great difficulty in keeping up steam and Mack pulled the throttle every few seconds in sheer joy. As they neared the G.T.P. bridge a long streak of blasts were let out and the structure was taken with a rush. Four sharp toots were then given for the pointsman at the diamond to give them the right of way, and satisfaction settled over the party, for there was the promise of long libations for their extraordinary effort.

They counted without the pointsman. He had heard the screeching as the engine came along the back track at the Mission, and there was nothing doing with the points when the engine arrived. Instead of continuing on the main line the engine hit the derail and two seconds afterwards ended up landing about three lengths beyond the track. Rodberg was shot into the air, lantern and all, and miraculously escaped being cut up by the train. Holle was nearly shot in the firehole, and when examination was made of the scene Mack was found under the engine, where he declared he had crawled to release the escape.

The whole affair was so inexplicable that it was not until this morning that the cause of the trouble was ascertained. It took the G.T.P. breakdown gang six hours to get the engine back on the track, and the three men working with them all the time, never saying a word. When accused of taking the engine later, Mack admitted it, and wonder being expressed at his not having got away, he indignantly said, "I'd be a poor man to leave my engine when she's in trouble."

Sobered up this morning Rodberg decided that a change of air would do him good, and he had his valise with him on the Mission car when the police intervened. The other two men were arrested on the Mission, and were remanded this afternoon for examination on Monday.

They all appear to recognize the fact that they were lucky to have come out of the escapade alive. Had navigation been open there would have been a chance of calamity at the bridge, and the wonder was two of the men were not killed anyway. The chances are that they would have been if they had been sober.

(Daily Times Journal, Fort William, Ontario, April 27, 1912)

Gettysburg Railroad's former CP 4-6-2 1278 leaves Gettysburg, Pennsylvania, on July 19, 1991. No. 1278 was acquired from Steamtown in 1988 in exchange for former CN 2-8-2 3254. Photo by Leslie Bown.

Canadian Steam 'South of the Border'

PAUL BOWN

With no steam operation in Ottawa during 1991, it made me realize how spoiled we have been for the past few years. Not only have we had ex-CP 4-6-2 1201 to ride behind and to photograph, we have been able to work on the locomotive. I started to feel like I was going through steam withdrawal.

The operating steam scene in eastern Canada is unfortunately pretty sparse with 1201 down for repairs and with the recently-reopened Salem and Hillsborough in New Brunswick a long hike from Ottawa. Reading in Branchline over the past year about what Canadian steam power was running in the United States, a week of our family vacation was planned around searching out some of these expatriate beasts. The family was amenable as long as we stopped at motels with pools, did not sit too long by the tracks waiting for trains, and allocated time for shopping!

With a flexible schedule we headed for Pennsylvania. A number of steam operations are within a good day's drive of Ottawa and our first stop was the Steamtown National Historic Site in Scranton. We were there on a Thursday, however, their mainline runs are Friday through Sunday. Even so, they have a Baldwin 0-6-0 hauling a coach around the yard to give visitors a steam experience. We took the shop tour which allows you into a part of the museum not normally open to visitors. Simmering outside the shop was ex-CPR 4-6-2 2317, the current power for Steamtown's mainline trips. Work was commencing in the shops on ex-CNR 2-8-2 3254 as the FRA mandated five year inspection was due. The 3254 had been the power for the 1990 excursion season.

Our next stop in the quest for Canadian steam was at Jim Thorpe, Pennsylvania, where George Hart's locomotives are stabled. Another weekend operation, and we were there on a Friday, but I had just planned on passing through as we were headed for Gettysburg. Mr. Hart owns two ex-CPR D10s, the 1098 (ex-Steamtown) and the 972. The 1098 was under repair in the yard as Etienne Ozorak had found it last year (June 1990 Branchline). There were three staff at work on the locomotive and they were hoping to have it completed by September in time for the fall foliage runs. I learned that the 972 was under repair at Strasburg but I was unable to determine its status. In the steamless interval their trips are being powered by a gorgeous F3A-F3B pair painted in the tangerine, dark blue and gold striped livery of the Jersey Central. If you can't have steam this is almost as good.

Gettysburg, the site of the largest battle of the U.S. Civil War, was next and we spent a couple of days here both looking at trains and touring the battlefield. The Gettysburg Railroad, a short line, runs tourist trains utilizing ex-Frisco 2-8-0 No. 76 and ex-CPR G5 4-6-2 1278. The railroad uses a strange mix of cars in its operation, including a double deck open car made from an auto rack car. The ex-Frisco locomotive was in the shop undergoing its five year FRA inspection. The FRA has been quite aggressive in 1991 in visiting tourist operations and insisting that they meet FRA regulations for mainline railroads. This could put severe strain on some operations that currently only meet state standards. Some of the operations that run very close to the edge of profitability could disappear or switch to diesel power.

I was not disappointed that ex-Frisco 76 was in the shop since that meant that ex-CPR 1278 was the power on the train. The run is a 75-minute, 16-mile round trip up a former Western Maryland branch north to Biglerville. On occasion the line runs longer 50 mile round trips to Mt. Holly Springs. We did not ride the trip but we did chase one run to Biglerville. The Gettysburg Railroad is a short line so from time to time the excursion train hauls revenue freight. I was lucky in that the day we chased there was a covered hopper tucked behind the 1278. Not often does one get a chance to photograph a steam hauled mixed train. The car was dropped at Biglerville. The run is fairly level and straight and does not give the locomotive much of a workout but the pace is leisurely enough to get several photo opportunities. The 1278 is still a coal burner but it carries the modifications made when it was the main power at Steamtown in Vermont. The front mounted Elesco feedwater heater bundle makes it look more like a CPR 2200 or 2500 but she still looks distinctly CPR.

Our next stop was the East Broad Top narrow gauge line and the Shade Gap Trolley museum, both at Orbisonia, Pennsylvania. These weekend operations are well worth a visit. Wandering around the EBT yard and shop area is like taking a step back in time.

We then moved on to the Cass Scenic Railway. It had been 16 years since my last visit to Cass and what a change. The state of West Virginia must be pouring immense amounts of money into the operation. The roadbed up the mountain no longer has the look of a logging line. The days of light rail, ropy ties and sand ballast are past. The line has been completely rebuilt with 100 lb. rail, new and relay ties and thick rock ballast. It is to the standard of a mainline that any railroad would be proud of. With the heavier rail, ex-Western Maryland No. 6 (the world's heaviest Shay) can now travel up the mountain.

Cass is a showplace for geared locomotives and a Canadian engine is part of the fleet. Number 2, a 3-truck Pacific Coast Shay formerly owned by Railway Appliance Ltd. was last used in switching the Vancouver Docks. Since her arrival at Cass, No. 2 has been converted from a oil burner to coal fired. I was a little disappointed she was not on the train that day but at least she

The Western Maryland Scenic Railroad

It appears, unfortunately, that we now have to continually look 'south of the border' to see preserved Canadian Railway power in operation. The MLW FPA-4 cab units were always one of my favourites - I have always been partial to the whole Alco family of power. I railfanned the FPA-4s many times when they were in passenger service on the CNR and VIA. They were so commonplace in Ottawa I actually stopped taking photos of them unless it was at a different location or a special train of some sort. With the mandated requirement for reset safety controls, VIA elected not to install the devices in the FPA-4s, and they disappeared virtually overnight in the spring of 1989. They have been up for sale for sometime and slowly but surely American operations began to purchased them. Four of the units (Nos. 6760, 6775, 6787 and 6790) now operate on the Napa Valley Vine Train in California (July-August 1991 Branchline) and the 6771 is on the Western Maryland Scenic Railroad. (As we go to press, No. 6773 is being prepared in Montreal for service on the Grand Canyon Railroad out of Williams, Arizona)

As part of my search for Canadian steam operating in Pennsylvania, I decided to investigate the Western Maryland Scenic Railroad. The railway departs from the former Western Maryland station in Cumberland, Maryland, and follows a 15.6 mile line to the former Cumberland & Pennsylvania station in Frostburg, Maryland. The operation is merited out on a contract basis while the state is arranging to acquire their own equipment. Reportedly this may be a Chinese 2-8-2. Last season the operation was handled by Jack Showalter's ex-CPR G5 4-6-2s 1238 and 1286. An agreement could not be reached with him this year so a new operator was sought. The two 1200s now sit under tarps across the river in Ridgeley, West Virginia, in the former Western Maryland yard. There is quite a bit of equipment in this yard including an ex-VIA 4886 series coach up on jacks. The area was deserted so I was unable to determine who owned what but I believe it was all owned by Mr. Showalter. One of the former fireman off the 1200s said that he thought one of the two locomotives would be soon going to Chicago for some movie work.

This year's operation is handled by Sheradon Rail-Op of Addison, Illinois, and they are running with a stable of Alco diesels. For me the star of the Alco/MLW trio is ex-VIA FPA-4 6771 now painted into the Western Maryland fireball scheme as number 305. The WM had FA-2s 300-304, so while 305 represents an FA-2, an actual number was not stolen. The 305 normally runs with ex-D&H (nee B&M) RS-3 4075 restored as WM 199. The actual RS-3s on the WM were 185-198. A third Alco, also restored into the fireball scheme, is the rare ex-C&NW RSD-5 1689 which serves as a backup unit. Since the WM had no RSD-5s the unit retains its original number. All three units are immaculate and it is hard to believe that the 305 was once a CNR unit.

The passenger equipment is leased from the Horseshoe Curve Chapter of the NRHS in Altoona, Pennsylvania, and consists of mainly ex-Pennsy and ex-Erie-Lackawanna cars, some of which saw service on the Adirondack Railroad. The cars became available due to the unserviceability of the NRHS Chapter's locomotive, PRR K4 4-6-2 1361, which is undergoing boiler repairs.

Well labelled signs lead you to the Western Maryland Station Centre, the restored 1913 WM station. The Station Centre houses the National Park Service C&O Canal Visitors Center, the Allegany Arts Council Gallery, the WM Chapter NRHS offices and a souvenir store. The line is fairly easy to chase, especially if one purchases the travel guide available in the Station souvenir shop for 47 cents. A real bargain, the eight-page brochure contains a topographical map as the centrespread. The line moves up a 2.8% grade in some places and has to traverse four horseshoe curves so it is relatively easy to pick three or four locations to get pictures. I would suggest that you survey the lay of the land first to find the best locations, but Helmstetters Curve is a must. There is even a tunnel one can get into quite easily.

The restored 1891 Frostburg Station is the other terminus. The station is now a restaurant and the meal we had there was excellent. A turntable has been installed here and it is used as the lead to the runaround track. Just west of the turntable is the portal of the abandoned old (1856) 537-foot tunnel under the city of Frostburg. Both units fit on the table together and, while it is not necessary, the RS-3 is turned a full 180 degrees. I asked the crew about this and they said because the handout publicity said "Watch the old engine being turned on the turntable" they felt obliged to turn a unit. The brochure was written when they were using the 1200s. The RS-3 leads westbound and the FPA-4 leads eastbound. There is one trip a day Monday-Friday and two trips a day on the weekend.

Cumberland has more than just the tourist railway for the railfan. The Chessie system has a major yard and shop located there. The yard contains a large roundhouse and the massive ex-C&O 4-8-4 614 is stored there. There was power from just about every major eastern railroad at the shops and many older paint schemes were in view - B&O, C&O, WM, Seaboard System, and L&N to name a few. There were even two ex-CNR commuter cars sitting in the centre of the yard but not close enough to get the numbers.

Since Sheradon Rail-Op has only a one year contract, if you want to be sure of catching the Alcos you should make plans to visit this fall. The line is open daily except Monday, October 1 to 31 with two trains each day for the fall colours and then weekends in November with one train each day.

Ex-VIA (nee CN) FPA-4 6771 poses at Cumberland, Maryland, on July 23, 1991, handsomely turned out as Western Maryland 305. Photo by Laurel Bown.

Cass Scenic Railroad Pacific Coast Shay No. 2 poses at Cass Shops on July 22, 1991. Photo by Paul Bown.

was under steam by the shop serving as a backup engine. Despite all the work done on the line, the section past Whittaker to Bald Knob was closed due to a severe washout. This should be repaired in time for the fall trips. The trip to Bald Knob is the longer more spectacular run but the short trip is still quite an experience. Cass is a little off the beaten path but the State has converted some of the former Mower Lumber Company employee houses into tourist cottages (something I was unaware of) if you would like to stay right in the area. For a cottage a call ahead for reservations is recommended. I stayed about one hour away in Staunton, Virginia.

I covered two other steam operations in the week but neither had any Canadian locomotives. One was the Blue Mountain & Reading at Hamburg, Pennsylvania. The line operates ex-Reading 4-8-4 2102 and an ex-GM&N 4-6-2 425. The 425 was disassembled in the shop for its 5 year FRA inspection (where have we heard that before?) and the 2102 is deemed too large for the regular daily runs. As a result, the power was an ex-Conrail (Reading) GP30 nicely restored as Reading 5513. I took some photos of it moving around the yard but it was not enough to entice us to ride or chase.

The other steam operation was the Knox Kane Kinzua Railroad out of Marienville, Pennsylvania. This operation has two steam locomotives, a well travelled 2-8-0 No. 38 that I had photographed on the Livonia Avon & Lakeville in New York state 15 years ago, and a 1989 Chinese built 2-8-2, the 58. Following an excellent article in the July 1990 issue of Railpace, we chased the train from Marienville to Kane and rode from there to Kinzua Viaduct. The run in to the viaduct, the second highest in the United States, is a 3.5-hour, 32-mile round trip. If one chooses to start in Marienville it is an 8-hour, 96-mile journey. Box lunches can be pre-ordered (we did) or snacks are available on the train.

I had a chance to talk to the engineer about the Chinese locomotive and he said it was far more powerful than they needed for most of the season. The only time you heard it work was when it first moved the train. Other than then it was virtually silent. He was not overly impressed with the workmanship on the engine and the railroad has had to make a number of minor repairs for such items as poorly machined steam valve seats. He stated that it was too early to say if it was worth purchasing but they would have a better idea when it came time for its five year inspection.

All in all I saw quite a bit of steam in a seven-day span and that was without even covering the Strasburg Railroad with its two Canadian engines or the Railroad Museum of Pennsylvania, but this gives me an excuse to go back. The operations in the eastern part of Pennsylvania are all within a day's drive of Ottawa and most operate into the fall. If you want to know what's out there to see get a copy of the Steam Passenger Service Directory available at, hopefully, your local hobby shop. I got my copy at Hobby House in Ottawa.

Tank Car Thawing Facility Provides Excellent Example of Customer Service and Excellent Prototype for Modellers

The Canadian Atlantic Railway has installed a custom tank car thawing device designed to reduce the amount of time it takes to get vegetable oil to its customers in food processing plants.

A steam boiler from a now-scrapped passenger unit has been housed in a special building adjacent to CAR's shop in Saint John, New Brunswick. Steam from the boiler is piped outside of the shop to a special siding where up to four cars can be hooked into the system.

The new facility replaces a small portable boiler that took up to four days to thaw out a load, one car at a time. Besides handling up to four cars, the new facility can thaw out the contents of a tanker in a matter of hours.

Overall, customer delivery time is improved immensely and the CAR experiences significant cost savings.

As a final note, the idea might prove useful for contemporary model railroaders in search of a new "spot" for tank cars other than the customary fuel oil supplier. (Background information written by Bruce O. Nett in CP Rail News, July/August 1991)

Hints on Taking Good Photos
or
"How to be a Photo Contest Winner"

BOB MELDRUM

I'm still chuckling. One of the Branchline editors asked me to write an article on black and white photography as a means of helping prospective submissions to the annual black and white photo contest. I don't think that he realizes that one of the other editors rejected my last submission of pictures. But, then, maybe that's where I should start.

If you have attended one of the BRS's annual slide contests, you will be familiar with many of my comments with regards to the photographic qualities of the slides. [Bob is the permanent adjudicator of the slide contest ... Ed.] I'll review these later in the article. However, there is one aspect of black and white that slide users never have to worry about. This aspect is the production of the final usable article. Slides are produced in special machinery. For KODACHROME slides, there are only about ten of these machines in all of North America.

With Black and White (which I'll abbreviate to B&W), there are two critical steps beyond the normal slide work. First, the film has to be developed properly, and secondly the print has to be printed and fixed properly. My submission (that I spoke of at the beginning) was rejected because of old chemicals at this second critical stage. In a recent article in **Railfan & Railroad**, Jim Boyd wrote about B&W submissions for publication. According to Boyd, unless you have a lot of experience and an excellent dark room, leave the processing to professionals. He stressed that even "drug store" processors should be avoided. As a result, B&W work becomes expensive.

One of the superb historians in the BRS takes many B&W pictures. These are good for historic work as most B&W techniques do not rely on dyes which can change over the years (like colour does). He gets a professional shop to develop his films and make a contact sheet for him. A contact sheet means that each picture on the sheet is only the same size as the negative. These he files until required for future use.

I store my negatives in a special system for negatives. This system has special paper holders in a three-ring binder. With the negatives, I file a piece of paper with the details. It is important to store negatives well otherwise they get covered with dust which makes their use more difficult.

Professional photo stores will crop pictures at your request. Cropping is one great advantage that B&W has over slides. Cropping means removing anything extraneous from the picture and emphasizing the desired subject matter.

Many decisions have to be made when it comes to printing photos. Usually glossy paper makes a picture look better than matte; however, matte sometimes hides imperfections or creates a mood better. Then there is the hardness of the paper. With B&W, contrast between the blacks and whites is important. Contrast is partly dependent on the hardness (or contrast control) of the paper. High contrast has advantages for publication although excessively high contrast produces an arty picture unsuitable for most publications.

Finally, a quick review of other photo qualities equally necessary with B&W. Subject matter tops the list. Composition (where the subject is in the frame) follows. Proper exposure, focus and lack of fuzziness caused by movement are important. These three require correct setting of the aperture, focus, and shutter speed for your camera. Early morning or evening light often enhances pictures by spotlighting details. Avoiding cluttered foregrounds or backgrounds helps. (Cut down all extraneous vegetation and poles wherever practicable and possible!!)

Above all, take lots of pictures. Even the best photographers only get one or two submittable pictures from a roll of 36.

Gee, after writing all this, I'm going to try to get those rejected pictures published. They do meet most of the criteria!

Fifth Annual **Branchline** B&W Photo Contest

Deadline - November 15, 1991

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

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

RULES: Submit up to three (3) previously unpublished 8" x 10" black and white glossy photographs for each of the following categories:

1) Waterside Locations (trains along rivers, lakes, bays)
2) High Summer Pictures (definite feeling of heat, eg. engineer sweating, minimal clothing)
3) Stations and People (showing station facilities in use)
4) Artistic Railway Scene

Be sure to include caption information to describe the train, route, date, and other pertinent data.

Contest results, including the publishing of the winning photographs, will be in the January 1992 issue of **Branchline**.

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

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

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

MILESTONE REACHED: On September 4, the 250,000,000th ton of coal was shipped from the loading facility at Roberts Bank, south of Vancouver, B.C. During its 21 years of operation, the facility has 'hosted' 3,436 ships and 27,650 coal trains. (Dale Whitmee)

NTA Decisions / Hearings

AGENCY CLEARS WAY FOR CONVEYANCE OF GODERICH SUBDIVISION: The National Transportation Agency has cleared the way for the sale of Canadian National's Exeter and Goderich Subdivisions to the Goderich-Exeter Railway Company Limited, a wholly-owned subsidiary of RailTex Inc, an American short line operator.

CN had earlier sought to sell off the Goderich and Exeter Subdivisions owing to the fact that they were only marginally profitable within the larger context but quite profitable if converted to short line operation.

Predictably, the conveyance was opposed by the railway labour unions. The NTA dismissed this opposition on the grounds that existing collective agreements would allow affected employees to "exercise their rights" elsewhere on the CN system. Especially upsetting to the unions was the fact that their collective agreements were not a part of the conveyance, meaning that GER can begin operations as a non-union enterprise.

The final sale of the line will be conditional upon the approval of the Ontario Municipal Board which regulates all provincial railways. When this occurs, the GER will cease to be under the jurisdiction of the federal NTA. (19/08/91)

PROTRACTED BATTLE OVER APPLICATION TO ABANDON MIDLAND SUBDIVISION: Canadian National's attempts to secure a speedy approval for abandonment of that portion of the Midland Subdivision (Ontario) between mileage 52.00 and mileage 75.21, including the Midland Industrial Spur and the Coldwater Spur, have been stymied by local opposition.

The NTA has been obliged to publish the actual loss of the line in order to receive submissions from interested parties justifying whether it should be retained.

Although the losses since 1989 total more than $750,000, the line still managed to handle 956 cars. It will be up to the Agency to determine if the line has a chance of becoming economically viable or if it should either be abandoned or sold-off.

The Midland Subdivision was in a profitable position until the closure of the grain elevator there approximately two years ago. (21/08/91)

Nothing Left To Chance or The Boilerplate Wasn't Only in the Locomotives

DENNIS PETERS

1967 was a fateful year. Within six short months, I managed to leave school, get a job with A.A. Merrilees (the railway equipment dealer), marry, incur lease and loan obligations, and get laid off. Finding another job, preferably with a railway angle, seemed like the sensible thing to do, so I headed over to the Canadian Pacific Railway offices in the new Ottawa Merchandise Terminal Building.

Although the CPR needed Yardmen at the time, getting hired wasn't all that simple. After filling out the formal application and presenting the necessary letters of reference, I was informed that I had to go to Montreal for health, vision and aptitude tests.

Proverbial piece of cake, right? Down to Montreal (Windsor Station) on No. 232. Omer Lavallée will probably take me to lunch (he did). Back home on No. 235. All that, and on a pass too!

Not so fast there, pilgrim! This is the CPR we're talking about, after all, an organization that never shies away from using expertise whenever the occasion demands, hence the corollary "If all the Company's lawyers were laid end to end, they would never come to a conclusion contrary to what the Company wanted."

My first experience with the Law department (and, thankfully, my last) come in the guise of FORM Y-1, RELEASE. Before anything else could happen, I had to sign a document that read:

> "I HEREBY ACKNOWLEDGE that I have applied to the Canadian Pacific Railway Company for employment as a Yardman and that the Canadian Pacific Railway Company has declined to employ me as Yardman and has declined to accept me as an apprentice Yardman or as a learner and has informed me that it does not require my services in any capacity. I HEREBY FURTHER ACKNOWLEDGE THAT THE SAID Canadian Pacific Railway Company has not requested or desired me to undergo any training or to do any probationary work preliminary to employment by the said Railway Company. AND I DO HEREBY REQUEST the said Canadian Pacific Railway Company to permit me to travel or ride at my own risk upon its engines, tenders, cars, coaches and trains for the sole purpose of observing the work of and thus enabling me to form an opinion as to whether or not I would like to work as a Yardman for the said Canadian Pacific Railway Company if at any future time there should be an opportunity for me to be so employed.
>
> "I HEREBY FURTHER ACKNOWLEDGE that in so travelling or riding upon said engines, tenders, cars, coaches and/or trains and/or while on or about the premises of the said Canadian Pacific Railway Company and in anything I do or say in the way of observing and understanding the work of Yardman while so travelling or riding, or while on or about the said premises of the said Railway Company, I am acting solely for my own benefit and for my own purposes, and in pursuance of my plans.
>
> "AND in consideration of the permission granted me by said Canadian Pacific Railway Company to travel and ride upon said engines, tenders, cars, coaches and trains and of observing the work of Yardman I DO HEREBY FREE AND RELEASE the said Railway Company from all claims which I may, might or could have against the said Railway Company in respect of any injuries sustained by me while so travelling, riding and/or observing and/or while on or about the said premises of the said Railway Company, whether or not such injuries are sustained as the result of negligence on the part of the said Railway Company, its servants or agents."

Now that's real railway boilerplate, more comprehensive and all-containing than anything ever wrapped around locomotive steam. Although I probably understood the potential ramifications of what I was being asked to sign, the overriding consideration was the need to earn a living, and I guess they counted on that. So I signed it, just like the thousands before me, and went railroading.

Along the Right of Way

CN

DERAILMENT FORCES HUNDREDS FROM HOMES: On August 11, 30 cars of a Detroit-Toronto freight derailed near Melbourne (known as Longwood in railway circles), a small town 25 kilometres southwest of London, Ontario. One tank car, carrying chlorosulphonic acid, was buried under four others and began to leak the chemical shortly after the accident, forcing the evacuation of more than 100 homes and farms.

The chemical, used in the manufacture of pesticides, pharmaceuticals and dyes, can be corrosive and harmful to the human respiratory system if mixed with water. The chemical was being moved from Dupont's plant in Kentucky to Proctor & Gamble in Hamilton. A Dupont spokesperson estimated that 35,000 pounds of the 110,000 pound load spilled in the derailment, the first time in North America that there has been such a large spill of the substance.

Most residents were able to return to the homes on August 15 after a puddle of the corrosive liquid chemical was neutralized by limestone.

For almost a week, VIA Rail service on the busy London-Windsor route was provided by buses and taxis. (**London Free Press**, 12, 13, 15/08/91, thanks to John Mitchell)

MAIN LINE BLOCKADED: On August 17, members of the Cheam Indian band blocked rail traffic on the main line, 15 kilometres east of Chilliwack, B.C., for three hours over a dispute between the federal government and natives over fishing rights.

The Indians want the return of fishing nets seized by federal fisheries officers. The Cheam refuse to use federal fishing permits with their nets because they do not recognize the ministry's juristiction.

The indian band promised more blockades if their demands are not met, including CN, CP Rail, the Southern Railway of British Columbia, and the highway. (**The Province**, 18/08/91)

VIA

'STRANGER': On August 4, Toronto-Windsor Train 75 was powered by FP9Au 6311, rather than the usual F40PH-2. The unit returned to Toronto on Train 74 the next day. Rarely do 'A' units venture to Toronto - they are regular power on the Winnipeg-Churchill run, and service out of Montreal to Senneterre and Jonquière and to the maritimes. (John Mitchell)

DERAILED: In the early hours of August 17, four of the five cars on Montreal-Senneterre Train 141 derailed between Windigo and Ferguson, Quebec. Derailed were coach 5652, coach-cafe lounge 3032, coach 5586 and sleeper "Evelyn". The passengers were moved to baggage car 9624 and taken to Parent by FP9Au 6314. Four CN cabooses were pressed into passenger service to forward passengers to their destinations.

The derailment resulted in one freight train in each direction being rerouted between Senneterre and Montreal via the soon-to-be-abandoned Taschereau Subdivision to Cochrane, Ontario Northland to North Bay and thence CN to Montreal via Ottawa. (Martin Berubé)

BCRAIL

RAINS PLAY HAVOC: Heavy rain in the Lillooet area of British Columbia caused a series of mudslides between August 10 and 13 which disrupted service, with one mudslide knocking two freight cars of a train waiting for a slide to be cleared off the track. Passengers were bused for three days.

More heavy rain on August 29 caused several slides and 12 washouts, mainly near Pemberton and Whistler, cutting service between North Vancouver and Lillooet for almost a week, and cancelling the "Royal Hudson" service to Squamish for two days. Normal rainfall for August is 40 ml; 50 ml fell on August 29 alone. (Dale Whitmee)

A SELECTION OF PASSENGER CONSISTS

August 5
VIA Train 16 - "Chaleur"
(at Montreal)

F40PH-2 6438
SGU 15462
Baggage 9632
Coach 5487
Cafe-Coach 3250
Cafe-Lounge 761
Slpr. "Chateau Papineau"
Slpr. "Chateau Lemoyne"

August 5
VIA Train 17 - "Chaleur"
(at Gaspé)

F40PH-2 6440
SGU 15459
Baggage 9673
Coach 5511
Cafe-Coach 3247
Cafe-Lounge 763
Slpr. "Chateau Lauzon"
Slpr. "Chateau Marquette
Slpr. "Dufferin Manor"

August 15
Ontario Northland's "Polar Bear Express"
(at Cochrane, Ont.)

GP9 1605
GP9 1601
Steam Generator 201
Entertainment Car 804
Coach 851
Coach 833
Coach 834
Coach 835
Coach/Lunch Car 1405
Coach 801
Lunch Car 1404 - "Meechim"
Coach 840
Coach 832
Diner 1407 - "Moose River"
Coach 842
Coach 841
Coach 850
Coach 803

August 15
Ontario Northland's "Little Bear"
(at Cochrane, Ont.)

GP38-2 1803
GP9 1603
(Several freight cars)
Baggage 413
Baggage 412
Coach 604
Entertainment Car 703
Coach 608
Coach 603
Coach 606
Coach 602
Electric Generator 203

August 30
VIA No. 72 - "Point Pelée
(at Toronto)

F40PH-2 6441
Coach 5585
Coach 5583
Cafe-Coach 3200
Coach 5464
Coach 5560
Cafe-Coach 3208
Club Car "Union Club"

August 30
Algoma Central's "Agawa Canyon"
(at Sault Ste. Marie, Ont.)

GP38-2 203
GP38-2 204
Coach 421
Coach 426
Coach 432
Coach 442
Diner 505
Diner 504
Coach 440
Coach 431
Coach 417

August 30
VIA No. 73 - "Point Pelée
(at Toronto)

F40PH-2 6415
Club Car "Club Richelieu"
Coach 5623
Cafe-Coach 3248
Coach 5499
Coach 5582
Cafe-Coach 3245

August 30
VIA No. 2 - "Canadian"
(arriving at Toronto)

F40PH-2 6452
F40PH-2 6442
F40PH-2 6401
Baggage 8601
Coach 8125
Coach 8111
Skyline 8510
Slpr. "Brant Manor"
Slpr. "Abbott Manor"
Slpr. "Fraser Manor"
Diner "Empress"
Slpr. "Draper Manor"
Slpr. "Carleton Manor"
Slpr. "Chateau Rigaud"
Dome-Obs. "Assiniboine Park"

August 30
VIA No. 168 - "Simcoe"
(at Toronto)

F40PH-2 6408
Coach 5616
Coach 5537
Cafe-Coach 3251
Coach 5569

(Thanks to Martin Berubé, Pierre Ozorak and Elbert Simon)

The Motive Power Scene including equipment items

Many thanks to Martin Berubé, Bruce Chapman, Doug Campbell, Ray Farand, Charls Gendron, Hugh McCormack, Pierre Ozorak, Mark Perry, Geoffrey Peters, Ian Platt, David Stremes and Dale Whitmee.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the **1991 Canadian Trackside Guide**, eg. (p1-85).

CN

REMANUFACTURED: (p1-16, 1-18, 1-29)

NEW NO.	OLD NO.	SERIAL	ASSIGNED TO
7020	4315	A1672	Montreal
7021	4380	A1287	Montreal
7022	4281	A1638	Montreal
7023	4324	A1681	Montreal
7024	4477	A834	Montreal

RETIRED: (p1-8) SW1200RS's **1205** (sold to Relco Locomotive), **1227, 1228, 1242, 1245, 1262, 1268, 1288** and **1310**; (p1-13) M-420(W) **3534**; (p1-16, 1-17, 1-18) GP9s **4229, 4232,** 4261, 4277, 4284, 4324, 4365, 4391, 4394, 4425, 4475, 4533 and 4572 - the GP9s will be remanufactured into GP9u yard and transfer units).

STORED SERVICEABLE RECAP: C-630Ms **2004, 2009,** 2013, 2017, 2019, 2021-2023, 2025-2029, 2031-2040 and 2042; M-636s **2309, 2310, 2316, 2320, 2322-2324, 2332, 2334** and **2338**; RS-18s **3100, 3624, 3640, 3642, 3644, 3661, 3668, 3673, 3682** and 3832; GP40-2L(W)s **9657** and **9665** (on long-term lease to the AAR Test Center, Pueblo, Colorado).

STORED UNSERVICEABLE RECAP (* added since last issue): S-13s **112*, 301*, 304*** and **309***; C-630Ms **2000-2002,** 2005, 2007, 2018, 2020, 2024, **2030** and **2041**; M-636 **2326**; GP9s **4224, 4401*, 4403*, 4407*** and **4417**; SD40 **5130**; SD40-2(W) 5300. As well, SD50 **5418** from the August 5, 1991, Kinsella (Alberta) tank truck fire is out of service.

PACESETTERS ADDED: M-420(W)s **3521-3525** have been equipped with pacesetters for a new dedicated 40-car unit coal train service between the new Westray Mine in Stellarton, Nova Scotia, and Nova Scotia Power Corporation's new Point Aconi Generating Station (see July-August **Branchline**, page 7).

SOLD THROUGH CANAC: (p1-5, 2-7) SW900 **404** has been sold to Esso Chemicals (Alta.) Ltd. at Redwater (Beamer), Alberta. The unit was built by GMD in 1958 (serial A1388) as CN 7257, becoming CN 7604 in 1962 and 404 in 1979. No. 404 joins a roster of three ALCO-built S-2s built between 1942 and 1949.

TO THE BONEYARD: On June 27, the following units were moved to Sidbec-Feruni in Contrecoeur, Quebec, for scrapping: RS-18s **3628, 3631, 3639, 3643, 3677** and **3711**; and SW9 **7706**.

SOLD: (p4-16) Six heavyweight commuter coaches from the Montreal-Deux Montagnes line have been sold to Eagle Canon in Parkersburg, West Virginia. Coaches **4908, 4956, 4986, 4999, 5031** and **5045** were interchanged to CSX at Sarnia in August.

CABOOSE CHANGES: (p6-2) Mainline cabooses **78192-78199**, assigned to British Columbia coal service, have been leased to BC Rail; (p6-3) Mainline caboose **79879** has been sold to an individual in Tingwick, Quebec, 40 km north of Sherbrooke.

IN THE FAMILY: In early September, Central Vermont GP18s **3602** and **3614** moved dead to Grand Trunk Western's Battle Creek (Michigan) facility for repairs. GTW GP38ACs **5805** and **5810** were enroute to the Central Vermont at presstime, with sister **5811** to move from CV to GTW shortly. These changes will leave the CV active roster as follows: GP9s **4559, 4917-4920** and 4926; GPR9s **4606-4611**; GP38ACs **5800-5802**, and 5804-5810.

CP Rail

UPGRADED: SD40s **5541** and **5542** were recently upgraded to SD40-2 electrical specifications at Angus Shops in Montreal. Undergoing or awaiting similar upgrading are sisters **5501, 5503, 5528, 5535, 5544, 5548, 5556** and **5561**.

RETIRED: (p1-50) M-630 **4510**.

OUT OF SERVICE RECAP (* added since last issue): GP7u **1500**; GP9u **1517**; GP38-2s **3058, 3067** and **3117**; C-630Ms **4501** and **4504***; M-630 **4556**; M-636s **4701, 4705*** and **4727**; M-630m **4711***; SD40s **5501, 5503*, 5528, 5535, 5544, 5548, 5556*** and **5561***; SW8 **6701***; SW900s **6716** and **6719**; RS-23s **8018, 8031, 8040** and **8043**; GP9u's **8206, 8224** and **8237**.

LEASED UNITS LEASED OUT: Leased MPI SD40-2m's (nee SP SD45s) 9017-9020 have been leased to the SOO Line.

HISTORIC UNIT ON THE MOVE: (p9-1) For some 20 years, four former Pennsylvania 'Erie-built' Fairbanks Morse 'B' units formed a continuous welded rail plant in Smiths Falls, Ontario, which closed in 1989. CP 404395 to 404398 were formerly PRR 9460B, 9462B, 9474B and 9476B respectively.

In late August, the **404397** was moved from the site, reportedly destined to a location in the United States.

FOR TESTS: In late-August, Soo Line Caterpillar-powered GP9 4301 was evaluated in a week of tests at Alyth Shops in Calgary, Alberta.

VIA

GOING SOUTH: FPA-4 6773 has been acquired for operation on the Grand Canyon Railroad in Williams, Arizona.

EQUIPMENT SHIFT: Septa Rail in Coteau, Quebec, has been awarded contracts for the rebuilding of 26 stainless steel Budd-built cars (18 coaches, 7 baggage cars, and 1 'Skyline' Dome) acquired from various United States sources for the Head-End-Power program.

During August, 15 coaches were moved to Septa Rail from storage at Montreal (former number in parenthesis):

130 (Amtrak 5413)	163 (Conrail 5666)
131 (Amtrak 5416)	164 (Conrail 5670)
134 (Amtrak 5643)	165 (Conrail 5676)
140 (Amtrak 6077)	166 (Conrail 5678)
142 (Eagle Canon 4055)	167 (Conrail 5655)
160 (Conrail 5649)	169 (Eagle Canon 5425)
161 (Conrail 5652)	177 (Conrail 2952)
162 (Conrail 5653)	

Also moved to Septa Rail were 13 retired 'E' sleepers. These sleepers will give up their trucks to the rebuild program -

1121 - ELDERBANK	1143 - EQUITY
1122 - EXCELSIOR	1145 - ERINVIEW
1126 - ELLISTON	1146 - ERNESTOWN
1131 - EMERALD	1147 - ERWOOD
1138 - ENGLEE	1148 - ESCUMINAC
1141 - ENTRANCE	1149 - ESSEX
1142 - ENTWISTLE	

MISCELLANEOUS

RETIRED: (p1-74) Algoma Central has retired SW8 **141**, and SD40s 180 and **182**, the latter pair severely damaged in a washout derailment in 1990.

IN SERVICE: Ontario Northland has renumbered former VIA Dayniters **5712** and **5714** to 850 and 851 respectively and placed them in service on the "Polar Bear Express", still in VIA livery. Both were acquired from VIA in 1990, along with three sleepers, two cafe-bar-lounges and two steam generator units for the planned overnight service between Toronto and Cochrane.

ON THE INDUSTRIAL SCENE

CORRECTION: (p2-7) ALCO RS-1 **182** (serial 72922, built 9/44 as Great Northern 182), reported at Bienfait Coal Company (now named Estevan Coal Company) in Bienfait, Saskatchewan, is actually at Prairie Coal, 5 km east of Estevan, Saskatchewan. Prairie Coal (under an earlier name) acquired the RS-1 from Great Northern circa 1958.

NEW HOME: (p2-9) Bechtel-Kumagi's Plymouth Model MDT No. **27-02** (serial 6098, built 3/58) at Limestone, Manitoba, has been acquired by Manitoba Hydro at Kelsey, Manitoba.

RELOCATED: (p2-12, 2-16) ICI (formerly Canadian Industries Limited) SW900 **915** has been transferred from their Sarnia (Courtright) plant to their Cornwall, Ontario, facility.

The unit started life in 3/38 as Rock Island SW switcher 514 (serial 760). It became Rock Island 560 when rebuilt into a SW900 (serial 23446) in 2/58, and was rebuilt again in 7/68 after being wrecked, becoming Rock Island SW900 915. It was acquired by CIL in 1986 through a dealer.

'REDISCOVERED': (p2-18) Some five years ago, it was reported that the GE 50-ton unit at Canadian Forces Base Downsview (Toronto) had been disposed of. Alas, No. **IL-81-1697** (Serial 31696, built December 1952 as RCAF No. IL-81-A52) is still at the base, painted dark blue with only the number on the cab.

ON THE PRESERVED SCENE

NEW HOME: (p3-12, 3-16) On August 28, the Royal B.C. Museum's former MacMillan Bloedel 2-8-2ST **1055** moved from Ladysmith, B.C., to Port Alberni for eventual restoration by the West Vancouver Island Industrial Heritage Society. The locomotive was built by Baldwin (serial 60942) in May 1929 as Campbell River Timber No. 2.

TO MUSEUM: (p3-16, 8-3) CN Russell snowplow **55436** (built 1950) has been acquired by the Prince George Railway Museum in Prince George, B.C.

GONE STATESIDE: (p3-45) For several years, a 36-inch gauge Vulcan 0-4-0ST (serial 4104, built 8/30 as Ward Hayes Construction No. 204) has been displayed next to the Chamber of Commerce office in Milton, Ontario. The diminutive locomotive was recently moved to Pennsylvania for restoration.

PARTIALLY PRESERVED: (p3-71) The nose of CN F7Au 9173 arrived at Edelweiss Ski Resort in Wakefield, Quebec, on August 19. Also on the property is former Thurso Railway GE 50-ton No. 10 and a very small Plymouth locomotive.

HISTORIC UNIT TO MUSEUM: (p2-27, 3-76) The Bowater Mersey Paper Company has donated its 63-year-old Vulcan 25-ton unit to the Nova Scotia Museum of Industry in Stellarton, Nova Scotia.

The Vulcan (serial 3845, built 11/28) is amongst the oldest operational internal combustion locomotives in Canada. It was given 'early retirement' with the closure of CN's Chester subdivision in June 1991.

CAN YOU HELP?

The editors of the **Canadian Trackside Guide** would appreciate your help in providing further location and railway access point information for the following industrial operations:

Page 2-11 Burlington, Ont. - General Electric Canada;
Page 2-13 Hamilton, Ont. - Westinghouse Canada; Paikin;
Page 2-14 Huntsville, Ont. - G.W. Martin Wood Products;
Page 2-14 Kenora, Ont. - Boise Cascade;
Page 2-14 Little Current, Ont. - Dominion Mines & Quarries;
Page 2-15 Mountain Chute, Ont. - Ontario Hydro;
Page 2-15 Port Robinson, Ont. - B.F. Goodrich;
Page 2-16 Sault Ste. Marie, Ont. - Algoma Steel (require mileage for access off Algoma Central);
Page 2-17 Scarborough, Ont. - Dufferin Concrete Products (require mileage for access off CN's Kingston Sub.);
Page 2-17 Thorold South, Ont. - Beaver Wood Fibre; Quebec and Ontario Paper;
Page 2-17 Thunder Bay, Ont. - Buchanan Forest Products;
Page 2-18 Thunder Bay, Ont. - Cargill Grain; Pioneer Grain; Saskatchewan Wheat Pool 15; Canadian Pacific Forest Products;
Page 2-19 Welland, Ont. - Atlas Steel;
Page 2-20 Windsor, Ont. - Zalev Brothers;
Page 2-23 Lauzon, Que. - MIL Davie;
Page 2-23 Mascouche, Que. - A.A. Merrilees (require mileage for access off CP Rail's Trois-Rivieres Sub.);
Page 2-24 Montreal East - Union Carbide Canada (require mileage for access off CN's St-Laurent Sub.);
Page 2-25 Sorel, Que. - Atlas Steel; Marine Industries; Quebec Fere et Titane (require mileages for access off CN's Sorel Sub. for the three industries).

"Of Motor Trains and Mail"

RON RITCHIE

The photo on the back cover, taken by Jim Brown at Fredericton Junction, New Brunswick, on the morning of May 17, 1960, is noteworthy both for rail fans as well as modellers for the following reasons.

According to the timetable of the day, the operation was as follows: Train No. 108 from Fredericton arrived at the Junction at 06:30 and waited on the west leg of the wye. Train No. 42, "The Atlantic Limited" arrived on the main track at 07:10 and departed at 07:20. Upon arrival of this train, Train 108 pulled out of the wye and backed down on the rear end of No. 42 for ease of boarding passengers and baggage for Fredericton. When No. 42 departed, the Fredericton train at 07:25 backed east on the main track and proceeded via the east leg of the wye to Fredericton as Train No. 107.

At that time, if I remember correctly, CP was handling mail through the "mud hut" section of Windsor Station in Montreal, i.e. trucks of mail from the main post office on Windsor Street would back into the Lagauchetière Street doors and unload onto four-wheeled baggage trucks which would then be hauled by jitney tractors out to the trains for loading. About ten years later, this mail would be containerized.

In view of this, my guess is that the car in the photo is a car of mail from Montreal destined for Fredericton, and that it has just been lifted from the rear of No. 42 by the gas car. The markers on No. 42 have already been transferred to the rear of the "Chateau" sleeping car, while those on the gas car have not yet been placed on the rear of the mail car.

The mail car itself is a refrigerator car, probably in the 280000-280099 series. Although numbered in the freight series, these cars were passenger-equipped. In other words, they had steam lines, air signal lines, passenger trucks and wheels and marker brackets. The refrigerator car appears to have swinging doors, rather than sliding or "plug" types.

The use of refrigerator cars for this service would not have been unusual as the regular box-baggage cars were being phased out and the passenger express refrigerators were being renumbered into the freight series.

Jim Brown, the photographer, tells me that, although he did not witness the actual uncoupling of the car, he has no doubt that it arrived on No. 42. I, too, remember the movement of these cars on the rear end of No. 42. Ten years later, when containerized, the mail was moved on specially equipped container flats on the rear of No. 42 out of Montreal.

Incidentally, May 17, 1960, was a Tuesday which would support the mail theory. Had it have been a Sunday we would have had to think again.

THE **MARITIME CONNECTION**: As soon as Canadian Pacific's eastbound "Atlantic Limited" arrives at Fredericton Junction, New Brunswick, on May 17, 1960, gas-electric 9003 backs down to the platform to receive passengers for the 22-mile journey to Fredericton, New Brunswick's capital. Further details appear on Page 23. Photo by James A. Brown.

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