



July-August 1992 \$3.05

Branchline

CANADA'S RAIL NEWSMAGAZINE

Rocky Mountain Railroading

Steam Along the Gatineau

South Simcoe Railway Begins



Branchline

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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.

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Tourist Railway Association Inc.

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Salute to Canadian Tourist Lines: This is a special issue. Hard work and perseverance have paid off big for the proponents of two tourist rail operations: one in Quebec, the other in Ontario. In the annals of the Canadian rail enthusiast, June 1992 will always be remembered. A 110-year-old steam locomotive almost stole the show in a small community north of Toronto as a 20 year dream finally bore fruit. Meanwhile, rail service between Hull and Wakefield, Quebec, was restored after almost a 7-year hiatus. The fact that it was behind European steam was of no consequence to the thousands who came out to welcome the return but it did serve to underline that distinctiveness we all hear about, but just can't quite comprehend. Only in Canada you say? (Philip B. Jago)

Meetings (September to June) - Regular meeting on the first Tuesday of the month; 'informal slide night' on the third Tuesday of the month. (The next regular meeting will be on September 1 - details in the next issue; the next informal slide night will be on September 15).

Annual Slide Contest Enjoys Strong Participation - The 1992 slide contest was held on Tuesday, June 2. The judge was Stuart Macmillan from the Creative Resources Department of Telesat Canada. One of his pictures hangs in Telesat's permanent art collection. Once again, the quality of submissions was excellent. Adjudicator Bob Meldrum was caught off-guard by the quality and was forced to resort to nit-picking or personal prejudice to make any type of comments.

Ross Harrison won the "Around Ottawa" category with a magnificent shot taken through CP Rail's bridge over the Gatineau River. The bridge carries CP's Lachute Subdivision and is located between Gatineau and Hull, Quebec.

In the "Flatlands" category, there were a number of great shots of eastern Ontario in winter. These lost out, however, since eastern Ontario is not tundra - not yet at least. The winner was Gerry Gaugl with an excellent shot of a freight train on the prairies.

The category with the most slides was "Tourist Railways, Including BRS Activities". This was unusual in that a number of great slides were submitted anonymously. The winner this time was Ray Farand with a mood evening shot of NMST No. 1201 (now stored) and its train at Dunrobin, Ontario. The steamer was returning from Pembroke, Ontario, with the 1990 and final edition of the "Autumn Valley Express".

The judge had a difficult job with the "Artistic" category. There were many shots that could have been winners. Mike Cuff, a newcomer to the contest, was the winner with an unusual shot using a specialized red filter.

The new "Historic" category was very successful. The shots were not critiqued for photographic perfection. They were just enjoyed as shots of the past - and magnificent they were. Duncan du Fresne won the category with a shot taken from the roundhouse roof at Ottawa West of the inaugural run of the westbound "Canadian" in 1955.

As a final note, my thanks to Mark Walton for doing a great job of projecting the slides and of manipulating the various slide carousels. As well, a vote of thanks to several out-of-town members who submitted slides via the postal system.

To get you ready for next year, the 1993 categories are: 1) "Electric Railways including streetcars"; 2) "Shortline Railroad - including tourist operations" (Gatineau here we come); 3) "People and Trains"; 4) "Artistic"; and 5) "Historic". (Robert Meldrum)

On the Cover - Former Swedish State Railway (SJ) 2-8-0 No. 909 tries the recently installed turntable at Hull, Quebec, on June 25, 1992, the first day that 909 was under steam in Canada. The turntable was moved from the former TH&B Aberdeen Yard in Hamilton, and cut down to 73-feet. Installation of the power supply was in progress. See story on Page 9. Photo by David Stremes.

- PRESS DATE FOR THIS ISSUE IS JULY 1 -
- DEADLINE FOR THE SEPTEMBER ISSUE IS AUGUST 8 -

Information Line

INCOME RISES: BC Rail posted a first-quarter operating income of \$25.5 million, up from \$16.5 million for the first quarter of 1991. The increase reflects increased shipments of forest products to the U.S., and the addition of log traffic from the restored southern end of the abandoned Dease Lake extension line.

BC Rail made a \$53.8 million profit in 1991, up 67% over 1990. Revenue increased 8% to \$320 million, largely due to an absence of labour disputes and major line closures. The railway hauled 17.4 million tonnes of freight, the best year since 1987. BC Rail President Paul McElligott noted the railway's goal "to drive the company's transition from being an operations-oriented business, largely dependent on two natural resource commodities, to becoming a more diversified, customer-focused and market-driven enterprise." (Vancouver Province, 24/05/92, and Vancouver Sun, 26/05/92, thanks to Dale Whitmee)

NEW WASTE CONTAINER UNVEILED: Anticipating future opportunities in hauling municipal solid waste, CP Rail recently unveiled a prototype self-unloading waste container.

The all-weather, 14.63 metre, compactor-compatible container should be entering trial service in Toronto by the time you read this issue of Branchline.

The container is compatible with double stack intermodal rail operations and can be stacked three-high at terminals.

The self-unloading feature comes from special hydraulic cylinders which power a walking floor system through a four phase cycle. (CP Rail System Communications and Public Affairs, 30/04/92)

BETTER PRODUCTIVITY VITAL TO CN'S CONTINUED VIABILITY: A New York debt rating analyst has stated that Canadian National needs significant tax and regulatory relief if the company wishes to improve its relatively low rate of return.

According to an analyst of Moody's Investor Services Inc., CN's excess rail capacity is a "significant impediment" to improving productivity.

According to Yvon Masse, Chief Financial Officer of CNR Co., "Neither CN Rail nor CP Rail has enough traffic density for the long-term maintenance and replacement of railway assets in Canada." (Financial Post, 11/05/92)

PROTECT RAILWAYS URGES TRANSPORT MINISTER: Quebec Transport Minister Sam Elkas wants the federal government to take steps to prevent further rail line abandonments in the province.

Noting that Quebec has lost 625 km of rail lines in the past three years, Elkas stated that "A way has to be found to restore railways as a preferred method of transport and to stop the dismantling of a basic railway network."

Elkas' appeal stems from worries that successive abandonments will force more trucks onto highways thereby further deteriorating the province's road network.

Elkas had no concrete recommendations for the federal government but he did allude to the short line experience in the United States. (Le Soleil, 07/05/92)

VAUGHAN TERMINAL TEETHING PROBLEMS OVERCOME AS STATE-OF-ART CONTAINER TERMINAL BEGINS PERFORMING ACCORDING TO EXPECTATIONS: Plagued by computer, operating and weather problems during its first months of operation, CP Rail's ultra-modern Vaughan Container Terminal is finally performing according to expectations.

Since opening in September 1991 (Branchline, October 1991), the terminal, located north of Toronto, has assumed a number of responsibilities previously assigned to the Obico facility in west-end Toronto - CP's original container terminal in Toronto. Obico

has been retained, moreover, to handle Montreal/Toronto business as well as traffic relying upon CP's Delaware and Hudson subsidiary.

Life at Vaughan has not been easy. The company supplying the three giant cranes for the terminal went into receivership when two were 80% complete and one was 75% complete, requiring CP to finish the work itself with a specially-established crisis management team.

A computer software supplier failed to deliver as promised, forcing CP to terminate their contract. Once again, CP has had to rely upon in-house resources to complete the sophisticated box handling/dispatching system that is the core of Vaughan's container efficiency.

Other problems included design flaws in an electrical substation as well as ice fouling receptacles on containers, meaning that the twist locks of the cranes' lifting mechanisms wouldn't operate properly. Finally, the on-site trackmobile was not powerful enough to move loaded cars during the winter around the terminal's extremely curving tracks. A more powerful unit has since been brought to the site.

On a positive note, CP will add a new 610 metre track with toplift capacity to handle empty containers and provide crane operators with more time for handling loads. Trailer parking space may also be increased by 70%. (CP Rail Corporate Communications, 14/05/92)

CN POSTS PROFIT FOR FIRST QUARTER: Heavy grain traffic gave Canadian National a positive bottom line for the first quarter of 1992. The company finished the first three months of 1992 with net income of \$6.8 million, a significant improvement over last year when it was under a loss of \$67.3 million. Also helping the revenue were increases in lumber, wood products, petroleum and chemicals. (Financial Post, 15/05/92)

CP RAIL AT A CROSS ROADS, RITCHIE THREATENS TO QUIT CANADA UNLESS REGULATORY SITUATION IMPROVES: CP Rail president Robert Ritchie has stated that the company can no longer justify further investment in a significant portion of its Canadian rail infrastructure without major changes occurring in Canada's tax and regulatory systems. According to Ritchie, "CP shareholders are not happy with the company's performance. We don't want to get out of Canada ... but I can't continue to invest money [here] with the rates of return we've been able to achieve in the past." The company's only revenue growth has been with its U.S. subsidiaries. At the moment, CP Rail earns 40% of its \$3 billion in annual revenues hauling goods through the United States. As well, 30 per cent of CP Rail's workforce of 27,400 are located in the United States, compared with barely one per cent as little as five years ago.

The company's biggest problem is in Atlantic Canada. Ritchie has predicted that a decision over the money-losing Canadian Atlantic Railway will be announced some time this fall. It could be a candidate for a new round of abandonments, sale to a short-line operator or even wholesale abandonment. (Financial Times of Canada, 18/05/92, Financial Post, 19/05/92, Journal of Commerce, 22/05/92)

NATIONAL TRANSPORTATION ACT NOT PERFORMING UP TO EXPECTATION: In spite of an endless torrent of branchline abandonments since the proclamation of the National Transportation Act in 1987, Canada's major railways have little to show financially. Net savings from abandonments is a paltry \$22 million and the pace of abandonments is anything but accelerated. Indeed, the NTA had been seen as a means of quickly abandoning redundant rail lines about the country. However, the reverse has been true. The NTA is up for a 5-year review and the industry hopes that the abandonment mechanism can be further refined. (Vancouver Province, 25/05/92)

END OF AN ERA IN HAMILTON: For the first time since 1853, the city of Hamilton is without long-distance inter-city passenger rail service. On May 26, VIA Rail Canada officially moved to the newly constructed Aldershot Station, located to the west of the former Burlington Station. In the process, VIA officially exited Canadian National's James Street North Station, along the Grimsby Subdivision, in the city's north end.

GO Transit commuter rail service to Hamilton will continue to use the James Street facility until service is expanded in 1994, coincident with a transfer to CP Rail's Hunter Street Station, which formerly belonged to the Toronto, Hamilton & Buffalo Railway. (Hamilton Spectator, 21/05/92, thanks to Clive Spate)

SARNIA TUNNEL COULD MEAN DOUBLE STACK IN NEW ENGLAND: Canadian National has launched a study to investigate the possibility of operating double stack container trains over its Central Vermont Railway between Montreal and Palmer, Massachusetts. Once the additional Sarnia Tunnel is complete, CN would be able to route U.S. mid-west traffic through to the Atlantic seaboard via the CV as well as develop a "mini-land bridge" from the far east. Such a link would help CN to compete directly with not only Conrail - which currently monopolizes container traffic in New England - but also highway carriers. The CN route would also serve New England shippers with consignments for the Orient. By using CN and the Port of Vancouver, they would be able to avoid U.S. harbour maintenance fees, potentially saving hundreds of dollars a container. (Journal of Commerce, 19/05/92)

PROPOSED LINE SWAP NOT WELL RECEIVED: Shippers in Carman, Manitoba, are worried about a CP Rail proposal to abandon service to the community which would see a related deal with Canadian National for the construction of a special spur into the town in order to ensure continued rail service.

Although the CN presence would guarantee continued rail service, there is a deep-felt concern that service won't be as reliable as that now provided by Canadian Pacific.

Local shippers have asked Canadian National to guarantee in writing that they will continue to enjoy the same level of service. To date, CN has refused to comply. According to one customer, "When railcars of fertilizer arrive in Winnipeg, we can't wait until next week to have them delivered to Carman. We need next-day service from Winnipeg." (Journal of Commerce, 21/05/92)

CANADIAN PACIFIC WILL SOLO IMPROVEMENTS TO WINDSOR TUNNEL: Canadian Pacific will modernize its international tunnel linking Windsor with Detroit. CP will go solo on the \$30 million improvement even though it jointly owns the facility with Canadian National. CN refuses to participate in the project because of its decision to build a new international tunnel linking Sarnia, Ontario, with Port Huron, Michigan.

Because of its joint ownership of the Windsor Tunnel, CN must still give CP permission to carry out the improvement work.

The upgraded tunnel will have enlarged clearances permitting the handling of tri-level auto cars and Trailers on Flat Cars. It will not be able to handle double stack container trains. (The Financial Post, 03/06/92)

CANADIAN NATIONAL EYES MEXICO: In anticipation of a positive outlook to the North American Free Trade Agreement (NAFTA) talks, Canadian National has announced that it will promote a service designed to link Canada with Mexico.

Speaking in Vancouver, CN president Ron Lawless announced that Vancouver would be the western anchor for a transcontinental service stretching south to Mexico. Lawless told the Vancouver Board of Trade that he wants to make the city a trans-shipment point on a trade route between Asia and Europe and to use U.S. allies to extend CN's reach to Mexico.

Vancouver has a number of advantages according to Lawless: "It is significantly closer to Asia than its U.S. rivals and Canadian railways can load at dockside and run all the way across the

continent ... There is no coast-to-coast carrier in the U.S." (Canadian Press, 03/06/92)

AGREEMENT PAVES THE WAY FOR ROAD RAILER SERVICE ON TORONTO/MONTREAL ROUTE: CP Rail and the United Transportation Union have signed an agreement which will allow the railway to operate Road Railer trains between Toronto and Montreal.

The Union has acceded to two person crews on Road Railer trains in order to improve Road Railer's competitive edge with highway transport.

Road Railer service has been provided between Windsor and Toronto since May of 1991. (CP Rail Communications and Public Affairs, 28/05/92)

SETTLEMENT BETWEEN CP RAIL AND UTU: CP Rail System and the United Transportation Union have signed a new collective agreement that paves the way for the use of two-person crews on inter-city freight trains.

CP had sought to eliminate the brakeman position in order to match deals recently achieved by Canadian National and a host of other U.S. railroads.

The issue was somewhat contentious. Although wanting to downsize, CP was not prepared to offer as lucrative a financial incentive package for affected employees as Canadian National, its chief competitor in Canada, thus paving the way during the initial rounds of the negotiation for a possible work stoppage.

Indeed, Robert Ritchie, CP president, described CN's agreements as much too rich for his company. "If we took the CN deals, we wouldn't get a payoff for 10 years," said Ritchie.

Obviously, a common understanding has been found. Crew sizes will be modified through attrition and the jobs of all employees with more than two years of service will be protected. Three per cent wage increases for 1992 and 1993 are also prescribed and there are a number of improvements in basic health and disability benefits. Finally, a new provision calls for supplementary unemployment benefits for train and yard crews who are laid off due to traffic declines. This will go in to effect as the modified crew consist is implemented in order to benefit UTU members who are currently laid off. (Financial Post, 22/05/92 and CP Rail News Release, 05/06/92)

COURT TO REVISIT ESQUIMALT AND NANAIMO DECISION: The Federal Government has been granted leave to appeal a British Columbia Court of Appeal ruling which effectively stopped attempts to discontinue passenger service along the Esquimalt and Nanaimo Railway on Vancouver Island. Passenger service over the E&N had been slated for discontinuance effective January 15, 1990, as part of a general round of cuts in Canada's rail passenger network.

The service was preserved, however, owing to a technicality in the articles governing British Columbia's entry into Confederation.

The E&N service is one of the last bastions for the Rail Diesel Car in Canada. RDCs are also used on VIA's Sudbury to White River, Ontario, run and on the British Columbia Railway.

No date has been set for the appeal. (Canadian Press, 05/06/92)

STRONG GAINS FOR INTERMODAL TRAFFIC IN CANADA: During the first quarter of 1992, rail intermodal traffic in Canada rose sharply, prompting one analyst to state that he was "bullish on intermodal".

Illustrative of the turn-around in road versus rail intermodal use is the fact that import/export container traffic on CP Rail was up almost 26% during the first quarter of 1992. Canadian National increased its domestic intermodal traffic by 10%. In terms of cross country distribution, moreover, the volumes for CN through Halifax were off substantially but they rose by a whopping 100% in Vancouver.

The surge is having an impact on demand for new

containers. By year end, for instance, CP Rail will have received about 850 48-foot dry van containers [dry van containers have insulated ceilings to prevent condensation and resulting moisture damage to the cargo]. Once the shipment is completed, CP will have 1,400 containers of this type. In the United States, two container manufacturers have completed orders for close to 5,500 boxes. Canadian National has indicated, moreover, that it will purchase at least 100 refrigerated containers this year.

COFC's popularity is being attributed to such factors as double stack, enabling the service to be price competitive with long-haul truckload carriers in markets which are more than 450 miles apart. RoadRailer, another important intermodal innovation, is competitive at distances over 500 miles.

Over time, the COFC boom will spell the end of TOFC. According to one CP Rail official, trailers are twice the price of containers as well as taking up much more yard space. "With the new containers we're really getting into container service, which is where we should be, it's the best way to go," he said. (Financial Post, 10/06/92 and CP Rail Corporate Communications, 11/06/92)

VIA RAIL EMBARKS UPON ADDITIONAL HEP PROGRAM: VIA Rail Canada has received government approval to undertake Phase II of its Head End Power project (HEP). By the time dust settles sometime in March 1995, VIA will have been able to replace most of the fleet of steam-heated ex-Canadian National cars now assigned to service in south western Ontario.

VIA will spend \$57.8 million to refurbish 33 stainless steel cars of American heritage. The project is currently at the specification stage and it is anticipated that a contract will be awarded by December of 1992.

What makes this project significant is that the entire budget is coming from existing funds within the corporation. No new monies have been required. Instead, VIA has been able to capitalize upon the various economies arising from HEP improvements to the current stainless steel fleet as well as to take monies previously committed to a further backshopping of existing steam-heated cars and use these funds instead for the HEP program.

Phase II will be different from the current slate of HEP projects. Car interiors will closely resemble the interiors of the refurbished LRC fleet. Coach and first class cars will be built, both having LRC-type galleys. The coaches will contain 74 seats while the first class cars will have 56 seats, all rotatable except those at the bulkheads. A special-needs accessible toilet compartment will be provided in each car and a wheelchair tie-down in each first class car. The interiors will feature LRC-style artwork, upholstery, carpeting and enclosed baggage racks.

Meanwhile the HEP I project continues apace. Of the 182-cars in the program, Canadian National has completed 88 as of the end of May while SEPTA Rail of Montreal is refurbishing 18 coaches and 6 baggage cars. (Vialogue, June 1992)

MORE TO VIA UPGRADES THAN HEAD END POWER:

Mention upgrades at VIA Rail and the immediate response is a question on the latest status of the Head End Power Program. There is more, however, to VIA Rail than diesel locomotives and renovated stainless steel passenger cars. There is also the question of infra-structure, of stations and support facilities.

Since its creation, VIA has had to carry out major upgrades to the many tired and outmoded facilities which it inherited both from Canadian National and Canadian Pacific.

The results have been impressive. New maintenance centres have replaced outmoded coach yards. Stations in the corridor have had considerable attention lavished upon them. Major urban terminals have been significantly upgraded. Rundown flag stops have been brought into the 20th century.

In the latest round, improvements have been made at Vancouver, Jasper, Winnipeg, Toronto, Ottawa, Montreal, Ste-Foy (a whole new station) and Moncton.

The improvements have been carried out with a number of competing interests to satisfy. For instance, part of the renovations at Winnipeg included major changes in fuelling and

watering facilities, permitting a reduction in train servicing time of 45 minutes thus allowing for a speeded-up schedule on the "Canadian".

The fuel/water upgrade at Winnipeg is especially significant. According to a VIA spokesperson, "In the past, we had to move the eastbound train to do the fuelling and then bring the train back so that [we] could prepare it for passengers. Now it's one stop servicing at Winnipeg. It no longer involves the displacement of the train."

Passenger comfort at Toronto's Union Station took a major leap forward recently with the opening of the first passenger escalator. For years, passengers requiring boarding assistance had to make a perilous journey through the basement area and up through a freight elevator.

Now all that has changed and the first of three escalators has gone into official operation, just in time for the April 28 departure of the inaugural "Silver and Blue" train.

Complementing the escalators, VIA will also modify the platforms they serve with the addition of seven inches of concrete "capping". The increased height will greatly facilitate passenger boarding.

The above improvements are but an overview of infra-structures at VIA but they do show that there is more to improved passenger service than upgraded equipment and head end power! (Vialogue, June 1992)

B.C. COAL STRIKES CONTINUE: The May strike by 800 employees at Fording Coal Ltd.'s Elk River mine, and the May lockout of 1,300 Balmer workers by Westar Mining Ltd. continue with little optimism for settlement in either issue.

On June 10, the B.C. Supreme Court ruled that Westar Mining's suppliers are no obliged to provide trade credit. But the court did extend protection under the Companies' Creditors Arrangement Act until September 30, 1992, preventing the company's bankers from forcing it into receivership. The ruling effectively means Westar's Balmer mine will remain shut even if its unionized employees agree to accept a new contract.

The court said there is a great deal of public concern over the future of Westar. The permanent closure of Balmer and Greenhills (which is still operating) would affect 1,900 Westar employees and have a catastrophic effect on the economy of the East Kootenay region. It would also make it difficult for CP Rail and Westshore Terminals (which operates the Roberts Bank coal-handling port) to hold charges at current levels if coal volumes are sharply curtailed.

Westar Mining owes its creditors over \$420 million. Westar file for court protection in early May after the Royal Bank demanded the immediate repayment of a \$45 million loan. Westar defaulted on a \$4.7 million interest charge.

The strikes have reduced the number of coal trains operating on CP Rail from 20 to 7, and forced many layoffs. (Vancouver Sun, 28/05/92, 11/06/92, thanks to Dale Whitmee)

OFF-PEAK SUMMER FARES CUT: VIA Rail has cut its off-peak summer fares in the Quebec City-Windsor corridor for the period June 20 to September 3, 1992. VIA is offering a 2-for-1 ticket discount for coach passengers; 25% of the cost of first class travel on off-peak days; no advance booking for families on same day trips every day but Friday and Sunday. (Canadian Press, 16/06/92)

CIVIL SERVANT NAMED HEAD OF CN: Paul Tellier, Clerk of the Privy Council, has been appointed president and chief executive officer of Canadian National Railways, effective October 1, 1992, replacing Ron Lawless who retired at the end of June. Lawless will continue to serve as president and CEO of VIA Rail Canada. CN chief operating officer John Sturges has replaced Lawless until Tellier takes over.

Twenty years ago, CN was instructed by the federal government to operate like a business. It has tried, industry insiders say, but the order has been hard to fill mainly because of government interference and meddling, including the appointment

of Tellier to the top position. Tellier has conceded he knows nothing about railways and industry officials say overseeing a multi-billion-dollar railway is a far cry from managing government departments. The Tellier appointment means the top two jobs at CN - chairman and president - are held by men with no railway experience. (Montreal Gazette, 17/06/92, 23/06/92)

GO TRANSIT CARS SOLD TO PERU: Seventy of the 85 remaining single-level GO Transit commuter coaches have been sold to Lima, Peru, for \$5.5 million. The Quebec government was planning to buy the cars at reduced prices for an expanded Montreal-area commuter service.

The South American city submitted an offer to purchase the cars in proper form, while the Quebec Minister of Transport did not submit his option to purchase, thus not giving GO Transit any certainty that the government would eventually buy the equipment. The chairman of the Montreal Urban Community Transportation Committee says it will be possible to find other cars if the government ever decides to go ahead with the project.

The Montreal Metropolitan Mass Transit Council, which coordinates regional transport, has given an "agreement in principle" to extend commuter train service by the fall of 1993 on the following routes: Montreal-Laval-St-Jerome; Montreal-Laval-Mascouche; Montreal-St-Jean d'Iberville; Montreal-Chateauguay. (La Presse, 19/06/92; Montreal Gazette, 22/06/92)

CHURCHILL PORT NOT CLOSING: A spokesman for the Wheat Board claims that the federal government is not about to close the port of Churchill, Manitoba. Manitoba Liberal Leader Sharon Carstairs told the Manitoba legislature on June 18 that employees have already been told that no grain will be moving through the port on Hudson Bay this year. Churchill's fate has been under discussion because its port can be used for only a short period of the year, and because of the high cost of maintaining the rail line to the northern Manitoba town. (Vancouver Province, 21/06/92, thanks to Dale Whitmee)

LOSS OF HIGH SPEED RAIL THREATENED: An official of Bombardier, the transportation giant, has suggested that Canada could lose the North American market for high speed train technology to the United States. According to Pierre MacDonald, the slow pace of governments in Canada to act upon the benefits of high speed rail by establishing a viable project may jeopardize Canadian hopes of becoming a supplier of high speed rail technology. MacDonald's remarks took place during the annual convention of the High Speed Rail Association of America. (La Presse, 21/05/92) ☐

NTA Decisions / Hearings

NOTICE OF APPLICATION TO ABANDON FILED: CP has given advance notice that it proposes to apply for abandonment of the Wamo Spur (formerly the Waltham Subdivision) between Mile 0.0 and Mile 1.0. E.B. Eddy Forest Products (the only shipper on the line), no longer requires rail service and has pulled up all its trackage. (Ottawa Citizen, 25/06/92)

PERMISSION GIVEN TO ABANDON CN LINE IN MANITOBA: CN has been given permission to abandon the portion of the Oak Point Subdivision between Steep Rock Junction (Mile 131.0) and Gypsumville (Mile 156.7) 30 days from the Order date of May 27, 1992. (NTA Order No. 1992-R-171) ☐

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

THE REGISTER BOOK

FORT STEELE, B.C. - PROVINCIAL HERITAGE PARK: Oil-burning 2-6-2 No. 1077 will be operating during July and August, backed-up by coal-burning 0-4-4T "Dunrobin" which is expected to see limited use.

BIG VALLEY, ALBERTA - "1992 DOMINION RAILWAY DAY": Saturday, August 1, 1992 from Noon to 19:30, including heritage railway exhibits, tours of the Big Valley station and roundhouse interpretive centre, hand and motor car demonstrations, arrival of Alberta Prairie Railway Steam Train Excursion No. 26 pulled by 2-8-0 No. 41, barbeque and evening social. For information, contact Canadian Northern Society, P.O. Box 142, Big Valley, Alberta, Canada, T0J 0G0, (403) 876-2242.

ST. THOMAS, ONTARIO - HERITAGE DAY DISPLAY: On August 30, the Elgin County Railway Museum will hold its annual Heritage Day at St. Thomas station. Featured will be former CN 4-6-4 5700 (nee 5703) and the museum's rolling museum in former CN work car 70740 (nee baggage 9142).

MONTREAL, QUEBEC - TRANSIT '92: An exposition on transportation and technology, set up in the 500-foot ship "Fort St-Louis", tells the history of transportation in Montreal since its founding in 1642, using theatrical, static and interactive displays. The ship is moored at the Quai Maritime Iberville in the Old Port of Montreal, at the foot of St-Laurent Boulevard. The exposition runs to October 12. Adult admission is \$12. For information call (514) 527-9921.

STETTLE, ALBERTA - STEAM EXCURSIONS: Alberta Prairie Steam Tours Ltd.'s 1992 excursion season includes at least 50 steam-powered excursions operating out of Stettler, Alberta, to various locations between June 6 and October 31. Included are standard, dinner and murder mystery excursions. For details, contact Alberta Prairie Steam Tours, Postal Bag 800, Stettler, Alberta, T0C 2L0; Telephone (403) 742-2811 or FAX (403) 742-2844.

SCRANTON, PENNSYLVANIA - RAILPHOTO '92: Steamtown National Historic Site, in cooperation with the National Park Service, presents Railphoto '92 on September 18-20. September 18 features a steam excursion from Scranton to Kingsley (56 miles total) and a night photo session; September 19 includes a steam excursion from Scranton to Carbondale (32 miles total - one engine going, another returning), and a banquet in the evening; September 20 features a doubleheaded steam excursion from Scranton to Binghamton, NY (112 miles total). Details from Railphoto '92, P.O. Box 448, Chinchilla, Pennsylvania, 18410-0448, or (717) 346-0660.

OTTAWA, ONTARIO - RAILFAIR '92: The 15th Model Railway Exhibit will be held on October 17 (11:30 to 17:30) and October 18 (10:00 to 17:00) at Algonquin College, Building D, at Woodroffe and Baseline, Ottawa. Model railway layouts in various gauges; commercial outlets. Adults \$5.00; Teens \$3.00; Children 5-12 \$1.00; Under 5 free. Free Parking.

ETOBICOKE, ONTARIO - SWAP & SALE: The Toronto Transportation Society will hold its 10th annual slide, photo swap and sale on Saturday, September 26, between 12:00 and 16:30 at the Ourland Community Centre, 18 Ourland Avenue, Etobicoke. Admission: TTS members \$2.50; non-members \$3.00. Information: TTS Slide Swap Organizer, P.O. Box 5187, Terminal 'A', Toronto, Ontario, M5W 1N5.

That Prescott Coal Boat - Again!

In the November 1991 issue of *Branchline* I wrote an update to my earlier short story entitled "The Prescott Coal Boat". That Tid Bit described a CPR locomotive fireman's experiences out of Prescott, my experiences, but nothing in the way of serious history.

Recently BRS Director Helen Tucker loaned me a beautifully written and illustrated book entitled "Railway Steamships of Ontario", by Dana Ashdown (Boston Mills Press). This very excellent 288-page volume includes a section on, what else, the railway car ferry activities between Prescott, Ontario, and Ogdensburg, New York. My interest was immediately rekindled (for the third time) and here I am again, only this time with an abbreviated history.

Back to 1863

The story really begins in 1863 when the Ogdensburg Railroad put the car ferry "St. Lawrence" on the Prescott-Ogdensburg operation. But let's go back - the Ogdensburg Railroad began life as the Northern Railroad of New York in 1850 with a route to the east which connected with the Vermont Central Railroad (later to become the Central Vermont). On its "west end", the Northern's business was principally in moving freight from Chicago and Lake Michigan ports to New England markets via the Vermont Central. The "Northern" also operated a small fleet of steamers.

The timing for the development of the Northern Railway wasn't the best as just as it was getting going the broad gauge Great Western Railway of Canada came onto the scene and, together with the New York Central Railroad, "stole" much of the Northern's traffic.

Some relief to the Northern's plight might have come from the Bytown and Prescott Railway, opened in 1854, which could provide an outlet for Ottawa valley lumber. Both the B&P and the Northern were standard gauge. But, for several reasons, the Bytown and Prescott (or as it was known one year later, the Ottawa and Prescott) "failed to deliver".

The Northern RR, or the Ogdensburg Railroad as it became known by ca. 1857, gave up on getting the expected lumber traffic from the Ottawa and Prescott and turned their eyes toward the broad gauge Grand Trunk Railway. They reached an agreement with the GTR in 1862 which provided for the interchange of cars between Prescott and Ogdensburg. While it only takes a few lines on a piece of paper to say this, there were complications. The GTR had to get running rights over the Ottawa and Prescott for five miles to get to the Prescott docks. In addition, they had to put a third rail on the O&P because of their broad gauge equipment. They were also financially responsible for much of the necessary dock work on both sides of the river.

Now we're back to the beginning of the story. In 1863, the 244-ton, iron clad, wood hulled ferry "St. Lawrence" went into service. The iron cladding enabled her to work in most winter ice conditions providing near year 'round service. The two tracks on the ship could carry six broad gauge GTR freight cars which had to be unloaded and the contents placed in standard gauge Ogdensburg cars on the American side.

By ca. 1871, the Ottawa and Prescott had built a "car pit" at Prescott Jct., and were able to convert specially equipped GTR cars from broad to standard gauge, eliminating trans shipping problems. While this was done to service Ottawa bound traffic, it is also possible that such cars may have been placed on the car ferry. The Ogdensburg Railroad was reorganized into the Ogdensburg and Lake Champlain RR in 1865 as the result of financial problems. In 1870, the financially troubled operation became part of the Vermont Central which, in 1872, became the Central Vermont. On the Canadian side of the river things weren't that much different. The O&P was bankrupt in 1865 and emerged in 1867 as the St. Lawrence and Ottawa Railway. In

1884 it became the Prescott subdivision of the newly incorporated Canadian Pacific Railway Company.

New entrepreneurs

With all of these financial problems, the car ferry "St. Lawrence" fell into disrepair and eventual disuse. Enter Prescott coal merchant Isaac Purkis, who decided to get into the railway car ferry business. His first vessel, the 141-ton "Transit", was delivered in 1874. This new ferry had one standard gauge track capable of carrying three cars. GTR broad gauge cars were no longer a problem as the GTR was standard gauged in 1873. The "Transit" was quite successful and was kept very busy, due mainly to its limited capacity. In addition to hauling freight cars, the "Transit" also did a brisk passenger business. The "Transit" was soon joined by at least four other small steamers which carried passengers and LCL freight. All these vessels were provided by Prescott's enterprising Mr. Purkis. In 1880, Mr. Purkis went all out and put the 150-ton car float "Jumbo" in service, thereby doubling the freight car capacity of the fleet.

On the American side the standard gauge Utica and Black River Railroad was now serving Ogdensburg, along with the Central Vermont. The U&BR became the Rome, Watertown & Ogdensburg Railroad and eventually came under the control of the New York Central Railroad.

Meanwhile, in 1876, over at Brockville a new player was about to enter the field. Captain David H. Lyon of Brockville put the new passenger ferry "William Armstrong" into operation between Brockville and Morristown, New York. The purpose of this was to provide a connection between the broad gauge Brockville and Ottawa Railway and the Utica & Black River Railroad at Morristown.

The B&O left the Brockville wharf, northbound, through the famous Brockville Tunnel, to Grand Trunk Jct., then onward up the Ottawa River valley to Pembroke. It also went to Ottawa via the Canada Central Railway. The B&O and the Canada Central merged in 1878 and became the Canada Central Railway. Unfortunately the standard gauge Utica & Black River had just reached Morristown in 1876 and it was some time before it was fully operational so it was unable to take advantage of a carferry operation.

In addition to this the Canada Central remained a broad gauge outfit right into the early-1880s. These facts discouraged the use of a cross river freight car ferry between these points at that time. This was changed forever in 1881 when the brand new Canadian Pacific Railway took over the Canada Central and standard gauged it. Captain Lyon wasn't long in picking up on this and in 1882 modified his steamer to carry three railway cars. His main traffic was Ottawa Valley lumber southbound and American coal northbound. It is interesting to note that in an 1884 CPR public timetable the Utica & Black River (and its connections) were advertised as "The Quickest Route Between Montreal and the cities of Central and Western New York." The appeal for this particular service didn't last for very long, however, probably less than 10 years, and Lyon's "William Armstrong" was frequently found working between Prescott and Ogdensburg along with Purkis' ships. The Prescott route quickly became the preferred route.

Incorporation of a new company

In 1888 Captain Lyon took a bold step and incorporated a new company known as the "Canadian Pacific Car & Passenger Transfer Company." The inclusion of this company gave it more than just a touch of class as the new CPR was quickly becoming more and more important and was developing greater and new traffic areas.

In the very early 1890s almost all of the freight cars crossing the St. Lawrence River were doing so between Prescott and Ogdensburg, being served by the CPR on the Canadian side, and the Rome, Watertown & Ogdensburg (successor to the Utica &

Black River) on the American side. Traffic was picking up and in 1890 Captain Lyon purchased the 395-ton car ferry "South Eastern" from the Richelieu & Ontario Navigation Company. It is interesting to note that the "South Eastern" was built in 1881 for the "Compagnie de Traversée de Chemin de Fer d'Hochelaga à Longueuil", a company jointly formed by the South Eastern Railway and the Quebec, Montreal, Ottawa & Occidental Railway (QMO&O) in 1879. The QMO&O is, in part, very much still alive and known as the Lachute subdivision of CP Rail.

In 1896, the Brockville-Morristown operation was shut down and Captain Lyon moved his entire operation to Prescott. The New York Central Railroad had succeeded the Rome, Watertown & Ogdensburg RR at Ogdensburg. Ferry freight traffic figures for that year show that 209,875 tons moved northbound and 97,952 tons southbound. Coal shipments made up 115,286 tons of the northbound total. The lion's share of the southbound traffic was lumber.

By the turn-of-the-century Captain Lyon was looking ahead to replacing his wooden hulled fleet, so in 1906 he placed an order with Polson Iron Works of Toronto to construct a 1658-ton steel hulled ferry, larger than all the previously operated vessels put together. The new ferry was named "Charles Lyon" in honour of Captain Lyon's father. It entered service in the spring of 1908 working out of new ferry slips constructed by the CPR and the NYC.

As a result of the introduction of the "Charles Lyon", all the old ships were quickly disposed of except for the "Jumbo" car float, which was held as a backup. There is little evidence, however, that it ever had to be put into service.

In 1929, Captain Lyon died and the CPR subsequently purchased the ferry company, and with good reason. During 1929 the "Charles Lyon" handled 927,693 tons of freight, 350,325 tons of flour and forest products southbound, and 577,368 tons, almost entirely coal, northbound.

Canadian Pacific managed to talk their partner, the NYC, into buying a 50% share in the Canadian Pacific Car & Passenger Transfer Company, signing the agreement on May 1, 1930. It was now time for an equipment update once again. With the capital obtained the company was able to replace the venerable "Charles Lyon".

The Last Act

Now we've reached my time and ferry equipment that I knew. The "Charles Lyon" car ferry was replaced by a diesel-electric tug and car float. The tug, of course, was the "Prescotont", and the 3-track, 18-car capacity float "Ogdensburg".

The "Prescotont" was a 302-ton brute of a steel hulled tug built at Lauzon, Quebec, by Davie Shipbuilding Company. She

was also equipped with firefighting equipment so that she could double as a fireboat. The "Ogdensburg", a large 1,405-ton steel car float, was built by American Shipbuilding Company of Lorain, Ohio. The two vessels were built to complement each other. The "Prescotont" was lashed to the port side of the float and, generally, was only separated, in normal operations, during the winter months in heavy ice conditions when the "Prescotont" would cross the river alone to do the necessary ice breaking.

As I mentioned in my November 1991 Branchline Tid Bit story, the tug and float were space age modern compared to CPR's ancient 2-8-0s. Consider this; in order to achieve maximum manoeuvrability the rudders on the float and tug were synchronized, and, as I mentioned in that story, the car float's high bridge and wheel house incorporated controls identical to those on the tug, enabling the "Master" to have complete control of the "Prescotont" from the bridge of the "Ogdensburg". No other railway car ferry operation anywhere in the world had such a modern set up.

It is unfortunate that this new equipment and the "Great Depression" hit at the same time. Expected traffic fell off and it was not until the outbreak of the second World War in 1939 that traffic conditions returned to normal. Throughout the 1950s and 1960s the waterborne duo kept up the service, but, again, traffic was declining. In 1970 the ferry slip at Ogdensburg was consumed by fire and the company decided not to rebuild. It was the end of 107 years of Prescott-Ogdensburg railway car ferry service.

I hope this Tid Bit fills in a gap left in my November 1991 story which barely touched on coal coming into Prescott in railway cars on board the car float "Ogdensburg". I was never involved in placing or removing cars from the "car ferry" as this work was done by the regular yard engine (another old 2-8-0). The regular engineer on that job was a man named "Hollihan". He was an odd character who would make spontaneous proclamations such as "It's cold enough to wear an umbrella". His regular fireman was a man named "Richardson", who was an engineer during the early second war years. He was also the engineer on the troop train that rear ended the passenger local at Almonte, Ontario, with great loss of life. But that's another story.

P.S. In 1972, the "Prescotont" and the "Ogdensburg" were sold to the Windsor Detroit Barge Line of Detroit, Michigan, where they were put into container traffic service. This Tid Bitter would be very appreciative if anyone could bring me up to date on the whereabouts of the two vessels.

I am very grateful to Helen Tucker for loaning me Dana Ashdown's wonderful book, and to Dana Ashdown for writing such a scholarly text with all those wonderful photographs. Needless to say I highly recommend "Railway Steamships of Ontario" to you as a worthwhile addition to your personal collection. ☐



A brand new "Prescotont" undergoes her "sea" trials on the St. Lawrence River near her birthplace of Lauzon, Quebec, in October 1930. For the next 40 years the "Prescotont" would ply the waters of the same St. Lawrence River out of her namesake port - Prescott, Ontario.



Former Swedish State Railways (SJ) 2-8-0 No. 909 on the first revenue run (June 28, 1992) between Hull and Wakefield, Quebec. The manually operated bell was installed a few days before. Photo by David Stremes.

Steam Along the Gatineau

DAVID STREMES

Steam has returned to the former CP Maniwaki Subdivision north of Hull, Quebec, to Wakefield, but not the steam operation we had been used to. While former CPR steam locomotives 1057 and 1201 operated excursion trains to Wakefield and back from the National Museum of Science and Technology between 1974 and 1985, the new operation departs from a new station in Hull, reducing the run to about 2/3 the original distance. In a North-American first, European railway equipment is being used in regular steam-powered excursion service. How did that happen?

Many people thought they had seen the last steam operation to Wakefield on September 1, 1985, when CP received permission to abandon the Maniwaki Subdivision. The three local municipalities through which the line passed (Hull, Chelsea, and La Pêche) acquired the line from CP, with plans for a tourist train operation. After a number of years of many trials and tribulations, the first train in almost seven years arrived in Wakefield on Saturday, June 27. What follows is a brief description of what has happened in the intervening years.

The Canadian Transport Commission gave CP permission to pull up the Maniwaki Subdivision effective December 31, 1985, but subsequently CP agreed to donate that portion of the line between Laman (the junction with the Lachute Subdivision) and Wakefield to the three municipalities, in exchange for charitable receipts totalling \$2.9 million. In addition, CP agreed to donate all useable salvage from the Wakefield-Maniwaki portion for use in the upkeep of the remaining section. The abandonment of the Laman to Wakefield section was adjusted to June 1, 1986. With the line apparently preserved, there was no clear indication as to who if anyone would continue the operation of the 1201 excursions to Wakefield. On September 3, the National Capital Commission (NCC), operators of the excursions, announced their cancellation because of a 900% increase in insurance premiums, and the question of actual ownership of the line.

This decision was shortly followed by the establishment of a seven-member committee, the Outaouais and Gatineau Valley Railway Committee, to study other tourist train projects. They launched an appeal for monetary support and more than \$20,000 was raised. The study determined that what the area needed was a project that would provide an economic boost to the area, and that a tourist train operation could be self-supporting if history was fused with tourism, and it was run as a full-time private enterprise.

With this information, a number of detailed studies were undertaken that would be required to obtain public and private backing. Just when it looked like things were all set, another study was initiated. These studies showed the viability of the operation, and the province of Quebec promised funding. The Hull-Chelsea-La Pêche Tourist Development Council (HCLTDC) was set up by local businessmen, and later taken over by the municipalities as a non-profit corporation to manage the train operation. The long and arduous task of securing the necessary funding to rehabilitate the line, and allow a private operator to begin operations had begun. Some local residents didn't want the train, preferring to see the right-of-way used for other things, or complaining on environmental grounds.

The promoters were anxious to get going, and local businessman Andy Tommy came forward as the operator, and began to acquire equipment for the operation. Mr. Tommy subsequently withdrew from the operation for a number of reasons, and another local businessman, Marc Grondin, assembled a group of local investors under the name of Choo-Choo Inc., or the Hull-Wakefield Steam Train. The search for equipment began, and negotiations with the provincial government continued for funding. The HCLTDC announced on February 25th of this year that the necessary funding had finally been obtained to get start-up operations underway. The operating company, headed by Mr. Marc Grondin, had purchased in Sweden a steam locomotive, a diesel locomotive, nine passenger cars, and two short flat cars for approximately \$500,000. When questioned as to why Swedish equipment, a spokesperson indicated that a search throughout North America failed to turn up an available suitable operational steam locomotive. Sweden was disposing of equipment from its reserve fleet now that the Cold War was over, and the operators believed that they had picked up good rolling stock. Operations were set to begin on June 27, and work could now begin in earnest to get the line ready for service again. The Swedish equipment was readied for shipment to Canada, work that included converting the steam locomotive from a coal-burner to an oil-burner.

With just four months to startup, there were those who were doubtful that all the necessary work could be completed in time. The line had last seen operation in 1985, and even then the track and roadbed were needing attention. Contracts would have to be called for track rehabilitation, including a major tie replacement

program, ballast upgrading, and tamping and alignment of the track. The company that subsequently got the contract to ballast the line rented 10 hopper cars and RS-23 8025 from CP. Other items needed included a new station in Hull opposite the existing CP station (CP declined to let the new operation use their station), various maintenance facilities and new trackage in Hull, and a new station in Wakefield. On the personnel side, a former member of the BRS steam crew, Ches Banks, was hired as the Director of Operations. With just over a month to start-up, Ches had to hire and train crew members, and ensure that they satisfied CP's requirements, because of the 1.9 miles that would be operated over from the Hull station to Laman. Retired employees from both CN and CP who worked on 1201 trips, as well as a few Bytown members have been hired.

While these activities were underway, across the Atlantic preparations were being made to get the equipment ready for shipment to Canada, at a reported cost of \$650,000. The equipment was taken to Germany, tested out, then loaded on a ship for Canada. The equipment arrived at the Port of Montreal on June 17 on board the M.V. "Federal Maas". With some of the equipment stowed on the top deck of the ship, the Captain of the ship was understandably apprehensive about his cargo, and reportedly travelled around five storms on the journey across the Atlantic.

Once unloaded in Montreal, the equipment had to be moved to Hull. CP would not allow the steam locomotive to pull the equipment to Hull, and with European couplings, CP equipment could not couple to it to pull the equipment. Luckily, CN has two flat cars that are equipped with this coupling system (used when GM diesel locomotives from London are moved for export), and they borrowed them for this special move. The equipment left the Port of Montreal on June 21 to begin the slow journey to Hull via the Lachute Subdivision, arriving at the junction at Laman at approximately 07:00 the following day, June 22, just five days before the inaugural operation.

Workers immediately began to get the steam locomotive ready for service. The inside connecting rods were reattached, and some fire bricks in the boiler that had become dislodged in transit were set back into position. The 909, as she is numbered, was steamed for the first time on Wednesday, but a test run up the line would have to wait. While the tie replacement activities had been completed, ballasting and tamping had not. Workers used the time to work on a number of items on the 909. The headlights had to be electrically wired - they were originally set up to burn acetylene. Radio equipment and a bell had to be installed on the locomotive. Each of the passenger cars had retention tanks added. A test run, with the diesel and three coaches was successfully run to Wakefield on Thursday to check out the line, and the turntable at Wakefield. Plans were set for the 909 to take all nine cars to Wakefield the next day, but work was still not completed on the track. With much anticipation, the 909 was fired up Friday morning for the big test run, under the watchful eye of more than one Bytown member! As the hands of the clock slowly moved around the dial, and a number of obstacles to departure were still to be resolved, the decision was made that the test run would only go to the top of the grade at Chelsea - with the diesel on the rear in case an assist was needed. Finally, after waiting all day, the test run left about 18:00 for the slow climb to Chelsea. The 909 conquered the hill, with a little help from the diesel, and returned to Hull just as the sun was setting over the Gatineau Hills - still not having made it to Wakefield. The inaugural run the next day with many invited guests, my wife and I aboard, would have to be a test run as well.

And a test it was set to be - for crew and passengers alike. As the result of a late departure from the yard on Saturday morning, the speeches and opening ceremonies were also delayed. After a fairly uneventful run to Wakefield (the view along the Gatineau River is great, and will be spectacular with the fall colours), helped in a few places by the diesel, we arrived at the south end of Wakefield village to be greeted by train robbers on horseback! Hay bales set up across the tracks stopped our progress as the 'Molly Rod Raiders' travelled the train handing

A Part of the Old World Comes to the New JOHN GODFREY

It all started with a call from Dick Gruber, an acquaintance and Advertising and Marketing Manager for Vermont-based **Locomotive & Railway Preservation** magazine, asking if I could help them out. It seemed that the ex-Swedish State Railways (SJ) equipment for the Hull-Wakefield run was expected to arrive in the Port of Montreal on June 15, and they wanted photos but could not be present for the arrival. Could I help them out? Indeed I could!

June 15 became June 17. By prior arrangement I had complete access to Pier 48. The M.V. "Federal Maas" made an impressive sight sailing up the St. Lawrence River, containers and railroad cars tied to her deck. By 13:15 customs were cleared and the unloading process began.

Amongst the multitude of containers tied to her deck were 11 railway cars: nine passenger cars and two 2-axle flat cars loaded with what appeared to be buffers and other items. When viewed from the level of the bridge, the entire assemblage bore a striking resemblance to the Triang trainset many of us received at Christmas years ago. One of the cars, No. 3537, bore the Red Cross insignia on its roof.

Class B3 (2nd Class) coach 3540 was the first coach to touch Canadian soil, followed by 3506, 3534, 3476, 3481, 3568, 4724, 3537 and 3487. The B3 coaches were built between 1942 and 1944, were rebuilt in 1976/77, weigh 39.6 tons and seat 68. No. 4724 is a Class AB2 combination first and second class car built in 1931 which weighs 47.3 tons and seats 60.

A break in the unloading process took place prior to the removal of the last three cars. To bring them within range of the massive dock-mounted crane, and to be in a better position to offload the steam and diesel locomotives, the ship literally pulled itself along the dock by means of winches and cables. Quite a sight to see.

At 18:00 a 'meet-the-press' session was held in the officer's quarters and on the bridge of the ship, enabling the press to talk to shipping line officials, Choo-Choo personnel, and other invited guests over some drinks and a serious buffet.

Coincident with all this, work proceeded on the removal of the steam locomotive from the ship's hold. No. 909 is a 2-8-0 built in 1907, rebuilt in the 1930s, and again in 1963. It was then enveloped in plastic as part of Sweden's "strategic reserve". It was removed from storage in 1979 and used in special train service.

Early the next morning, GM-design diesel T43 244, built by NOHAB-GM in 1962 and comparable to a 70-tonner on steroids, was unloaded. The unit has a 12-567D1 engine, dual control stands, and (like the 2-8-0) is left-hand drive. The two flats were the last railroad pieces to be unloaded.

The next few days were spent ironing-out details between CP Rail, the Choo-Choo people, and Encounter Steam Inc., the California-based equipment brokers who handled the sale of the rolling stock.

After final marshalling, the train left Montreal the evening of June 21, bracketed by two CN 'foreign locomotive spacer flats'. CP RS-18s 1821 and 1834 were on the point, with a CP yellow caboose on the rear.

If you have always wanted to ride European trains, but can't put the coins together to get across the big pond, let alone ride through Europe, why not make your way to Hull and ride behind the only authentic Swedish State Railway consist in North America?

out posters stating they were 'holding up the Wakefield Train for the following reasons: This train is the Gatineau Valley train and the whole Gatineau Valley it should serve; We must have the strong box cause Molly is in jail in Dawson City & we need \$5,000 for his bail'. In addition, the raiders took the mayors of the municipalities hostage, and fled. Once the train had pulled up to the turntable area, and the passengers had detrained, another special ceremony was held, at the conclusion of which the hostages were returned. (The new Wakefield station has still not been built yet, because the original tender call returned bids too high, and the design is being scaled down slightly). It is of passing interest that 100 years after the start of regular passenger service to Wakefield in 1892 by the Ottawa and Gatineau Valley Railroad Company, a new operation is again providing rail passenger service between Hull and Wakefield.

Departure from Wakefield was delayed due to a problem with the turntable, and the necessity of taking water. We finally got underway after 15:00, and proceeded slowly southward. Slowly, because on the way north, the top of the whistle had blown off, and we had to rely on the bell alone. The bell was another North-American appliance that had to be applied to the 909, and until a more permanent ringing arrangement can be set up, has to be activated with a cord pulled by the fireman. Our slow progress was suddenly halted south of Farm Point when the pony wheels (there is no pony truck) derailed after encountering a large amount of stone placed on the track or in the flangeway. This was not the only incidence of vandalism that day, but certainly the most serious. Unfortunately there are some who are opposed enough to the railway running that foreign material has been placed on or between the rails by those intent on causing damage to the railroad.

Without re-railers at hand, the crew had to use a number of old ties in order to rerailed the wheels, and after the third attempt (with the assistance of the diesel on the rear), the pony wheels were back on track, and our slow journey south could continue. Original plans for the day included a lunch at the home of John Trent, President of the HCLTDC, who lives close to the tracks near Tenaga, but it was looking more like it was going to be supper. Officials decided that those who did not want to stop to eat would continue with the train back to Hull, while those who did stop would be bused back later. We decided to stop and eat, and even after the hour-long stop, we arrived back at the Hull station just minutes after the train arrived.

First impressions after riding the train are that the condition of the line has been improved considerably over its 1985 condition. The coaches ride well, with only a few low spots and alignment

problems. The seats in the coaches are comfortable, but do not recline, or rotate. Each seat has a shaped head-rest, but my experience was that it forced my head too far forward, and was not terribly comfortable. The eight coaches are divided into two sections, and seats on one side of the car all face in the opposite directions to those on the other. The ninth car is a 'club car' made up of half compartments seating six in each, with the other half having normal 2+2 seating in reclining seats. Ventilation will definitely be a problem in the summer, as there are only four opening windows on each side of the car, and only the top half of the window drops down about five inches. As the cars are electrically heated, some arrangement will have to be made before fall. Taking a page from Bytown's operations, each car has a car host, who provided a running commentary on the line, and kept passengers informed of any changes.

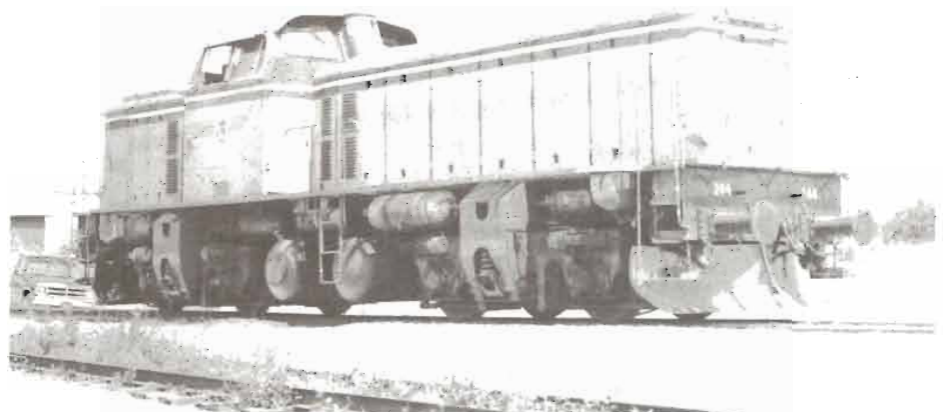
The steam locomotive, although showing its European heritage, is nonetheless in very good shape. It has a healthy bark when working hard, and there are plans to replace the whistle with a CN or CP steam whistle. The diesel, numbered T43 244, looks very European, but sounds just like a CN or CP SW1200. Built by the GM affiliate in Sweden, NOHAB-GM, it has a GM 12-cylinder 567D1 engine.

There are many of us in the Ottawa area who wish the Hull-Wakefield Steam Train much success. While it is not 1201, it is steam, and it's great to have steam back in the Ottawa area again. If you're in the area this year, take a ride. Ticket prices vary depending on the day of the week you travel, and are detailed below. Further information can be had by mail from CHOO-CHOO, 199 rue Montcalm, C.P. 1032, succursale B, Hull, Quebec, J8X 3X5; or by telephone at (819) 77-TRAIN.

DAY	ADULTS	CHILDREN 10 & under	CHILDREN 11-16	FAMILY (4) Children 10 & under
MON-WED	\$16/\$13	\$6	\$12/\$9	\$38/\$32
THUR-FRI	\$20/\$15	\$8	\$15/\$10	\$48/\$38
SAT-SUN	\$24/\$18	\$10	\$17/\$15	\$58/\$48

Where two prices are shown, the second is in effect from October 18, 1992 to May 15, 1993. From July 15 to October 18, departures are at 08:15 and 13:00; until then departure is at 10:00.

Former Swedish State Railways 1425 hp GM-designed diesel T43 244, built by NOHAB-GM in December 1962, poses in Trent Yard in Hull, Quebec, on June 28, 1992. Photo by David Stremes.



South Simcoe Railway Begins Operation!

JIM BROWN

Record low temperatures and continuous drizzle did nothing to dampen the spirits of South Simcoe Railway's volunteers during the first public operations of the fledgling railway on the weekend of June 20/21, 1992.

South Simcoe operates on four miles of former Canadian National trackage, between Tottenham and Beeton, Ontario, northwest of Toronto. Until additional trackage is available to give proper public access in the Beeton station area, trains are stopping short of the latter town, in a grove of trees just north of Beeton Creek.

Former Canadian Pacific CLC-built diesel-hydraulic No. 22 and coach No. 821 (nee CPR 1467) were scheduled to make three round trips between Tottenham and Beeton Creek each day. Passenger demand required one extra train on Saturday and two on Sunday, for a gratifying total weekend ridership of almost 700. And on Saturday, ex-CPR 4-4-0 No. 136 was on display, under steam, to the delight of all.

South Simcoe's road to public operation has been a long and frustrating one from its genesis in 1971, over 20 years ago, as the Ontario Rail Association. Early years' accomplishments included the return to service of ex-CPR locomotives 136 and 1057 and a number of passenger cars, the participation of engine 136 as the star of CBC's TV documentary "The National Dream", the operation of numerous mainline excursions in 1973-75 on CP lines in central and eastern Ontario, the leasing of engine 1057 and several cars for service in Ottawa, and (by contract) initial overhaul of the National Museum's ex-CPR 4-6-2 No. 1201.

Ontario Rail's goal had always been to establish an operating railway museum in central Ontario. Canadian Pacific's generosity in playing host to the mainline operations gave Ontario Rail the opportunity to return many pieces of retired rolling stock to operating order, raise funds, and establish credibility.

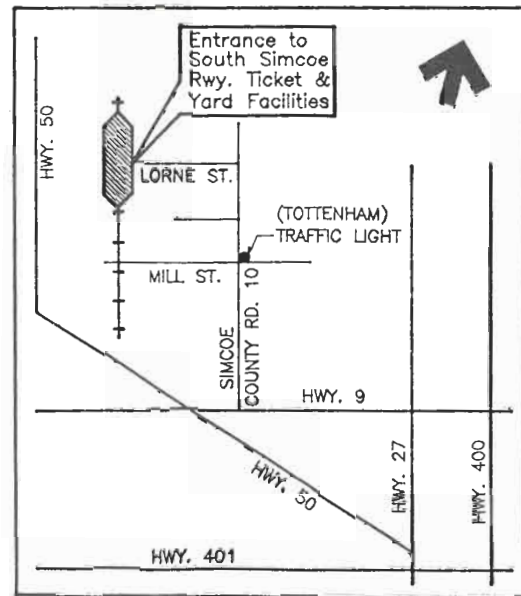
However heady and gratifying this period was, it could not last forever. Ontario Rail was able to do little to move forward on its operating museum project as long as the mainline runs continued. And CP was finding ORA's operations to be increasingly in conflict with its own, as it moved to improve its competitiveness in the transportation marketplace.

ORA's initial plan, to operate on ex-CN trackage between Georgetown and Cheltenham, Ontario, had run afoul of lineside residents (many of whose gardens encroached on the right-of-way) and a change in municipal jurisdiction over the land at Cheltenham that had been earmarked for the northern terminus of Ontario Rail's proposed Credit Valley Railway.

In the late 1970s and early 1980s, Ontario Rail pressed forward with a new plan, to operate on ex-CN track between Collingwood and Meaford. Again, the initial prognosis was very good; the town of Collingwood strongly supported the scheme, as did the provincial Tourism ministry. Regrettably, lineside residents again rose up in opposition, to the extent that support for the railway dissolved in a matter of a few months, and plans for operation were shelved once again.

During the decade following the CP mainline excursions, the equipment was stored wherever a benevolent landlord could be found. The locomotives and cars were subjected to the continuing onslaughts of vandals and the elements. Volunteer support ebbed to an all-time low. Revenue declined to almost nothing; the dollars generated in membership dues from the remaining faithful.

In 1986, a fortuitous liaison was forged between Ontario Rail (who had a train and sought a place to run) and the Tottenham



NOT TO SCALE

and District Chamber of Commerce (who had the place to run but needed a train).

This arrangement was literally an eleventh-hour reprieve for Ontario Rail, its stalwart volunteers and its rapidly decaying equipment fleet. In brief, the Chamber negotiated the purchase of the CN right-of-way between Tottenham and Beeton, together with the track, in place; Ontario Rail undertook to establish a tourist railway operation on that track, to encourage tourism in the south Simcoe County area, and to fulfil the operating railway museum goals of ORA.

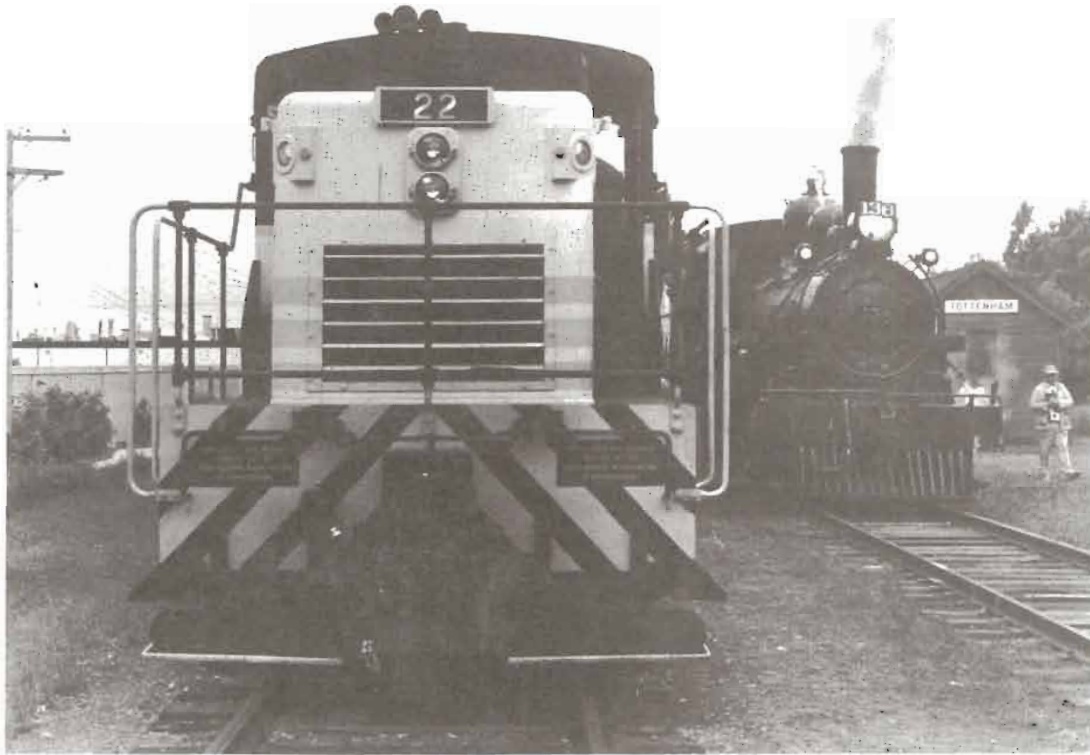
This time, there was strong support from the area's business leaders, municipal councils, the community at large (and nearly all of the lineside residents). An entirely new set of hurdles lay in wait, however.

Firstly, a private bill of the Ontario Legislature was required to allow Ontario Rail Association (after changing its name to South Simcoe Railway Heritage Corporation) to carry on as a provincial railway company. This was achieved when Royal Assent was given to Bill Pr22 on July 13, 1989. Then, the new railway had to obtain authority to operate, under the provincial Railways Act.

The provincial act had its origins early in the century, principally in recognition of the need for regulation of Ontario's prolific street railway systems. The mandate for enforcement of the act lay with the Ontario Board of Railways and Municipalities. In the modern context, the OBRM's successor -- the Ontario Municipal Board -- has the responsibility for administering the current version of the Railways Act; this is an unfamiliar and somewhat uncomfortable role for the OMB, which until recent years had been involved almost exclusively with overseeing the operations of municipal governments in the province.

The situation became more complex with the emergence in the late 1980s of the prospect of short-line common carrier railways falling within provincial jurisdiction, in particular the Goderich & Exeter Railroad (which began operation on CN's former Goderich and Exeter Subdivisions in May 1992). The OMB had to be extremely careful that no action be taken with respect to certification of a tourist line that could become an unwelcome precedent in regulation of a common carrier railway ... and vice versa.

Before operations could begin, however, authority to operate had to be granted by the OMB, and therein South Simcoe found itself in the position of being one of the first provincial railways to be established under this climate.



Shades of the 1950s: Ex-CP Diesel Hydraulic No. 22 and ex-CP 4-4-0 No. 136 at Tottenham, Ontario, on June 20, 1992. But for the photographer, this could well have been 1959 or 1960 and the last day of operation for the 136 on the mythical branch - its responsibilities usurped by the 'growler'. Fortunately this is 1992 and both engines will be star attractions at the newly opened South Simcoe Railway. For a moment, let's just imagine that the photographer is on official company assignment. Photo by Jim Brown.

Much pioneering was thus done between SSR and the OMB as the process unfolded. South Simcoe's equipment and fixed plant was inspected by an independent engineer, reporting to the Ontario Ministry of Transportation; SSR's rules, timetable and operating procedures were subjected to the same scrutiny; SSR was obliged to advertise and later circulate to adjacent property owners notice of its intent to commence public operations of the railway; all deficiencies in the inspections, and all public objections to the railway's operation had to be resolved; SSR had to agree to carry public liability insurance coverage to the satisfaction of the OMB; etc.

The long-awaited operating order was finally issued by the Ontario Municipal Board on April 24, 1992, clearing the way for the euphoria of June 20th.

As operations commence, South Simcoe has two pieces of equipment certified for public service, locomotive 22 and coach 821. Ex-CP A2m 4-4-0 No. 136 has received its provincial boiler certificate, and needs only the application of boiler lagging and jacketing to complete its return to service; operating certification for 136, combination car 321 (ex-CN 7385), and possibly other rolling stock is expected within weeks. Ex-CP D10h 4-6-0 No. 1057 is expected to achieve its boiler certificate later this year, but will not likely join the active roster until 1993.

The first season schedule for South Simcoe is modest, reflecting the realities and limitations of the start-up period: Trains leave Tottenham station at 12:00, 14:00 and 16:00 each Sunday through October 11th; additional operating days will be held on Saturday, July 11th (Tottenham Bluegrass Festival), Saturday, August 1st (Boston Steam Show) and Monday, September 7th (Labour Day); and extra trains will be operated as demand warrants.

Fares for the 45-minute round trip are \$5.00 for adults, \$4.00 for seniors (65 and over), students (12-18) and disabled persons, and \$2.50 for children (3-11); a family pass for up to two adults and three children is available for \$14.00.

There is much work to be done before South Simcoe's project totally achieves its expectations. But the old enthusiasm is



Back to the Future?: Change the clothing styles and this could very well have been the arrival of the daily local 40-years ago at a rural flagstop somewhere in Canada. But this is 1992 and the occasion is one of a series of inaugural runs marking the opening of the South Simcoe Railway. Photo by Jim Brown.

surging back, and everyone involved with the start of operations on June 20th can reflect with justifiable pride on how much has been accomplished with very limited resources.

More help is always welcome, in the form of active participation, cash donations and in-kind contributions. Donations (through the Ontario Rail Foundation) are deductible for income tax purposes.

For information, South Simcoe Railway may be reached at Box 186, Tottenham, Ontario, L0G 1W0, or by phone at 416/836-5815. ☐

Rocky Mountain Railfanning

BRUCE BLACKADDER

Craigellachie, Eagle Pass, Stoney Creek Bridge, Rogers Pass, Field, Golden, Summit. These names and many more are inextricably intertwined with the history of the CPR and that of Canada. They are names that as a child in the Eastern Townships of Quebec, I could only read and dream about. After finishing Engineer training in Chilliwack, B.C., however, I was posted to CFB Cold Lake, a mere eight hour drive from the gateway to the Rocky Mountains, and all the history and splendour that I had dreamed of as a child.

Railfanning in the Rockies covers a vast area, so in this article I'm going to focus on my favourite region: that which is bounded in the east by Field, and in the west by Glacier. The Rockies form only one range of several here. There are the Van Horne and Selkirk Ranges to name just two others. To keep things simple though, I'll simply refer to this area as the Rockies.

Not many people get to live in this area. Most of the population is transient in the form of tourists passing through. For this reason, time spent in this region is usually limited. Therefore, you probably won't want to waste any time finding the answers to such concerns as: Where are the trains? Where are the best picture-taking spots? How do you get to them? What about train line-ups and accommodations? What is there for my family to do? Hopefully, I will be able to assist in answering these questions, and save time for any of you fortunate enough to visit this area.

Railfanning and Train Operations

Railroad operations in the Rockies are quite varied and busy. All types of trains run through this area; coal, sulphur, potash, grain, general merchandise, TOFC, COFC (including doublestacks), and auto racks. New power usually gets its start out west, as evidenced by CP Rail's latest acquisition of 25 SD40-2F units being assigned to this region. If your timing is right, you can catch "foreign units" being tested and evaluated here. Recently this was done with BC Rail and Union Pacific GE Dash 8-40C units. There is even a passenger train that runs through the area! It's not the "Canadian", but the tri-weekly "Rocky Mountaineer", which works through from Vancouver to Calgary, with an overnight stop in Kamloops.

I always start my "hunt" at Field, a tiny hamlet 27 km west of Lake Louise, established in 1883. It is now the divisional point of the Laggan Subdivision with the Mountain Subdivision. There is a station, a large and mostly empty yard, and usually a few

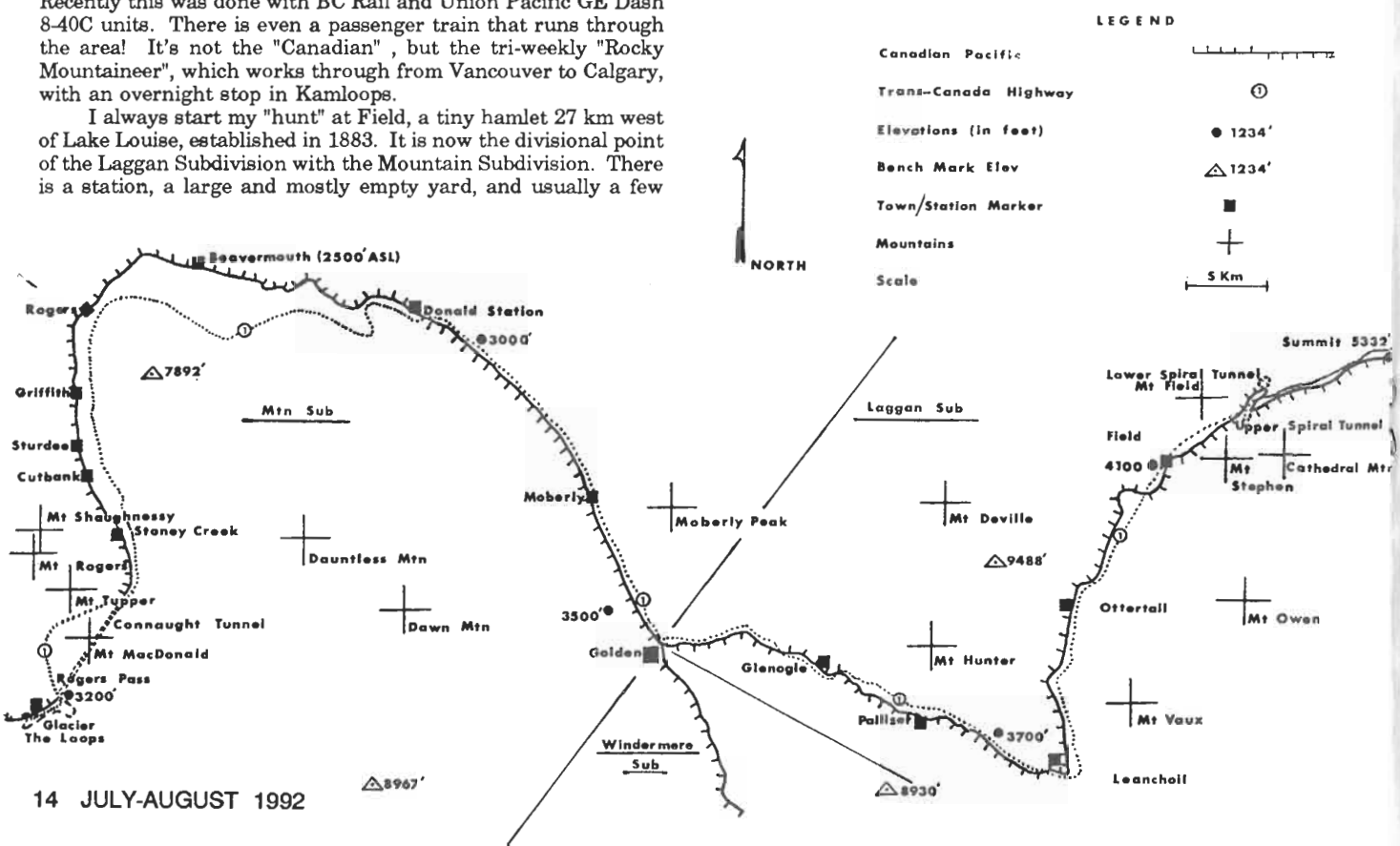
units laying over between runs. For you historians, the remains of the locomotive shed and turntable can still be seen.

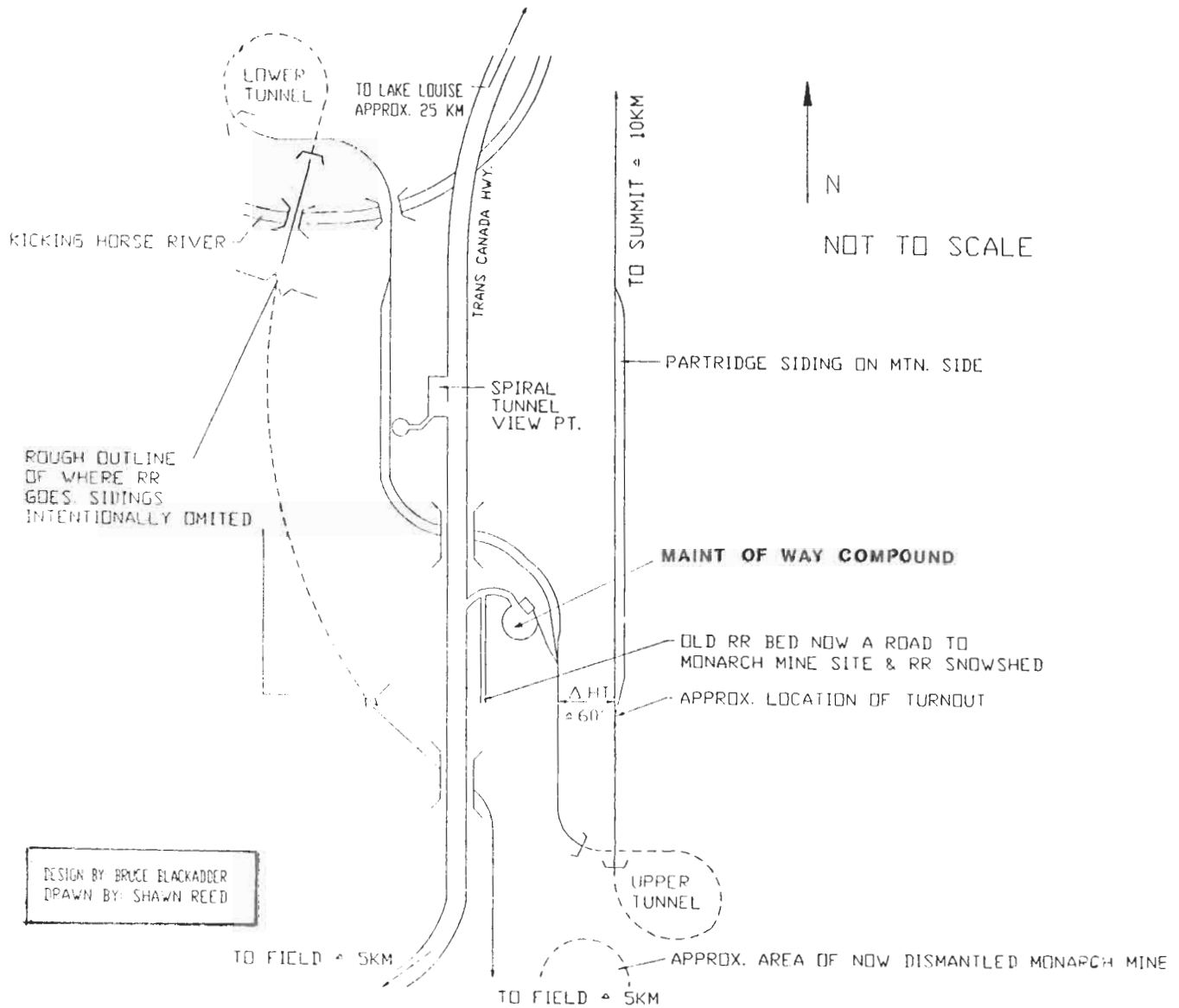
The "raison d'etre" for Field's creation was to provide a base for pusher locomotives. This came about at the end of the 1883 construction season, when work crews reached the continental divide. Having reached there, they were faced with the question of where to go next. Did they go down into the valley, or did they build a "high line" which would pass several hundred feet above the present site of Field? In the end, it was decided to go down into the valley. This involved a vertical drop of 1,260 feet in 10 miles resulting in a grade of some 4.4%. Special permission had to be sought from Parliament as the original specifications had called for a maximum of 2.2%. However, the line was operated with an excellent safety record until 1909 when the Spiral Tunnels were opened.

The big feature of Field is the Spiral Tunnels and their associated line. Finding your way to the tunnels themselves is fairly simple, although the walk can be tough. At best, all you have is the railbed to follow, but remember, railway property is private property. Going cross-country is only for those with the confidence borne of experience and a compass. Even the bears prefer the right-of-way, but more about them later. Of the two tunnels, the upper one is definitely more interesting to visit. The view is better, but the walk is long and it is all UP hill. However, for the photos you can get, the effort is well worth it.

Train time from a stop at the Field station until it comes out of the upper tunnel eastbound is about 15-20 minutes. Train speed is about 15 mph or so. When climbing Field Hill, CP's SD40-2s and SD40-2Fs work for their living, and make lots of noise doing it. This works to the photographer's advantage as you can hear them coming a long way off.

Being only a crew change point now, Field has a small station. The personnel are very pleasant, however, and will go out of their way to help you with your questions. Usually there is a



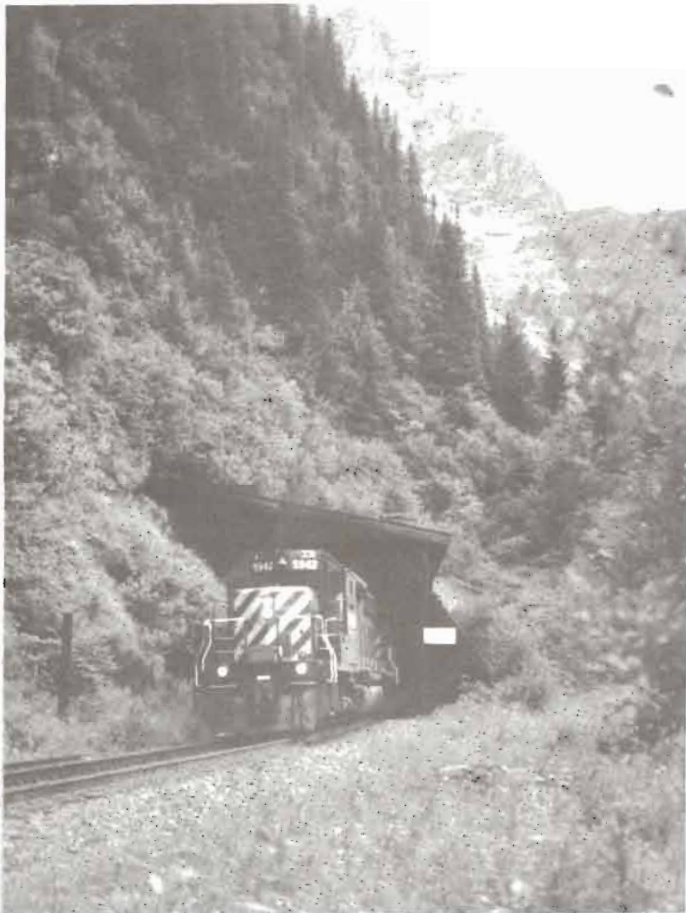


The remains of a 36-inch gauge 2-6-0 used during the construction of the spiral tunnels can be found on Field Hill. Built by Baldwin Locomotive Works in 1885 for the North Western Coal & Navigation, it was abandoned in 1909. Photo by Bruce Blackadder.

crew waiting to take a train out, and they are a wealth of information and interesting stories.

Close to Field is Parks Canada's Kicking Horse Campground, which was the location of a CPR construction camp when the CPR originally built through here. A preserved outdoor oven near the entrance commemorates this. From here, a trail, complete with map, follows the route taken by the early railway builders to the construction site on the "Big Hill". The trail finishes at an abandoned narrow gauge locomotive. This locomotive is believed to have been used on the construction of the spiral tunnels, and then abandoned there after the work was completed. Floyd Yeat's book "Canadian Pacific's Big Hill", published by the British Railway Modellers of North America, explains this in more detail on page 32.

The summit of this trail also follows the original right-of-way of the "Big Hill". This line is now a railway maintenance road which ends at the site of the one-time Monarch Mine. Although torn down years ago, footings and scattered coal can still be seen at the mine site. While on this road, if you look carefully, there are some old stone viaduct bridges, and you can make out at least one of the safety switches of the old Big Hill. Also of historical interest, the Trans Canada Highway follows part of the original right-of-way. Near the summit, a truss bridge used on the original line still stands. This bridge was later used for the "first" Trans Canada Highway. It remains as a monument to those who built the CPR and our country.



CP Rail SD40-2 5942 emerges from the Upper Spiral Tunnel on August 14, 1989. Photo by Bruce Blackadder.

Should you not desire to do all this hiking, a look-out point from which the lower Spiral Tunnel can be viewed has been set up right on the Trans Canada Highway. For those wishing a view of the upper Spiral Tunnel, follow the directions to Takakkaw Falls where a look out point for just this purpose has been established.

Moving west approximately 50 km, the next town is Golden. This is the divisional point where the Windermere Subdivision from southern B.C. meets the Mountain Subdivision. Established in 1885 when the CPR went through, this is where the coal trains coming up from the Sparwood locale meet the mainline to the west coast. Coal operations were described in the April 1992 issue of "Trains Magazine" which I recommend to those of you interested in this subject. This is the ideal spot for setting up your train chasing headquarters. It's the half-way point between Field and Glacier. One needs only to sit in his/her vehicle near the tracks and wait for a train to show up.

There is no station as such at Golden. Getting line ups and a feel for what is happening has to be done by radio scanner. CP has a large yard here, mainly for the maintenance of their coal car fleet, and trespassers are definitely not welcome (I didn't find this out the hard way, the signs are hard to ignore). You may get lucky though and be able to speak with a crew waiting on the Mountain Subdivision for clearance to move. The main line runs through town, and is easily accessible by road. However, the Windermere Subdivision joins the Mountain Subdivision just west of town, and the junction is very tough to get to. Because of this, it's advisable to stick to your scanner.

Golden is situated just about where the western entrance to the lower Kicking Horse Canyon is located. Photo opportunities abound along the Trans Canada Highway for the last 10 to 15 miles before Golden. The trains help by cruising at a speedy 30 mph if they're hurrying.

Going west from Golden, the trains are quicker until they start their climb up the Beaver Valley. From that point on, it's a crawl for them, even with the new Mount MacDonald Tunnel route. The Trans Canada Highway only follows the railway for a short while before diverging away until you get well past Beavermouth (don't look for it on the highway signs!), which is where the grade starts climbing to the summit of Rogers Pass. This was the site of the last pusher station on the CPR which was closed in early 1989 when the Mount MacDonald Tunnel opened. The old line is on a 2.2% grade and is now used by eastbound trains, while the new line is at approximately 1%, and is used by westbound trains. The exception to this rule are wood chip and passenger trains which continue to use the old line.

After Beavermouth, you're on one side of the valley and the trains are on the other. There are scenic lookout points along the highway where you can use that zoom lens and tripod you brought along. The distance across the valley is a couple of miles.

As you climb towards Rogers Pass, (and you'll know you're climbing!) things get interesting. If you watch carefully, the Mountain Creek, Surprise Creek, and Stoney Creek bridges can be seen, although Stoney Creek bridge is tricky to spot. Anyone with a zoom lens and tripod can get some nice shots from the Trans Canada Highway while standing beside their car. Westbound trains are almost impossible to spot. When the Mount MacDonald Route was built, environmental and aesthetic concerns dictated keeping the line out of sight as much as possible. As far as I know, the east portal to the new tunnel cannot be seen at all from the highway.

Rogers Pass itself is fascinating and entering from the east is awe inspiring. As you enter, the rail line is at your level on the right. The highway curves and crosses over the railroad which then disappears. You have just passed over the east portal to the Connaught Tunnel. Just after this curve, about 50 yards ahead on the right, is a widening in the road. This is where the maintenance road to this portal meets the Trans Canada Highway. The road is very rough and narrow, but the trip is very short. Hiking is not required as the road leads right to the portal. In fact, you'll probably have to move your car to get it out of the picture.

In the Pass itself, there's nothing to see of the present-day railroad. As you enter, if you watch the area to the north, you will spot remnants of the original line. A stone viaduct can be seen high above the highway at the east entrance to the pass, above the east portal to the Connaught Tunnel. A path to this viaduct meets the Trans Canada Highway at the turn off to the Connaught Tunnel maintenance road. Additionally, you will see the remains of a snowshed near the highway.

Approximately one mile further to the west is the Glacier station. This station has been in operation since the construction of the Connaught Tunnel, and is about a half-mile west of its portal. The station is easily accessed from the Trans Canada Highway. A Maintenance-of-Way crew works out of here, as well as tunnel maintenance personnel. There is also a small "Y" for turning locomotives that ends in a short deadend tunnel. One mile west of here the Mount MacDonald Tunnel has its west portal. The Trans Canada Highway actually crosses over the portal structure, so that suddenly the mainline is once again beside you rejoining the eastbound mainline.

Timing and Tools of the Trade

I found that the best time to visit this area is the end of the week (specifically Thursday or Friday). This seems to be CP's busiest time through this region due to the transcontinental trains from Montreal and Toronto, which left at the beginning of the week, reaching this area. There is no way to give an accurate tally of how many trains go through this area. It depends on the time

CP Rail SD40-2 5722 traverses the mist-shrouded Stoney Creek bridge in August 1989. The 484-foot bridge rises some 325 feet above the creek bed. Photo by Bruce Blackadder.



of week, and the time of year. For example, the end of the week during the winter time should be very busy due to regular traffic being coupled with the grain rush. Indeed, trains do run during the rest of the week. It's just that things seem to hit their peak on Thursday and Friday.

Maintenance usually goes on in the summer. CP tries to do this at night when traffic is down, as trains will usually be held up by line closures. But when the line re-opens, you won't be able to keep up with the surge!

To be able to visit all these sites with a reasonable chance of taking in the sites and getting good pictures, you'll need about four days. The Spiral tunnels could take up to two days - mainly due to having to walk everywhere and train frequency. Stoney Creek bridge, and the Connaught tunnel will take up another one. Travel time and visits to places like Glacier House, Rogers Pass, and family-related events could take up another day or two. So budget a week.

Tools of the trade are few, but indispensable. First, to find my way around, I use topographical maps. These are worth their weight in gold, especially if you are on short time and want to see as much as possible, or you want to explore those out of the way spots your Rand-McNally map hasn't heard of. These are easily available from Parks Canada, Energy Mines and Resources, or almost any camping goods store or outfitter at a very reasonable cost, usually less than \$10.00.

My second tool is the book "West of the Great Divide" by Robert D. Turner. This publication is a history of CPR operations throughout British Columbia, and comes complete with maps. It cost about \$40.00, and was worth every penny I spent. I heartily recommend it to anyone with an interest in CP railroading in B.C., whether they are planning to explore this area, or just stay home with something good to read. The "Canadian Pacific in the Rockies" series, volumes 1 through 5, is also of great assistance. As well, "Canadian Pacific's Big Hill" by Floyd Yeats, and "Canadian Pacific in the Selkirks, 100 Years in Rogers Pass", by Jan Booth are quite useful. A pair of binoculars comes in handy every once in a while, and due to the distances at which you may have to take some photos, so does a zoom or telephoto lens, with a tripod. Wide angle lenses are also very useful. I use a 35-70 mm wide angle, and a 70-200 mm zoom lens during my trips, and I find them quite satisfactory.

A typical "hiking kit" for myself will consist of the following items:

- 1) camera, with your choice of lens;
- 2) tripod;
- 3) binoculars;
- 4) radio scanner;
- 5) first aid kit;
- 6) bear bell;
- 7) jacket or rain jacket;
- 8) a full canteen;
- 9) a snack of some sort;
- 10) maps;
- 11) desired books.

This doesn't weigh very much, and I can take it all in one knapsack. If one or more of your kids are going with you, have them shake the bear bell, and don't let them wander off. If you decide to go hiking, take along something to drink, and a small snack. Dress as if you are going to stay out all night. Some people go out in the morning in shorts and a T-shirt, get lost, and spend a night in the mountains freezing and wishing they'd brought along a jacket.

Safety

As with any railfanning trip, safety is the big item to keep in mind. This is especially so in the mountains. I find the highways are designed so that if the speed limit for a curve is posted as being 30 km/hr, you'd better not be doing 31. The laws of physics are inviolable. Also, don't try to be driving and craning to see trains or the scenery. These roads are busy, twisty, in some places very narrow, hilly, and they can be quite unforgiving, especially in the summer with gawking tourists. Additionally, there are lots of places where there is no room to park and leave your vehicle, or it's just plain illegal to stop. Avalanche zones are common, and it's not a good idea to do anything but drive straight through them. It's a good idea to get your spouse or a friend to do the driving. If you are by yourself, spend some time doing a little reconnaissance. This will allow you to plan where you want to go and what you want to do. But never forget, if you miss the train there will be another along shortly. So take the loss. You're here to enjoy yourself.

Bears are an infrequent, but not to be ignored concern. In some cases they like to use the right-of-way as a right-of-way, and you are advised to give it to them! Let them know you are in the vicinity. You can buy "bear bells", or you can make one yourself by using a pop can with some pebbles in it. Make no mistake, some of the places I've described are lonely. You will want to do everything you can to minimize trouble. Parks Canada personnel will answer your questions, give advice, and they do have brochures that explain a number of things about bears. Listen to them! Notices are also posted all over the place by Parks Canada notifying hikers as to which trails are closed, (note: this does not include the right-of-way, which is private property) and where bears have been spotted, etc... Also, they post the weather of the day, which is nice to know. Radio reception is not great at Rogers Pass.

Don't ever, for any reason, venture into tunnels. It's illegal, and dangerous. Clearances are close enough that you don't want to be there when a train shows up. One sign that a train is coming, although not foolproof, is that there is an appreciable draft that flows out of the tunnel. You won't be able to mistake it. Don't go by sound, you won't hear anything.

Accommodations and Recreation

Despite the fact that this area is touted as being among the world's most rugged, railfanning is far easier than it might seem. The Trans Canada Highway follows the route of the CPR very closely. Campgrounds, hotels, and motels are plentiful throughout this area. Towns like Golden and Revelstoke with their hotels and motels were deliberately positioned to support rail operations. As well, a hotel is located at Rogers Pass. Campgrounds are also accessible at these locations, as well as Glacier, and at several points in between.

In all the camping trips I made to the Rockies, not once did I ever see a campground, private, provincial or federal, that I wouldn't be pleased to visit again. They were all clean, well laid out, and inexpensive. The Kicking Horse campground at Field is inexpensive, well equipped, and very nicely laid-out. It makes an excellent location for a base of operations. There is also a motel near the continental divide just 10 km or so to the east. It overlooks Wapta lake, and caters mostly to skiers and hikers. Golden has several hotels, motels, and campgrounds in the immediate vicinity. Being in the middle of our article's area, this would also make an excellent area for a base of operations. There is also a very nice campground located about one mile west of Glacier House. It is nestled among the still-standing piers to two of the three bridges that formed the "loops". This was a unique solution to the problem of how to get up or down from Rogers Pass on its west side. Basically, the line was built to double back on itself three times as it hugged the mountain sides. Well-marked trails take you on a tour of the piers and remains of a

snowshed.

Additionally, if your family collectively calls in sick at the idea of railfanning, there are all kinds of activities for them to partake in while you do your thing. These range from Hot Springs, to hiking trails, golfing, museums, swimming, bird watching, camping, shopping, white water rafting, helicopter tours (a "tad" expensive), skiing, or just loafing.

I'm writing this assuming you'll make a summer-time trip. Unless you are with someone, and are well experienced with the mountains, don't EVER leave the road to photograph trains in the winter. I once stepped onto what I THOUGHT was a solid crust of snow and went in all the way up to my chest. To my great good fortune, my plunge was arrested by a boulder I found myself standing on. The lesson I learned was thorough as was my fear over what could have happened.

There is a first rate museum and a hotel at the summit to Rogers Pass. If you're not planning on staying at the hotel, at least visit the museum. The museum is built to the same design as a snowshed, and features a video presentation on Rogers Pass, displays, a nice little book shop, and a model of the pass itself. The museum is located on the site of the last Rogers Pass station. A well marked trail will lead from the museum to the remains of a snowshed. As you walk along, don't trip on the ties! They're still there!

Glacier House, located about two miles west of Rogers Pass is now a well marked hiking site. The parking lot is on the old roadbed, and the trails wind around the footings and foundations of the old buildings. Alas, there is nothing to tell you what you are looking at, or that once one of the world's great hotels stood at this location.

Conclusion

There are many areas in Canada that are quite beautiful. But as far as I'm concerned, none of them can compare with the Rocky Mountains when it comes to combining train frequency, scenery, challenge, access, or history. Unfortunately, many people only get to dream about visiting such a place. For this reason, if you can get out this way, take or make the time, but make the effort to visit this most fascinating, rugged region of Canadian railroading.

Walk where pioneers the likes of Major Rogers, Tom Wilson, Andrew Onderdonk and their crews and surveyors explored, walked, surveyed, constructed and in many cases died. Take in the silence of the mountains, (it can still be easily done), be wonderstruck that anyone could have walked through this land when it was still virgin territory, much less surveyed it. Imagine, if you can, what it was like 115 years ago to be alone in this wilderness. To experience this to even the minutest degree is to be humbled, and better educated. You won't be sorry. ♦



Canadian Pacific Class T1a 2-10-4 No. 5904 poses on the turntable at Field, B.C. in the 1930s. Canadian Pacific photo 21443, thanks to Ross Harrison.

Pilgrimage to Bayview Junction

TOM GRUMLEY

Every two years, fellow BRS member Michel Boucher and I undertake a pilgrimage to one of the more frequented railfan locations in North America - Bayview Jct. - the junction of CN's Dundas and Oakville subdivisions, sandwiched between Burlington, Ontario, on the east and Hamilton on the west. CN, CP, GO Transit, VIA and Amtrak operate through this junction. Surprises are usually in store on our visits and this time around, in early May 1992, was no exception given the LRC axle replacement program in affect at the time. As usual for early May, the weather cooperated fully; sun from the Wednesday afternoon to the Friday evening with a little rain and fog on our return trip to Ottawa.

As soon as we arrived on the "hill" at Bayview late Wednesday afternoon, we introduced ourselves to another railfan, coincidentally BRS member Bob Wanner visiting from Denver, Pennsylvania. Between 17:30 and 20:00 we watched no less than 10 trains: three CN freights included a mixture of Bombardier HR616, MLW C-630M and GMD GP40 units, plus a CP freight, Amtrak and VIA passenger trains, and GO trains with F59PHs to Hamilton.

No trip to Bayview would be complete without a visit to the Burlington West (ex-VIA, nee CN) station which is located just east of the recently opened VIA Aldershot station (May 25, 1992) and chat up with the Burlington West "crew". The crew is a group of local railfans, both male and female, who can be seen watching trains day and night. They are friendly, knowledgeable and funny, especially Jan.

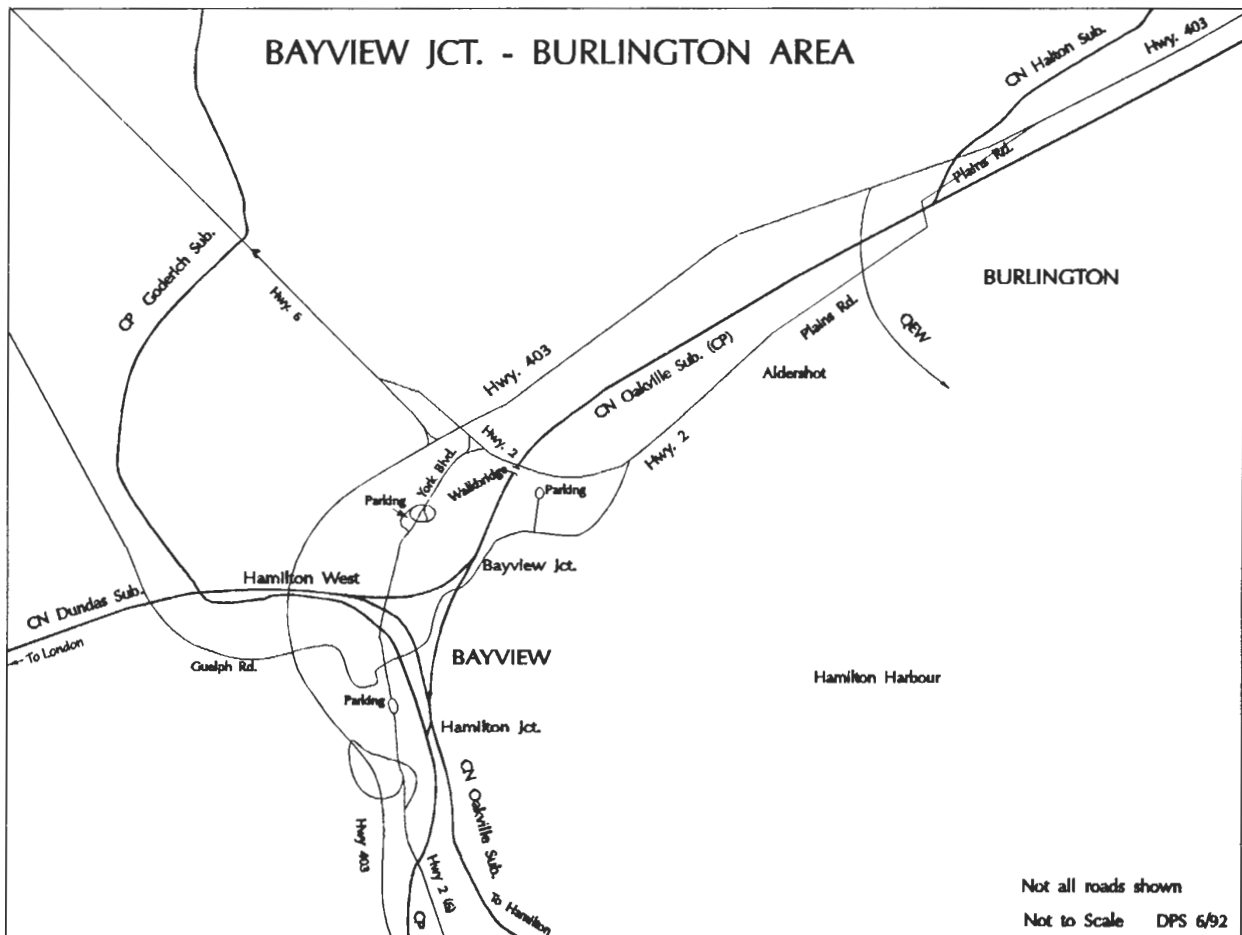
Thursday saw us up bright and early at Bayview Junction watching trains and chewing the fat with Bob. Between 08:00 and

10:30 we saw no less than 13 freight, passenger and commuter trains with an array of motive power. One eastbound CN freight was powered by 2104, 2339, 5170, 5030, 2038 and 2329 (HR616/M-636/SD40/SD40,C-630M/M-636). Talk about horses!

We then decided to show Bob the Dundas area and the Niagara escarpment near the long abandoned Canada Crushed Stone mine (see June 1992 Branchline cover photo) which is situated a thousand or so feet from Dundas station. After exploring the mine we perched ourselves atop a hill and waited for trains. In the meantime we observed three falcons hovering overhead looking for lunch. We also spotted a Canada mother goose with five little ones and father goose, all walking in single file parallel to the northbound track. Precisely at 14:10 VIA's "Point Pelee" for Windsor, with VIA F40PH-2 6423 hauling borrowed GO Transit bi-level cars and GO Auxiliary Power Control Unit 908, came within camera range. Click! But wait a minute ... the "St. Clair" for Friday service between London and Toronto is attached to GO 908! It consisted of conventional cars (because of the axle replacement program) with VIA F40PH-2 6458 and SGU 15456. Two trains in one!

Off we went to Bayview for the rest of the afternoon and a repeat of Wednesday afternoon's traffic. Traffic continued unabated until 19:30. Then it was time to again visit the Burlington West crew.

Friday morning we were up early and back to Bayview. However, this time we decided to man the pedestrian overpass to the botanical gardens which is a few hundred yards east of the junction itself and right above the tracks. We were not there but two minutes when an eastbound freight from Dundas drifted by





CN's brand new SW1200RSs 1577, 1578 and 1576 swing through Bayview Jct. on April 14, 1956, a time when the 40-foot boxcar reigned supreme. The three units were renumbered 1206, 1207 and 1205 only months after this scene was captured by Al Paterson.

with CN 9560, GT 6214, GT 6228 and CN 9503 [GP40-2L(W)/GP38AC/GP38-2/GP40-2L(W)]. For the next hour we had a parade of GO, VIA, CN, Amtrak and CP trains. By 08:30 there were 10 railfans (I counted!) perched across this overpass like birds. In addition to Michel, Bob and I, we were joined by Jan from the Burlington West crew; Bryce Lee, Canadian contributing editor to *Railpace*; and a number of retired gentlemen who make railfanning a full time job (lucky guys!). We could see a CP freight from Aberdeen yard in Hamilton slowly approaching the block signal at the junction where he would wait for clearance to proceed to Agincourt Yard in Scarborough. However, the freight was held for at least 20 minutes while a Toronto-bound GO commuter, VIA's "General Brock" from Niagara Falls and VIA's "Forest City" from London cleared the block. Finally given clearance to proceed on the eastbound CN track (CN has running rights over the Oakville Subdivision), the CP freight powered by SD40-2s 5721 and 5643 slipped by. Eastbound and westbound traffic continued unabated until 10:30. We had observed no less than 13 passenger and freight trains, one of which included GATX GP40 3702 (nee B&O), operating on CN to pay off miles owed CN by the St. Lawrence & Atlantic Railroad.

For the rest of the morning and early afternoon Michel and I explored Hamilton, Aberdeen yards and the Murray Street VIA (ex-CN) station built in 1930. Bryce and Bob decided to chase a CP freight headed towards Campbellville. We got back to Bayview for the late afternoon and early evening rush which included an eastbound CN freight from Dundas headed by 5352, 2333, 4142, 2104, 2339 and 2038 [SD40-2(W)/M-636/GP9u/HR616/M-636/C-

630M]. To add to the delight of watching trains we had observed throughout the day red cardinals foraging for food, a fox in hot pursuit of a rabbit, ground hogs and an abundance of robins chirping away. We were then off for another evening with the "crew" and listening to Jan's jokes.

Jan told us that the "Maple Leaf", which is quite often powered by Amtrak GP40TC No. 198 (ex-GO 506), is usually late arriving at Toronto's Union station because it always wants to stop at each GO station between Hamilton and Toronto. (You're supposed to laugh!)

On our return to Ottawa on Saturday we stopped at Guelph Junction, just west of Campbellville, to view the GO line-up. Resting for the weekend were F59PHs 525, 558, 553, 529 and 523. Then on we went to Belleville to catch the "LaSalle" for Toronto operating with VIA F40PH-2s 6438 and 6437 elephant style, and the eastbound "Meridian" which had VIA 6413 and a "steamy" (SGU). Back home by 18:00 and none the worse for wear.

What more can you ask for? ... good weather, an abundance of trains, the ever friendly Burlington West crew, fellow Bytowners and the wildlife. Sure beats the office! Thanks Bayview for the memories.

Note: On the Thursday at Bayview we were informed by the CN foreman that the shack (which houses a speeder) located right at the junction (it's probably one of the most photographed shacks in North America) was to be demolished within a week. As you read this article the shack is probably history. ☐

Lost in the Orchard Once Upon the Goderich Subdivision

DON GROVE

Canadian National's Goderich Subdivision, between Stratford and Goderich, descended from the old Buffalo, Brantford and Goderich Railway which was completed to Goderich way back in 1858.

The line was never brought up to modern day standards. Its light rail and surfacing made it a classic branch line, with maximum speeds restricted to 45 mph for passenger trains and a heady 30 mph for freight.

There were only three official sidings on the Subdivision for clearing trains. Mitchell held 33 cars; Seaforth held 37 cars; and Clinton Junction held 24 cars. When handling big trains, conductors had to plan very carefully where they were going to clear the passenger trains.

Before the opening of the St. Lawrence Seaway in 1959, most of the ports on Lake Huron and Georgian Bay had grain elevators. Prairie grain would be moved to them by ship from the Lakehead and stored until shipped east by rail as the need arose.

There were large elevators at Goderich which were serviced by both Canadian National and Canadian Pacific. When there was an order for grain, it was usually divided equally between the two roads. These shipments would vary anywhere from one or two cars all the way up to 50 or 60 cars on a daily basis. There was, and is, a large salt mine at Goderich. For a month or six weeks, every year in the fall, there were also large shipments of sugarbeets which were loaded in general purpose cars and consigned to Chatham for refining into sugar. Depending upon the time of year, it was not unusual to handle 60 or 70 cars on the way freight between Stratford and Goderich.

In the early 1950s, the Goderich was served by two passenger trains in each direction. Number 28, the morning train from Goderich, arrived in Stratford at 07:05 and was never a problem. Number 35, the morning train to Goderich, left Stratford at 10:45 and returned as number 34 at 15:00. The evening train, number 37, left Stratford at 21:35. All of the passenger trains were manned by Toronto tail end crews and Stratford head end crews.

Normally, the way freight was ordered at Stratford for 09:00. But, with a big consist, by the time the engine was on and a brake test made, it would be 09:30 or later before the train was ready to leave. There would be four or five way cars (cars with less-than-carload shipments) to be worked at each station. At Mitchell and Seaforth, these cars would be spotted and worked at the freight shed platform. At the smaller stations, the cars would be worked from the main line. While the carman was doing the brake test, we would normally check the contents of the way cars at Stratford and get the freight for Sebringville lined up at the door as there would not be much time to get to Mitchell to clear No. 35.

Leaving Stratford, the way freight would have a Work Order between Stratford and Seaforth or Goderich, with a "not protecting against extra trains." This would give us exclusive rights to the main line, except that we had to clear the passenger trains.

Clearing No. 35 at Mitchell with a big train was quite a feat. The siding would only hold 33 cars and there was no room in any of the other tracks. This was where the dispatchers and management had to turn a blind eye, as the rule book was stretched a little. The rules required us to be clear of the main track at Mitchell when 35 was due to leave Sebringville at 10:57 (i.e. a 10 minute clearance). But it was impossible to clear a big train at Mitchell meaning that strict adherence to the rules would require us to clear No. 35 at Stratford, meaning that we couldn't pull out until the passenger train had left.

If we were close to 35's time with a big train at Mitchell, the engineer would slow down upon approach to let the rear brakeman drop off to flag the passenger job. We would then pull clear of the west switch of the siding and wait for 35's arrival. The flagman would stop 35 and ride in with the train to the east switch. When the train was clear, the brakie would line the switch for the siding. Meanwhile, the engineer on 35 would stop on the main, between the two siding switches. When the switches for the siding were lined at both ends, No. 35 would give whistle

signal 14h - three short blasts. The engineer on the way freight would answer with a 14h and proceed to back his train through the siding and clear the main line. Once the wayfreight was clear, 35 would pull up to the station, do its work, and leave town with very little delay.

As discussed, the fall brought on the sugar beet rush but, thankfully, there was very little grain to handle. The way freight would not normally handle big trains during the "beet rush" but there would be more switching than normal. Typically, it would be in Stratford at night before No. 37 was due out at 21:35. However, the extra switching at beet time meant that there were many nights when we found ourselves clearing No. 37 at Sebringville.

There was no passing track or siding at Sebringville, only several yard tracks. There was one track called the "Orchard". This is where we would put 37 if we had to meet him at Sebringville. The Orchard was just that: an orchard. The track ran from the main line and dead ended in an orchard. The track was big enough to hold an engine and three or four passenger cars.

We would do almost the same thing at Sebringville with 37 as we did with 35 at Mitchell. The head end brakie would flag 37 and ride in on the engine. When the train was clear in the Orchard, the brakie would line the switch for the main and the way freight would proceed to Stratford. Once the freight had cleared, the crew on 37 would line the switch and back out.

As I said earlier, the head end crew on 37 was from Stratford and quite wise to the operating quirks of the Goderich Sub. Being from Toronto, the guys on the rear were not always familiar with what was going on and did not always know what yard tracks were where. I remember one night when I was the head end brakie on the way freight and we had to clear 37 at Sebringville. After we had finished our switching and cut the engine off, the engineer ran me out to flag 37. When I stopped 37, the engineer knew what we were going to do and let me off at the switch leading to the orchard. As the train pulled in the clear, and don't forget it was pitch-black at night, the brakeman on 37 came out on the rear vestibule to see what was happening. Of course all he could see was me with my coal oil lamp lining the switch. He hollered out, "Where the hell are we?"

I pretended not to hear and clambered aboard our diesel. Off we rumbled to Stratford. I can only presume that the brakeman found his way out of the orchard because he wasn't there the next day when we went to Goderich! ☼



"Johnny on the Run": A toilet on wheels forms part of CP Rail's track gang at Sault Ste. Marie, Ontario, in August 1991. How many modellers have duplicated this valued piece of equipment on their model layouts? Photo by James Nelson.

"Not your ordinary lube job"

Four members of the "Dirty Hands Club" found themselves travelling to Montreal at 07:45 on May 2, a pretty rough time to be out and about on a Saturday morning.

Their purpose was valid, however. BRS Master Mechanic Duncan du Fresne had accepted an offer to assist the Smiths Falls Division of the Canadian Railroad Historical Association in doing a "lube" job on Quebec, North Shore and Labrador 4-6-0 No. 1112, on display for almost 30 years at the Canadian Railway Museum in St-Constant, Quebec.

No. 1112 was built by Montreal Locomotive Works in 1912 for the Canadian Northern Railway and managed to retain her number when the CNoR was absorbed into Canadian National in 1919. She was sold to the QNS&L in 1952, remaining in service until 1961. Shortly thereafter, she was acquired by the CRHA for the Canadian Railway Museum.

Recently, the Smiths Falls Division secured the long term lease of the 1112 with the intention of moving it to the Smiths Falls Railway Museum, which is located in the now restored Canadian National (nee CNoR) station in the community.

Before the move, however, a great deal of preliminary work was required. One aspect of this involved lubrication, hence the involvement of the Dirty Hands Club.

Before moving a steam locomotive which has been in long term storage, two things must be done to avoid damage to the running gear. The driving rods must be disconnected. As well, it is important to ensure that all moving or friction bearing parts are properly lubricated. Failure to carry out either of these two activities can result in damage to such parts as the pistons and eccentric rods. If they can't move easily, they may be forced out of shape. Given that one may wish to restore a locomotive to operating condition at a later point in time, it is important to avoid such damage. Hence our mission.

Our crew comprised four people. Along with Duncan were Joe Toscas, Helen Tucker, and yours truly. Helen was the chief cook and bottle washer. There being no bottles to wash nor meals to cook, she fulfilled the position of observer and, in some cases, tool passer. Yours truly was there to learn as much as possible as well as finally to get some real railroad grease on my railroad coveralls!

The job was divided into two main parts. First it was necessary to check and, if necessary, grease all the journals. Secondly, it was necessary to lubricate all the eccentrics, rods, pistons, sliding plates and head pins. Although the main worry was to protect the rods and eccentrics, it was decided to do the journals as well, just in case.

Joe was assigned the journals. This was a dirty job and completed in cramped quarters. There being no pit, he had to crawl under the locomotive and somehow avoid rust from going down his shirt as he tried to knock the individual retaining plates out of the way. This was followed by sliding out the grease cake which is literally a cake of grease shoved through a screen by a spring. This done, it was necessary to inspect the cake to make sure that there was enough and to ensure that the screen was clean.

Getting it all out was simple. The problems started when it came time to juggle the cake back into its compartment with the brake rods, frame and an axle in the way. The same applied to the pony truck. All in all, this job took about five hours.

Duncan and yours truly took on the rods and eccentrics. This mainly involved the use of copious amounts of Alemite grease and oil. The grease and oil was slopped and pumped over a myriad of pins, plates and grease nipples - many of which were only visible to the trained eye. Even the Master Mechanic became perplexed - being defeated by their location relative to his small stature.

As each part was lubricated, Duncan would climb into the cab and run the Johnson Bar back and forth. This was accomplished with Duncan bracing himself against the backhead and pushing with his feet while I pulled as hard as I could. In the end though, one of us could run the Johnson bar 98% of the way through its full travel with a reasonable amount of ease. This job took only a couple of hours and then we were able to climb under the locomotive and take over from Joe while he went for lunch.

The people at St-Constant did a nice job of preserving the 1112. She was in excellent shape with her journals not requiring additional grease. All we had to do to the rods and eccentrics was to add oil and grease and to work them through their motions. The tender trucks needed oil but they had plenty of waste and no damage to the bearings. In the end the whole job took about six hours and then it was time to roll back to Ottawa.

The Smiths Falls Division was also well represented. A crew was on hand removing all the "nice to have" items like the number boards and bell. They also saw to boarding up the windows.

Our efforts were not in vain. As of June 14, the 1112 resides at Smiths Falls, having completed her journey on two flat cars with flying colours. But that's another story. ☐



The "Dirty Hands Gang" pose beside ex-QNS&L 4-6-0 1112 at the Canadian Railway Museum in St-Constant, Quebec, on May 2.

Letters to the Editor

SATISFIED WITH "SIGNATURES IN STEEL": On the strength of your review of *Signatures in Steel*, I bought the book and it is a dandy. Maybe the author will publish a sequel to cover the items he couldn't/didn't include in this volume.

I, like you, wondered about the Prescott site for the meet on page 49. I can't swear to the actual location but Brockville - Gananoque is probably a fair bet.

Sorry, but let me "nit pick" your "nit picking" re Selkirk No. 5925 on Page 191. It is a T1b (Nos. 5920-5929). T1cs belonged to the series 5930-5935. [signed ... Bob Mephram]

THANKS RON RITCHIE: Many thanks for your most enjoyable article "Join the Railway and See the World" (June Branchline). For those who missed the Society's annual dinner in October 1991, Ron presented this material complete with slides and other anecdotes. Stay tuned for this fall's banquet - details to follow. [signed ... Helen Tucker, Director]

Along the Right of Way



BALLAST TRAINS: Starting in mid-May, ballast trains of up to 70 cars of slag from Sudbury were moved to Grand Trunk Western's Flint Subdivision in Michigan. The first train, consisting of GTW and Wisconsin & Calumet hoppers, was powered by CN SD40-2(W) 5362 and GTW SD40-2s 5931 and 5935. Later trains included a mixture of GTW, W&C and CN hoppers.

WASHOUTS PLAY HAVOC: On May 23, GP38-2s 4729, 4722 and 4762 sustained considerable damage when they encountered a washout at mile 101 of the Tisdale Subdivision in Saskatchewan.

On June 6, GP38-2s 4766 and 4770, heading 58 car mixed train No. 294, encountered a 150-foot long washout near Leven (mile 189.1 of the Thicket Sub.), Manitoba. Both units and six tank cars landed in the water. Fortunately there were no injuries. Inco at nearby Thompson provided their RS-18 208-2 to power a 15-car ballast train - some 100 carloads of ballast were required to fill the washout.

The five damaged units will be out of service for an extended period of time.

EVACUATED: On May 25, 19 of 76 cars on Train 338 derailed at Longlac, Ontario, 290 km northeast of Thunder Bay. As four of the derailed cars were carrying anhydrous ammonia, 1,600 residents living near the accident site were evacuated as a precautionary measure. They were able to return home three days later after crews from Cominco and CN Rail transferred the ammonia to other tankers.

During the cleanup, CN traffic was routed over the Algoma Central Railway between Oba and Franz and over CP Rail to Thunder Bay. VIA's "Canadian" operated around the site on CP Rail. (Canadian Press, 26/05/92 and 27/06/92; Thunder Bay Times-News, 29/05/92)

TUNNEL CLEARANCE: Work is underway on increasing the clearance of 22 tunnels and 5 slide sheds between Hope, B.C. and Hinton, Alberta, to accommodate higher double stack container loads.

CN Rail began double stack container service out of Vancouver in 1990, but is currently limited to stacking one over-height container and a standard-height container on the same platform. When the tunnel project is completed in August 1992, CN Rail will be able to stack two over-height containers.

Added clearance is being achieved through the use of a rotating workhead fitted with carbide-tipped teeth to chew notches into the concrete linings of tunnels. As well, extra height is being won in slide sheds and selected tunnels by utilizing steel ties which allow the depth of ballast to be reduced. (Vancouver Province, 14/05/92, thanks to Dale Whitmee)

GRINDER VISITS CAPE BRETON: On May 14, Pandrol Jackson's RM12 Rail Grinding Train was at Truro, Nova Scotia, having operated in the area for several days. The consist was different than that found on page 9-4 of the 1992 Canadian Trackside Guide. Seen at Truro were: Locomotive No. 121, CN Flanger 56495, Sleeper No. 122, CN Flats 43911 and 42838, Tank Car 123, Power Cars 200 and 900, Tank Car 124, Grinders 124, 125, 126, 127, 128, the latter with an operating cab. (H.Fred Deakin)

CP Rail

BIG ONE! On May 24, CP's Roadrailer train through southwestern Ontario included 86 trailers, powered by GP38-2 3051 and C-424s 4210 and 4222. (Tempo Jr. 6/92)

TUNNEL CLEARANCE: Similar to CN Rail, CP Rail is working on enlarging six tunnels along Kamloops Lake to accommodate double stack trains.

Air drills bore holes into the tops of the portals and about

every five days a section of the tunnel roof is blown down. On drill days the main line west of Kamloops is closed to most traffic from 02:00 to 12:00 to allow the drill crews time to work. Only hotshot and coal trains are allowed to interrupt the drilling. On blast days the mainline is closed from blast time (just after dawn) until noon or later as it takes that much time to remove the dislodged rock.

On blast days, grain trains were detoured around Kamloops Lake via CN Rail. However, with significantly reduced coal movements because of strikes and lockouts at two major coal mines in Crowsnest Pass, the detouring of grain trains on blast days was eliminated early in May. (David Meridew)

TORCHED: On May 29, the wood-framed station at Gatineau, Quebec, was seriously damaged by fire believed to have been set by an arsonist. Two ATCO steel buildings have been moved to the site for continued operation. (Mike Tessier)

FAMILY DAY: Present for family day at St. Luc Yard in Montreal on June 6 were SOO SD40-2 6606, D&H GP38-2 7307, and CP M-636 4708. Two SD40-2 units powered a caboose special. (John Godfrey)

HISTORIC TRACKAGE REMOVED: The old (original) CP line from Molson through Garson to East Selkirk and south to Winnipeg, Manitoba, has been shortened even further. Approximately 300 metres was lifted at the northwest end in Beausejour so that it no longer crosses the main street at the western end of town. The line still has plenty of action with three grain elevators in Beausejour demanding considerable attention. (Morgan Brown)



RELOCATED: Effective with the April 26th schedule, all equipment assigned to Trains 5 and 6 ("Skeena") between Prince Rupert and Jasper was 'HEP'ped. The following steam heated equipment previously assigned to Trains 5 and 6 was moved from Vancouver on CN Train 218 on May 14:

- To Winnipeg: SGUs 15475 and 15486;
- To Toronto: Coaches 5595, 5596, 5621 and 5627; Baggage-Dormitories 9475, 9479, 9481, 9482 and 9483 (for storage); SGU 15441;
- To Montreal: Skylines 501, 503 and 514 (the only remaining steam heated Skyline cars - to enter rebuild programme).

"DRAFT SPECIAL": On June 20, VIA operated a 13-car LRC special from Ottawa to Montreal and return for Ottawa Senators hockey fans to attend the National Hockey League amateur draft at the Montreal Forum - believed to be the longest LRC consist ever operated in revenue service.

The train included F40PH-2 6410; LRC Club 3453; LRC Coaches 3347, 3356, 3319, 3350, 3308, 3361, 3320, 3370, 3315, 3324 and 3366; LRC Club 3455; F40PH-2 6408. (Earl Roberts)

VIA 1 SEAT SELECTION TRIAL TO BEGIN: On June 23, VIA began taking reserved seat selections for VIA 1 services on trains 166 and 167 for travel on or after July 7. Customers will be asked for their preference - facing forward or rear, window or aisle, travelling in a group, and assigned a seat number. Provided customer feedback is positive the test will expand to include trains 66 and 67 in August, and trains 63 and 64 in September. For seat selection to work, the car must be a VIA 1 car and not a coach substitute, and the car must be pointed in the right direction, otherwise seat selection is cancelled for that trip. (VIA Rail Latest News)

DERAILMENT AFFECTS VIA OPERATIONS: The derailment of 11 cars of CN train 208 at Brockchem, east of Brockville, Ontario, early in the morning of Sunday, June 28, affected VIA operations on the Montreal-Toronto corridor. Because it was a Sunday, early morning trains 60 and 61 were not running, but for the remainder of the day, and for part of Monday, all Montreal-Toronto trains ran through Ottawa. Train 63 ran

Montreal to Ottawa with train 33's equipment tacked on the rear. All other Montreal-Toronto trains ran separately. On Monday morning, train 61 ran Montreal-Ottawa on train 31's schedule, then carried on to Toronto operating on train 45's schedule. Once again train 63 and 33 ran combined Montreal to Ottawa. The combined consist of 63/33 was two F40PH-2s, seven LRC cars, a stainless steel baggage car, followed by 33's F40PH-2 and three LRC cars. Trains 63 and 60 were the only detoured trains on Monday. (David Stremes)

MISCELLANEOUS

RARE MILEAGE TRIP: On May 9, a five-car special was operated, as part of the Association québécoise pour le patrimoine industriel convention, from CP's Windsor Station to CN's Central Station via CP's St. Luc Yard, the Port of Montreal and CN's Pointe St. Charles yard. The special included CP RS-18u 1856, CN commuter coaches 5062, 5064, 4991, 5063 and 5070, trailed by CP RS-18u 1839. (Bruce Chapman)

PRIVATE VARNISH TOURS ALGOMA CENTRAL: On May 25, a private car special was operated to Canyon Station on the Algoma Central Railway. In the consist were nine private cars under the auspices of Great Lakes Western Rail Tours Inc., of Mukwonago, Wisconsin. According to company president Steve Raasch, "Great Lakes Western is a conglomerate of private rail car owners who pool their resources to provide excursions in the upper midwest and Canada." (Sault Star, 26/05/92)

PASSENGER SPECIAL IN SOUTHERN B.C.: Between June 29 and July 5, a seven-car passenger train operated over freight-only lines, in some cases rarely used lines, in southern B.C. sponsored by the High Iron Company. The consist included business cars "North Star", "Prairie Rose" and "Caritas"; Sleepers "Silver Iris" and "Cimarron River"; dome diner "Silver Palace"; and dome lounge "Silver Palace". (John Cowan)

RECORD SET: The first 1992 trip (May 24) of the Great Canadian Railtour Company's "Rocky Mountaineer" from Vancouver to Banff and Calgary carried a record 450 passengers. The train included baggage-dormitory 9488, and 12 former VIA daynites (in order 5713, 5720, 5718, 5725, 5715, 5721, 5703, 5724, 5702, 5716, 5722 and 5749), powered by former Santa Fe B36-7s 7488 and 7498 leased from General Electric.

Now in its third year, the GCRC expects to carry 23,000 passengers during the 1992 season which includes 30 departures from Vancouver, with most trains splitting at Kamloops with one section to Jasper and the other to Banff and Calgary. The service was acquired from VIA Rail in 1990 after two seasons of operation. (David Meridew)

VISITOR: Privately-owned former Lehigh Valley business car 353 arrived in Montreal on the rear of Amtrak's "Adirondack" on May 23, returning south on the "Adirondack" on May 25. (John Godfrey)

NATIONAL TRANSPORTATION WEEK DISPLAYS: Between June 5 and 14, the Railway Association of Canada "Rail Power" featured CN and CP locomotives and a variety of cars at the Old Port in Montreal. The display included CN Dash 8-40CM 2418, CP SD40-2F 9006, Double Stack car DTTX 54117, CN Auto Rack 704478, CN Display Boxcar 404306, CP Track Evaluation Car 64, VIA LRC Coach 3357, VIA Dome-Observation "Tweedsmuir Park", and a Norfolk Southern Roadrailer.

CN, VIA and the Canadian Atlantic Railway pooled equipment to provide short tours of the Saint John, N.B., area. CN SD40-2(W) 5295 powered VIA coach 5449 and CAR's caboose/business car 422990. (Hugues Bonin, John Godfrey)

RIDING SHOTGUN: In late-May and early-June, Paducah & Louisville cabooses 9601, 9604 and 9605 were stored at CN's Calder Yard in Edmonton. The three cabooses were used by guards who had accompanied the move of U.S. armoured tanks from Kentucky for the annual training exercises at Wainwright, Alberta. (Geoffrey Peters)

GREMLINS ...: The date of construction for CN 4-6-0 1362 was 1912, not 1923 as inadvertently shown on Page 13 of the June 1992 Branchline. ☐

Video Review

The Final Chapter - CPR Steam in Ontario. Rail Innovations, 30 minutes, black and white.

Black and white - forget it you say? Wait a minute - do you remember when we only had black and white television? Some of those old black and white reruns on late night TV are gems, and this superb 30-minute video qualifies in that category.

The setting is central Ontario between March 1959 and May 1960. The photography is by W. Newton Rossiter before the days of the mobile railfans, for he has captured the trains in their natural setting in the countryside without any distractions. The narration is by three CPR engineers who are obviously friends and is done in a "laid back" manner - no kitchen washboard and tea kettle sound track here.

Footage covers the last scheduled steam trains in and around Guelph Junction, Bayview/Hamilton, Owen Sound and Port McNicoll/Midland regions. Included is a May 1, 1960, doubleheader trip out of Toronto, as well as the following day's tripleheader from Toronto to Orangeville powered by 4-4-0 136, and 4-6-0s 815 and 1057. The photo chase and the descriptive dialogue amongst the three narrators is worth the price of admission in itself.

Anyone who enjoyed watching the Royal Hudsons in action (and who didn't?) and those who were too young to catch them will like the footage of Royal Hudson 2857 on a fan trip from Toronto to Port McNicoll.

All in all, this video is a nice trip back to the last days of steam, and a good video to have in your library. Order yours today from the Society at \$29.95, plus \$2.50 for shipping and handling, plus applicable taxes. [Mickey Breslow] ☐

Locomotive Cards

North Kildonan Publications has produced Railfan '92 Canada - 1992 Roster Series Collector Cards. The set contains 76 locomotive cards in 2½" x 3½" format. Each card features a colour photograph of a Canadian locomotive (mostly diesel) with background information such as model, class, speed, builder, and special features from the Canadian Trackside Guide.

The 1992 set is available from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1 at \$19.95 plus \$2.50 shipping plus \$1.58 GST if shipped to a Canadian address. Ontario residents please add \$1.60 PST.

P.S. A 1993 series is planned. North Kildonan Publications is looking for contributions for the next series, as is also looking for colour steam slides. Please direct your slides to Box 28103, 1453 Henderson Hwy., Winnipeg, MB, R2G 4E9.

Anniversaries

1992 marks the 90th anniversary of the forming of the Temiskaming and Northern Ontario which was renamed Ontario Northland Railway in 1945.

As well, this year marks the 80th anniversary of the Pacific Great Eastern which was renamed British Columbia Railway on April 1, 1972 and then simply B.C. Rail on June 19, 1984.

The Motive Power Scene including equipment items

Many thanks to Morgan Brown, Bruce Chapman, Ray Corley, John Godfrey, Don Kew, Jim Lewis, Robert McInnis, Pierre Ozorak, Ian Platt, Clive Spate, Jim Stonely, Michael Thomson, Dale Whitmee, Tempo Jr., Vancouver Sun and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1992 Canadian Trackside Guide, eg. (p1-87).



REMANUFACTURED GP9s: (p1-15, 1-16, 1-17, 1-28)

NEW NO.	OLD NO.	SERIAL	ASSIGNED TO	RELEASED
7059	4472	A827	Montreal	May 12
7061	4455	A809	Montreal	May 28
7062	4288	A1645	Montreal	June 3
7063	4314	A1671	Montreal	June 18
7064	4246	A1512	Montreal	June 19

NOTE: No. 7060 to follow.

STORED SERVICEABLE RECAP: GP40-2(W)s 9657 and 9665 (on long-term lease to the AAR Test Center, Pueblo, Colorado - expected to be returned on September 30).

STORED UNSERVICEABLE RECAP (* added since last issue):

- S-3 Slug 166*;
- SW1200RSs 1267, 1283, 1284 and 1330*;
- C-630Ms 2006, 2009, 2010*, 2021, 2036, 2037* and 2042* (all are at Mandak Metals in Selkirk, Manitoba for scrapping);
- RS-18s 3100, 3624, 3640, 3642, 3644, 3646*, 3661, 3668, 3673, 3682 and 3832;
- GP9s 4252, 4278, 4308, 4329*, 4377*, 4381, 4385, 4412, 4502*, 4537, 4571 and 4595* (several to be remanufactured into the 7000-series - only 23 GP9s remain in service 'as built');
- SD40s 5002, 5037, 5092* and 5118* (to be remanufactured with extended range dynamic brakes and Q-Tron microprocessor and renumbered in the 8000-series).

TRANSFERRED: On June 1, the following units were transferred from Prince George to Edmonton (Calder) for maintenance: SD40s 5133-5139, 5146-5150, 5175-5179; SD40-2(W)s 5287-5293 and 5359.

BACK IN SERVICE: SW1200RSu 7304 after wreck repairs incurred when in collision with Ontario Northland FP7A 1517 at North Bay, Ontario, on September 9, 1991.

COMMUTER UPDATE: English Electric boxcars 6716, 6722, 6723 and 6724 returned to commuter service through the Mont Royal tunnel in Montreal in June. The four, along with sister 6717, were sidelined in December 1991 with deteriorating truck frames. Atelier Montreal Facility (formerly CN's Pointe St. Charles Shops) has manufactured and installed new truck frames and upgraded one of the two cabs on each of the four units. No. 6717 is being cannibalized for parts.

The fleet of serviceable 1920s heavyweight coaches has dropped to 7 (Nos. 4953, 4954, 4978, 4979, 4991, 5033 and 5046), and only 5 'Canadian Flyer' coaches built for CN in 1942 remain in service (Nos. 5062-5065 and 5070).

In addition to 16 multiple unit cars (built in 1952), and the 12 serviceable coaches above, 27 VIA coaches (built for CN in 1954-55) provide peak hour service (Nos. 3206, 3214, 3225, 3233, 3234, 5439, 5443, 5452, 5455, 5467, 5476, 5482, 5485, 5486, 5489, 5490, 5497, 5501, 5503, 5516, 5518, 5536, 5541, 5562, 5580, 5589 and 5647).

GONE HOME: Grand Trunk Western GP38AC 5804, GP38 6205, GP38ACs 6207, 6214 and 6219, and GP38-2 6228, operating on CN in international service, returned home in mid-June.

CONTRACT WORK: Helm-owned former Soo SD40-2 6367, which received Woodward Complete Locomotive Control as part of contract work at Atelier Montreal Facility (CN's Pointe St. Charles shops), was released in early June for service on the Dakota, Minnesota & Eastern Railroad. Sister 6388 is undergoing similar modifications.

Helm-owned former Kansas City Southern SD40-2 672 (leased to CP Rail) entered AMF in late-June.

Repairs to St. Lawrence & Atlantic GP9s (ex-GT/CV) 4441

and 4450 were completed in early-June.

Delivered in mid-May were Helm-owned ex-CSXT GP40s 6583 and 6803. Both will have HEP and high speed gearing added for commuter service in North Carolina.

Also at AMF are Helm-owned former Maine Central GP38s 256, 258 and 263.

'FAMILY' RETIREMENTS: (p1-8) GTW SW1200 1502; (p1-16) GTW GP9 4428; (p1-19) GTW GP9s 4901 and 4907; (p1-29) GTW SW9s 7010 and 7012; (p1-30) GTW SW900s 7265, 7266 and 7268.

CABOOSE TRANSACTIONS: Caboose 79402 was sold to the St. Lawrence & Atlantic Railroad, headquartered in Berlin, New Hampshire, in May; 79838 was moved from Edmonton to Calgary on June 27 for delivery to a private individual.

CP Rail

UPGRADED: SD40s 5525 and 5533 have been upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor. They were released from Ogden Shops on May 27 and June 16 respectively. SD40s 5402, 5403, 5407, 5411, 5501 and 5503 are undergoing similar upgrading.

UNDERGOING OR AWAITING REPAIRS:

- RS-18u's 1826, 1827 and 1863, damaged in a truck-train collision [30/04/92] at Bury, Quebec;
- GP9u's 1583 and 1650, damaged in a head-on collision [15/04/92] in Vancouver, B.C.;
- SD40-2 5580 damaged in a collision with a grain train [03/04/92] at Notch Hill, B.C. - [incorrectly reported last issue as returned to service];
- SD40-2 5974 damaged in a rockslide [03/04/92] at Greely, B.C.
- GP7u 1500 and GP9u 1517 damaged in a head-on collision [30/05/91] at Agincourt Yard in Toronto;
- GP38-2 3067 damaged in a washout accident [21/05/91] at Bishopric, Saskatchewan;
- GP38-2 3117 damaged in a crossing accident in 1990;
- SD40 5501 damaged in a derailment [11/10/90] at Nobleford, Alberta;
- Fire-damaged SW1200RS 8160.

RETURNED TO SERVICE: SW1200RSu 1209 and GP9u 8224, both from wreck repairs.

STORED SERVICEABLE: (* added since last issue): C-630Ms 4500*, 4501* and 4503*; M-630s 4508*, 4511*, 4550*, 4551*, 4555*, 4556*, 4557*, 4559*, 4563*, 4565*, 4571*, 4572* and 4573*; M-636s 4721*, 4723*, 4725*, 4726*, 4727*, 4733*, 4734*, 4735*, 4736*, 4738*, 4739*, 4740*, 4741* and 4743*; SW8 6701; SW900 6719; RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044.

STORED UNSERVICEABLE RECAP: (* added since last issue): GP7u 1500; GP9u 1517; M-636s 4701, 4720* and 4728; SD40s 5402*, 5403, 5407, 5411*, 5501 and 5503; RS-23s 8018, 8020, 8030* and 8039.

LEASED OUT: From May 29 to June 26, RS-23 8025 was leased to the contractor upgrading the line from Hull to Wakefield (former Maniwaki Sub. in Quebec) for the start of steam excursion service on June 27.

MOVED: GP9u 1526 and F7Bm 6801 have temporarily been moved from Calgary to Toronto while Toronto-based GP9u 1518 and GP9 slug 1534 undergo tests in Calgary; remote-controlled SW900 6195 (nee 6716) has moved from Calgary to Vaughan Terminal near Toronto for evaluation tests.

PURCHASED: Retired CN RS-18s 3629 and 3663 have been acquired to supply cabs for the repair of two of the three RS-18s (Nos. 1826, 1827 and 1863) damaged in the Bury, Quebec, grade crossing accident on April 30, 1992. Both units were noted at St. Luc Yard in Montreal on June 20.

LEASED UNIT CHANGES: Helm-owned former SOO SD40-2 6369, was taken out of service on May 14, and in turn was moved for lease service on the Dakota, Minnesota & Eastern.

Former Norfolk Southern hi-nosed SD40-2s 3244-3254 were purchased from GATX on June 15. For the present the 11 units will retain their NS numbers and their home base has been changed from Winnipeg to Montreal.

With the continuing strikes at two coal mines in British Columbia, the delivery of former Kansas City Southern SD40-2s 667-669 has been deferred. Sisters 670-676 remain in service on CP Rail.

The lease on the four Motive Power International former Southern Pacific SD45s (Nos. 9017-9020) was terminated in May. With MPI having no immediate need for the units, CP Rail is storing the units at Ogden Shops in Calgary.

DOWNTURN IN TRAFFIC: The downturn in traffic resulting from strikes at two coal mines in British Columbia has allowed the temporary transfer of 10 units to the Delaware & Hudson: SD40-2s 3244, 3250 and 3253; GATX (nee MP) SD40-2s 7367 and 7370; and CP SD40-2s 5567, 5593, 5667, 5669 and 5839.

IN THE FAMILY: On June 16, Delaware & Hudson GP38-2 No. 221 was released from Ogden Shops in Calgary after a overhaul and repainting into the D&H blue and yellow scheme. While it was planned to renumber the unit 7301, it has been renumbered 7304.

Retired SW8 6702 is undergoing FRA modifications at Weston Shops for service on the D&H.

GP7u 1511 and GP9u's 1512 and 1513 have received FRA modifications and will operate on the SOO Line.

CABOOSE DISPOSITIONS: Wooden caboose 437207 to the Hart/Cam Museum in Hartney, Manitoba; wooden caboose 437209 to the Rimby Historical Society (Pas-Ka-Poo Historical Park) in Rimby, Alberta; steel caboose 437336 to Craigellachie, B.C., to be used as a tourist information booth; steel caboose 437378 to the Ukrainian Commemorative Society at Andrew, Alberta.



LAST OF BREED GONE TO U.S.: FPA-4 6793, the last of 34 built for CN in 1958/59, left CN rails on June 20, enroute to Cumberland, Maryland, to join sisters 6771 and 6780 that are in excursion service lettered Western Maryland.

NEW HOME: VIA Sleeper 2136 - "Riviere Cloche", VIA Baggage-Dormitory 9477, and CN Generator Car 8085, have been acquired by Pacific Railcar Services of San Bruno, California.

The "Riviere Cloche" was built by Pullman Standard in 1949 as Florida East Coast "Caparra". It was acquired by CN in 1967 and was transferred to VIA in 1978.

No. 9477 was built by Pullman Standard in 1948 as New York Central 22-roomette sleeper 10402 - "Great Peconic Bay". It was acquired by CN in 1959 and operated as the "Valjean" until converted to baggage-dormitory 9477 in 1973. It was transferred to VIA Rail in 1978.

No. 8085 was built by National Steel Car in 1958 as CN baggage 9273. It was later equipped with a 550-volt generator and was utilized in excursion service with leased GO Transit bi-level coaches on the Murray Bay Subdivision in the 1980s.

CORRECTION: In the June Branchline, Coach 5534 was included in the listing of coaches sold for service on the Algoma Central Railway. No. 5534 remains stored, however, sister 5495 has been moved to the ACR.

ALMOST 70% HEP'ped: Of the 161 former CP stainless steel cars on the roster, 69% had been rebuilt, or were undergoing rebuilding, with head-end-power by May 1992 as follows:

Type	HEP'ped	Steam-heated
Baggage	11	3
Coach	23	5
Skyline	13	3
Diner	10	5
'Chateau' sleeper	11	18
'Manor' sleeper	32	10
'Park' dome-observation	11	6
	-----	-----
	111	50

[Remaining steam-heated are:

- Baggage 612, 613 and 615;
- Coach 100, 103, 108, 109 and 119;
- Skyline 501, 503 and 514 (stored - last used on the 'Skeena' in early-1992);
- Diner 'Acadian', 'Emerald', 'Kent', 'Louise', and 'Wascana';
- 'Chateau' sleepers Argenson, Brule, Cadillac, Crosse, Denonville, Dollard, DOLLIER, Iberville, Jolliet, Latour, Lauzon, Laval, Maisonneuve, Marquette, Papineau, Roberval, Varennes and

Vercheres;

- 'Manor' sleepers Amherst, Aylmer (stored), Christie, Cornwall, Dawson, Douglas, Dunsmuir, Hearne, Macdonald and Sherwood;

- 'Park' dome-obs. Algonquin, Kokanee, Laurentide, Riding Mountain, Sibley and Waterton]

MORE ACQUISITIONS: Three additional Budd-built stainless steel coaches have recently been purchased for the 'HEP' program. Acquired were Eagle Canon coach 6070 (ex-Amtrak 6070, exx-Amtrak 5282, nee PRR 4060); Rail/Sea 5422 (ex-Amtrak 5422, nee RF&P 803); and Rail/Sea 5628 (ex-Amtrak 5628, exx-SCL 5628; exxx-SAL 6264; nee FEC "Stuart"). Temporary numbers 180-182 have been assigned.

ALL LRC CARS BACK IN SERVICE: As of June 2, all corridor trains are operating with LRC equipment outfitted with new axles. The entire fleet is back in service except for VIA 1 car 3470 and coach 3346 involved in the February 11 collision at Côteau-du-Lac, Quebec, and two coaches that are out of service for refurbishment. As of June 18, 14 LRC coaches had been refurbished and returned to service.

MISCELLANEOUS

GONE STATESIDE: In March, retired VIA Rail F9B 6622 (GMD Serial A1206, built as CN 6622 in 1957) moved from Century Locomotive Parts in Lachine, Quebec, to the Waccamaw Coastline Railroad, which operates between Conway and Myrtle Beach, South Carolina.

FOR OVERHAUL: In mid-May, Burlington Northern B30-7As 4003, 4013 and 4079 were delivered to General Electric's Montreal facility for overhauls.

BACK HOME: In late-May, BC Rail Dash 8-40CMs 4607 and 4617 returned home after two weeks of evaluation on the Chicago & North Western Railroad. On return home, C&NW 'loaner' SD40-2s 6816, 6858 and 6864 were returned to the C&NW.

NEW FROM GM - LONDON: The first of 17 F59PH units for Los Angeles Transit (Metrolink) was released from General Motors' plant in London in early-June. The units carry Nos. 851-867.

LOCOMOTIVES NAMED: The three Goderich and Exeter GP9 locomotives (nee Cartier Railway Nos. 1, 5 and 6) have had names painted below the road number on the cab sides: No. 177 - "Titania"; No. 179 - "Portia"; No. 180 - "Falstaff".

The three locomotives normally lay over at the former CN Goderich station on weekends. Locomotive inspections are carried out over the pits in the long disused CN roundhouse in Stratford.

ON THE INDUSTRIAL SCENE

FOR SALE: (p2-10) The Greater Winnipeg Water District Railway has put S-13 501 up for sale. The unit was acquired, along with sister 503, from BC Rail in 1989. No. 503 has been lightened and renumbered 201. Also on the active roster are former Devco Railway RS-23s 200 and 202.

RAZED: (p2-17) All 36-inch gauge track at Algoma Steel in Sault Ste. Marie, Ontario, has been lifted. Their six 36-inch gauge units (GE 50-Ton Nos. 1, 2, 4, 5 and 6, plus GE 88 Ton No. 7) are stored under cover and are for sale.

Only 9 of 18 standard gauge units are in service: GE 80-Ton Nos. 31, 33, 34, 36, 41 and 42; GMD SW900 No. 51 and GE 110-Ton Nos. 60 and 61.

DELIVERED: (p2-21) Abitibi Price in Alma, Quebec, has acquired CN SW1200RS 1336 (GMD Serial A1573, built 1958). Still numbered 1336, the unit left Montreal for Alma on June 13.

BACK HOME: (p2-27) Miramachi Pulp and Paper's SW1200RS 711 (nee CN 1376) has returned to Newcastle, New Brunswick after repair work in Montreal. During her absence, retired CN SW900 7909 was supplied by Canac International. No. 7909 has since moved to Stelco in Contrecoeur, Quebec, to fill in for their ailing SW8 No. 73.

ON THE PRESERVED SCENE

ADDITION: (p3-6) The Cranbrook Railway Museum has acquired the remains of Soo Line sleeper 750 - "Curzon", one of 14

sleepers outshopped by Barney & Smith in 1907 which customarily operated in international service between Minneapolis/St. Paul and western Canada. The "Curson" was one of six configured with five staterooms, a drawing room, a buffet and lounge, and an observation room with open platform. All 14 cars were off the roster by 1933. Work will soon commence to place the upper superstructure onto an underframe and wheels.

NEW HOME FOR 'BETTY': (p3-25) Former Canadian National 4-8-2 6060 was officially donated to Rocky Mountain Rail Society on June 2, 1992. The engine had been owned by the Province of Alberta which had bought her in 1980 from Canadian National. The engine is now in Calgary but there are plans to move her to Edmonton where she will be stored at the Alberta Pioneer Railway Museum. The Rocky Mountain Rail Society would like to use her in excursion service.

INSIDE - AT LAST! (p3-21) On May 23, CPR 4-4-0 No. 374 was pushed into the former Drake Street roundhouse in Vancouver. The move was made on the 105th anniversary of the arrival of the first transcontinental passenger train into Vancouver - pulled by No. 374.

No. 374 had sat on the turntable outside the roundhouse since the opening of Expo 86. It will become the centrepiece of Concord Pacific's Pacific Place development being built on the former Expo site.

Friends of 374 president Evelyn Atkinson said "we know it's going to be five years at least before the Roundhouse is converted into a community centre and they will need the space. By that time we hope to have Engine 374 in its own glassed-in annex where it will be the flagship of Pacific Place and get the attention and respect it deserves."

BACK HOME: (p3-29) Former CP steel caboose 434054, removed from display next to the South Edmonton (Alberta) station for in-shop painting at Nisku, has returned home. The caboose retained the CP yellow scheme and was 'launched' on July 1 by the Old Strathcona Foundation.

SHELTER FOR CABOOSE: (p3-38) Whitemouth, Manitoba, is building a roofed structure over wooden former Canadian Pacific caboose 437189 on display in the community. It is hoped that the shelter will diminish rot and vandal damage.

SAVED: (p2-10) The Midwestern Rail Association wants to acquire two vintage Plymouth units from the City of Winnipeg's Salt and Sand Plant for future display at the Forks, the former CN yards adjacent to the VIA Rail station. Built in 1930, the two units have been out of service for the past 20 years and must be disposed of to clear the way for the construction of the new federal Virology Lab. There they would join several other pieces of preserved rail equipment including the famous "Countess of Dufferin", the first locomotive in Canada's north west.

The locomotives are No. 187-01, Plymouth Model ML-8, built for Truax Traer Coal in Estevan, Saskatchewan in July 1930 (serial 3519); and No. 187-02, Plymouth Model HCB-3, built for the Hydro Electric System in January 1930 (serial 3401).

ADDITIONS: (p3-55) Port Stanley Terminal Rail (PSTR) in Port Stanley, Ontario, took delivery of ten CN cabooses in late-May. Included were transfer caboose 76602 [built from a box car in 1978]; mainline steel cabooses 79205, 79258, 79305, 79317, 79320, 79329, 79341 and 79348 [built by Hawker Siddeley in 1967]; and mainline caboose 79652 [built by CN in 1974 from a 472000-series box car].

Also acquired were CN boarding flatcar 42174 and ATCO 02235; CN Jordan Spreader 51041 [built 1920]; CN Snowplow 55367 [built 1929]; CN work service car 70768 [nee baggage 9134 in 1953]; CN Insulated Boxcars 280439 and 280496; and CN flatcars 665350 and 666080.

On May 8, the PSTR operated over 1.4 miles of CN's Talbot Spur within St. Thomas which was recently purchased by the Ontario Government for \$1.3 million. Two trains were operated for dignitaries and the press - Whitcomb L2 hauled coach 53 [nee CN 5222] and former TH&B caboose 62; and 70-ton L4 hauled former TH&B caboose 66, coach 64 [a former Newfoundland boxcar], coach 52 [nee CN 5203] and former CP business car 24.

Speeches indicated that freight service from Port Stanley to St. Thomas, and possibly to Woodstock, was under negotiation with a possible startup on August 1. Freight operations will operate as the "Ontario Southland Railway".

ON THE TRANSIT SCENE

PCC RANKS THINNED: (p5-9) The Toronto Transit Commission's fleet of PCCs, once numbering 745, has been reduced to 23 with the disposal of 29 of 33 stored cars.

Twenty-eight cars have been sold to Future Enterprise of Hamilton, Ontario, for scrap or some other use. Included are 14 Class A6 cars (Nos. 4302, 4311, 4319, 4320, 4327, 4334, 4336, 4345, 4350, 4362, 4368, 4374, 4381 and 4399); 10 Class A7 cars (Nos. 4417, 4424, 4428, 4468, 4473, 4481, 4487, 4491, 4494 and 4495); and 4 Class A8 cars (Nos. 4520, 4522, 4542 and 4545).

Class A6 No. 4386 is destined to the Halton County Radial Railway in Rockwood, Ontario, for parts.

Class A8 cars 4524, 4529, 4530 and 4546 will remain stored for possible rebuild into Class A15.

Only 19 PCCs are active: Class A15 Nos. 4600-4603, and 4606-4618; and Class A15H Nos. 4500 and 4549. ☐

The **Canadian Railway Atlas**, published by the Railway Association of Canada, is a 70-page, 8½" x 11" soft cover atlas illustrating Canada's rail system. The Atlas features fifteen 16" x 11" regional maps and twelve city maps, plus a 27" x 37" wall map showing the entire Canadian railway system.

The Atlas is available by mail from the Society for \$25.00 postpaid, plus \$1.75 GST if mailed to a Canadian address.

A SELECTION OF PASSENGER CONSISTS

June 1, 1992
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6402
F40PH-2 6401
Baggage 8601
Coach 8124
Coach 8123
Skyline 8500
Sleeper "Monck Manor" -
Sleeper "Allan Manor"
Sleeper "Bell Manor"
Diner "Frontenac"
Sleeper "Brock Manor"
Sleeper "Mackenzie Manor"
Dome-Obs. "Yoho Park"

June 2, 1992
VIA #78 - "Mohawk"
at Paris, Ontario

F40PH-2 6419
Coach 5487
Cafe-Coach 3215
Coach 5611

May 15, 1992
VIA #72 - "Point Pelée"
at London, Ontario
F40PH-2 6453
SGU 15468
Coach 5522
Cafe-Coach 3224
Cafe-Coach 3208
Coach 5576
Cafe-Coach 3216
Coach 5448
Club "Club Richelieu"

June 2, 1992
VIA #1 - "Canadian"
at Toronto, Ontario

F40PH-2 6448
F40PH-2 6449
Baggage 8600
Coach 8122
Coach 8107
Skyline 8507
Sleeper "Laird Manor"
Sleeper "Drummond Manor"
Sleeper "Grant Manor"
Diner "Palliser"
Sleeper "Wolfe Manor"
Sleeper "Carleton Manor"
Sleeper "Franklin Manor"
Dome-Obs. "Glacier Park"

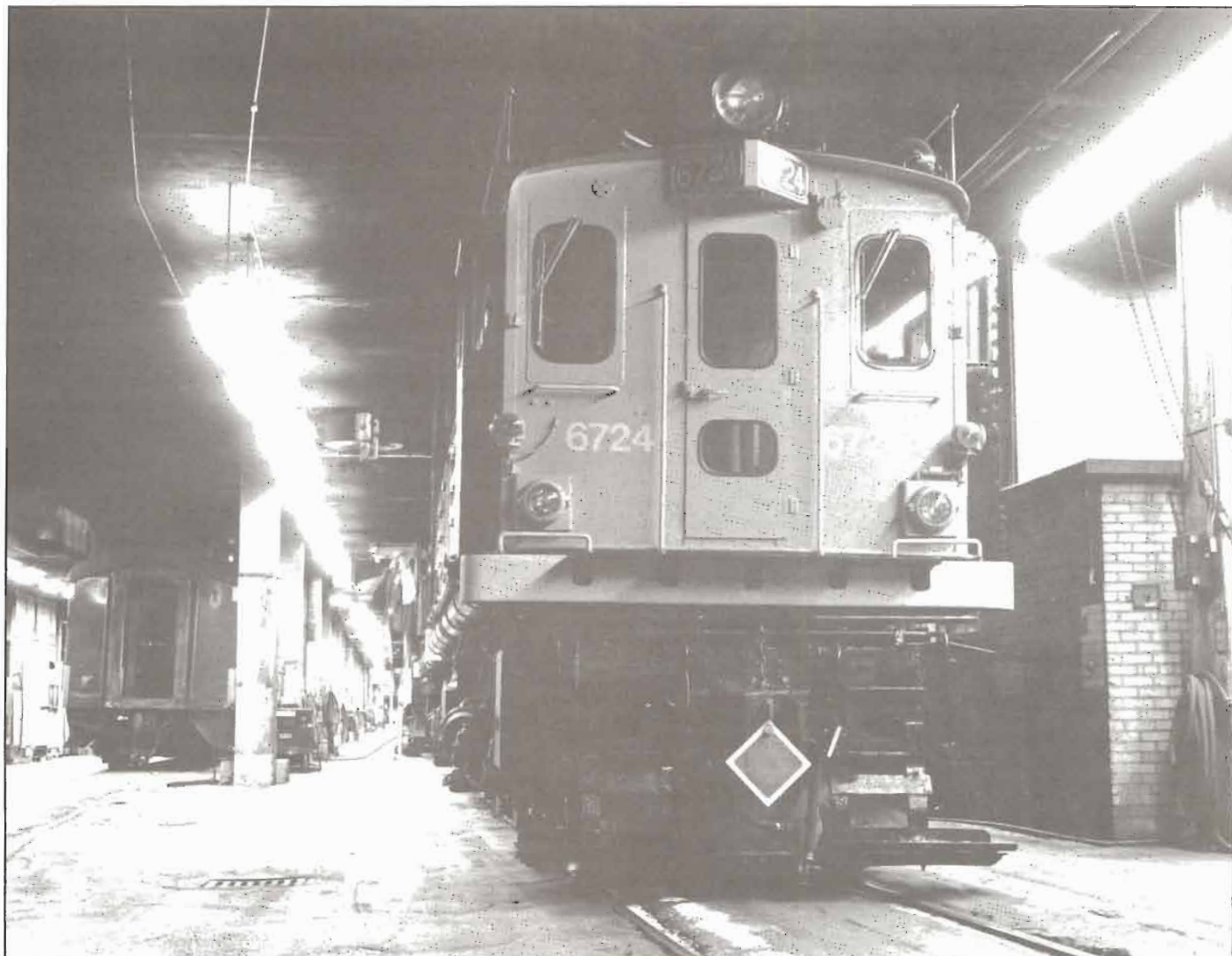
June 7, 1992
VIA # 64 - "Meridian"
at Toronto, Ontario

F40PH-2 6414
F40PH-2 6409
LRC Coach 3373
LRC Coach 3342
LRC Coach 3368
LRC Coach 3358
LRC Coach 3364
LRC Club 3467
Baggage 613
Coach 5487
Baggage 9628
Snack Coach 3250
Snack Coach 3215
Coach 5517

June 20, 1992
VIA #92 - "Hudson Bay"
at Winnipeg, Manitoba

FP9Au 6304
FP9Au 6302
SGU 15457
Baggage 9665
Coach 5648
Cafe-Lounge 762
Sleeper "Erickson"
Sleeper "Emperor"

(Thanks to Douglas Bardeau, James Gamble, Geoffrey Peters and Morgan Turney)



RETURNED TO SERVICE: CN No. 6724 (built by English Electric in 1926) and sisters 6716, 6717, 6722 and 6723, were withdrawn from commuter service in December 1991 because of deteriorating truck frames. Four of the five units have received new side truck frames and have had one of their two cabs upgraded. Note the smaller cab windows and the outward opening cab door. No. 6724 was photographed on June 17, 1992, in the commuter maintenance area in Central Station, fresh from repairs at Atelier Montreal Facility (formerly CN's Pointe St. Charles Shops). Photo by Ross Harrison.

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