



January 1993 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Angus Shops - R.I.P.

Black & White Photo Contest

Ode to the Megantic Sub.



Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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

- \$32.00 for addresses within Canada;
- \$32.00 in U.S. funds (or \$36.00 in Canadian funds) for addresses in the United States;
- \$40.00 in U.S. funds (or \$45.00 in Canadian funds) for addresses outside North America.

Please direct all membership/subscription correspondence to:

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P.O. Box 141, Station 'A'
Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9403 = expiry with the March 1994 issue). Notice of expiry will be inserted in the second-to-last and last issues.

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

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We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible 5¼" or 3½" disk. Please include a printed copy.

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

Marthe and Jack Scott - Distribution
John Frayne - Memberships

For general information about Society activities, or should you wish to convey information, please call (613) 745-1201 (message machine).

Printed by Hunt Club Press, Ottawa, Ontario.



TRAIN

Tourist Railway Association Inc.

ON SHEET

Information Line	3
Angus Shops (1904-1992) R.I.P.	8
Tid Bits - West Coast Steam and Budds	12
1992 Black and White Photo Contest	14
CP wants out of Eastern Canada	16
Ode to the Megantic Sub.	17
"Crossing over the Line" with Operation Lifesaver	20
Letters to the Editor	22
50 Years Ago - A Selection of CN Passenger Consists	23
Along the Right of Way	24
The Motive Power Scene	26
NTA Decisions	27

Meetings (September to June) - **Regular** meeting on the first Tuesday of the month; 'informal slide night' on the third Tuesday of the month.

NEXT REGULAR MONTHLY MEETING

Tuesday, January 5, 1993

Red Cross Auditorium,

1800 Alta Vista Drive, Ottawa at 19:30

Annual General Meeting - Election of officers for 1993.

Do you wish to let your name stand for an executive position?

If so, please contact John Frayne at (613) 731-5185.

Following the election, Tom Grumley will present a potpourri of steam, diesel and traction slides. Coffee and donuts will be available for a small fee.

Next Informal Slide Night - Tuesday, January 19 - at the National Museum of Science and Technology, 1867 St. Laurent Blvd. at 19:30. Bring out your current slides, or some oldies, and share your experiences and skills.

Equipment Restoration/Maintenance - Every Saturday at the rear of the National Museum of Science and Technology. There is always plenty to keep one busy year round.

Meeting Examines Heritage Rail Preservation in Western Canada: During the weekend of November 27/28, various representatives of rail preservation organizations in western Canada met at the Cranbrook Railway Museum in Cranbrook, British Columbia, to discuss the establishment of a western council for railway preservation. Full details of the meeting will be available in the February issue of **Branchline**, our annual "heritage" issue.

Membership Fee Increase - Effective with this issue of **Branchline**, membership dues for the Bytown Railway Society Inc. - including a subscription to **Branchline** (11 issues), have increased by a modest \$1. The revised rates are \$32 for addresses within Canada, \$32 U.S. (\$36 CAN) for addresses in the United States, and \$40 U.S. (\$45 CAN) for addresses outside North America.

The production of **Branchline** is a break-even operation, funded by membership/subscription fees and hobby and other outlet sales. Other Society operating expenses are covered by various sales activities and interest earned on investments.

The revised fees are to compensate for postage, printing and general expense increases. Minor enhancements have recently been made to **Branchline** with minimal extra cost, and we will strive to further enhance future **Branchline** editions. The fee increases were approved unanimously by those attending the December 1 meeting of the Society.

On the Cover - CP RS-18u's 1862 and 1847 are westbound at Scotstown, Quebec (mile 25.0 of the former Megantic Subdivision), on July 23, 1992. Little trace of passing siding remains. The future of this line is indeed clouded - CP Rail System has plans to abandon all lines east of Sherbrooke, Quebec. Photo by Don Morrison.

Information Line

RAIL-CAR SERVICE TERMINATED: Incan Superior Ltd., a Thunder Bay-based Canadian Pacific Ltd. subsidiary, terminated its 194-mile rail-car ferry service on Lake Superior between Thunder Bay, Ontario, and Duluth-Superior, Wisconsin, on November 19.

Incan Superior General Manager & COO Bill Scott indicated that newsprint and wood-pulp traffic had fallen 45% from a year ago. He cited substantial rate reductions as the primary reason for diversion of traffic to other carriers. "Every effort has been taken to reduce terminal and operating cost, including voluntary actions by employees. There is no prospect of the kind of turn-around we need to ensure the future viability of the operation."

The 116-metre MV "Incan Superior", launched February 28, 1974, carried 26 rail cars between roll-on/roll-off railway terminals in Thunder Bay and Duluth-Superior. In addition to forest products, the vessel transported carloads of essential grains for the export market. The "Incan Superior" will be modified and reclassified for coastal ferry service in British Columbia. The 26 "Incan Superior" employees have lost their jobs.

CP Rail System will offer an all-rail service to existing customers which will provide transit times from origin to destination comparable to those previously provided by the rail-car service. (CP Rail System Employee Communications)

FEDERAL GOVERNMENT CALLS FOR INTEGRATION OF TRANSPORTATION SYSTEM: Is there a national transportation policy? Although daily events would suggest otherwise, the federal government is endeavouring to push a national transportation policy which looks at a full integration of all modes.

In a recent interview, Huguette Labelle, Deputy Minister for Transport, spoke about the "need to have all the modes. ... The question is how to get the best out of each and get them to interact with each other for the sake of having a total system that works well."

Labelle went on to state that it is up to Canadians to define the nature and type of transportation system that they want in the 21st century. Although not discounting rail, she did emphasize that it was in a "special" position. "Whether we're heading for renewed recognition of the importance of rail in a country the size of Canada or not it still is perhaps premature to say, but my guess is that we are," she said.

Labelle's comments were made during a cross-country tour of Canada aboard a CP Rail freight train. (Canadian Pacific Corporate Communications, 29/10/92)

FARMER CALLS CN'S BLUFF, GETS SOME ACTION: The president of the Ontario Corn Producers Association is patting himself on the back for getting Canadian National to do something about the rates which it charges for hauling corn between western Ontario and Montreal. According to Frank Anthony, CN Rail "were mad as hell at me for going public" about the charges which are higher than what CN charges American customers for the same destination. In the wake of the disclosure, CN has met with the farmers to sort out a better deal. (Kitchener-Waterloo Record, 30/10/92)

BEATING THE ODDS, WABCO HAS STRONG TURN-AROUND: Employees of the Westinghouse Air Brake (WABCO) plant in Stoney Creek, can be excused for walking around with just the hint of a swagger this year.

While the economy seems to be collapsing all around, WABCO is on a positive drive, posting increased sales, growing job levels and an aggressive program to expand global markets.

Two-years ago, the plant was headed for oblivion with low productivity, poor labour relations and low morale. At that time,

its owners, American Standard of New York, had the facility for sale. It was bought by a team of Swedish investors and the rest has been history, to use a time-worn cliché.

Under new management, the plant has gone after the lucrative American railway market. In this endeavour, it has been helped by a quality award from CN North America. The certificate demonstrates that WABCO has successfully met the stringent requirements of CN's Supplier Quality Certification Standard. The standard is a North American one, meaning that WABCO products can compete with the best in North America. (Hamilton Spectator, 05/11/92, thanks to Clive Spate)

BOMBARDIER BIDS ON AMERICAN TRANSIT ORDER: Bombardier Inc. is involved in a joint bid with Northrop Corporation to build 72 light rail vehicles for the City of Los Angeles. Bombardier would act as team leader on the project, if successful, while Northrop would be responsible for associated research and development activities. (Financial Post, 04/11/92)

HIGH SPEED EXPRESS SERVICE OFFICIALLY LAUNCHED: VIA Rail Canada has "officially" launched its new express train service between Montreal and Toronto. Already in operation for several months, the new train (the "Metropolis" - Nos. 166 and 167) was officially inaugurated on November 9 in ceremonies at both Montreal and Toronto. With the train, travel time between the two centres is reduced to 3'-59". Apparently, the train's official debut was delayed until VIA operating personnel had developed enough expertise to consistently operate the train over the route at an accelerated speed. (Montreal Gazette, 10/11/92)

SOUTHERN RAILWAY OF BRITISH COLUMBIA COULD GO TO ANOTHER AMERICAN FIRM: A U.S. bidder is the only company left in a competition for the purchase of the Southern Railway of British Columbia from the American-based ITEL Corporation. The company is Montana Rail Link, a non-union short line operator, made famous for operating a portion of Burlington Northern's former transcontinental main line (Northern Pacific) through Montana. CN and CP Rail System had previously made a joint bid for the line - the former British Columbia Hydro Railway. Their application was withdrawn during the summer. (Vancouver Province, 10/11/92, thanks to Dale Whitmee)

BC RAIL TO MOVE MAINTENANCE SHOPS: BC Rail has announced that it will move some of its maintenance responsibilities from Squamish to Prince George. Heavy locomotive work and freight car overhauls will remain at Squamish but, over five years, certain maintenance responsibilities will go north. In addition to working on their own equipment, Squamish work crews have done work for CP Rail System, Ontario Northland, and PROCOR, the tank car lessor. In the near future, it will be rebuilding the coaches from its "Royal Hudson" tourist train operation. (Canadian Press, 12/11/92)

"CANADIAN" OUTPERFORMING EXPECTATIONS: VIA Rail's "Canadian", aided by its new silver and blue marketing theme, is outperforming all expectations. According to information provided by VIA, the tri-weekly transcontinental service is "ahead of budget" with every confidence that it will yield a 10% increase in revenue" over 1991. (Vialogue, November 1992)

PUBLIC HEARINGS SOLICIT COMMENTS ON ABANDONED RIGHTS-OF-WAY: The Province of Quebec has initiated public hearings into the development of policies with respect to abandoned railway rights-of-way. The first hearing

took place in Val d'Or during the week of November 20. Hearings are scheduled for five other regions within the province. (*Journal de Montréal*, 13/11/92)

WINDSOR STATION DEVELOPMENT UNVEILED: A comprehensive model of the proposed redevelopment of Canadian Pacific's Windsor Station is now on public display at CP's head office in Montreal.

The project will involve the redevelopment of the site of the train shed, turning it into a combined office and sport facility. The sport facility will feature a hockey area, the new home of the NHL Montreal Canadiens.

The redevelopment of the station will see the retention of the general offices, waiting room and concourse and the original part of the structure. To be removed will be a former telecommunications wing as well as the baggage/express wing, also known as the "Mud Hut" - a rather non-descript structure.

The new facilities will literally dwarf the station. There are two office towers, one at 52 storeys and the other at 44 storeys. Their size is of concern to heritage buffs because of how they will loom over the station and how they will block sun light from the adjacent Dominion Square.

At the moment, a movement is developing to oppose the issuing of a building permit for the project. Project detractors want the "Forum", the existing arena for the Canadiens, redeveloped in order to maintain an economic base in the Ste-Catherine Street neighbourhood it occupies.

Public hearings are set for December 1992. The results will be interesting, to say the least. In the meantime, the model will be on display - a good proposal for developing what are essentially acres of urban wasteland in and around the Station. (*The Montreal Gazette*, 14/11/92, thanks to Dennis Peters)

SHIPYARD REFURBISHES RAPID TRANSIT EQUIPMENT: Symbolic of the end of the Cold War and the hopeful lessening of military tensions in the western world, at least, many defence contractors are casting about for new work.

Thus, it should come as no surprise to learn that London [England] Subway Trains are being refurbished at the Rosyth Royal Dockyard on the Firth of Forth.

The symbolic "swords into ploughshares" project means that 500 workers won't be on the street - at least for the time-being. Indeed, the yard has found that the transit rebuild job requires many skills similar to those required to refit warships.

The contract is worth £120 million and will see the refit of 720 "carriages". (*Sunday Times*, 16/11/92, thanks to Bob Elliot)

HEAVIER LOADINGS FORECAST FOR RAIL CARS: For almost 20 years, rail cars have been carrying a maximum load of 100 tons. Now the industry claims that it can achieve greater productivity by increasing loadings by up to 50,000 pounds, without compromising safety or maintenance practises. Doing this would cut down on the size of the bulk products rail car fleet, resulting in savings both to the railways and to companies which own and/or lease equipment. (*Journal of Commerce*, 16/11/92)

RAIL SERVICE TO INDUSTRIAL PARK PLANNED: Canadian Agra Group and its partner, RailTex Inc., are waiting for federal and provincial approval of the project to restore a 96 kilometre CN line between Harriston and an industrial park adjacent to the Bruce nuclear station. The industrial park, owned by Canadian Agra Group, uses power and steam supplied by the nuclear plant to run its industries, including an alfalfa-pellet plant, an energy research facility, an ethanol plant and a large greenhouse complex.

The \$12 million to \$15 million project would involve tearing up 112 kilometres of track between Harriston and Owen Sound and using what is salvaged to restore the 96 kilometre CN line between Port Elgin and Harriston. (*Canadian Press*, 18/11/92)

MARKET VALUE ASSESSMENT PROMISES TO HIT RAILWAYS HARD: The cash-strapped Ontario government has embarked upon a desperate plan to secure additional funds for its burgeoning deficit.

One area that it has chosen to examine is the market value assessment of properties. The decision has caused consternation in residential and commercial circles. It may well be disastrous for the railways.

According to a CP Rail official, Metro Toronto's plan to implement market value assessment could increase CP's taxes by 225% or \$13 million in the forthcoming year. Said Gil Mackie, executive vice-president CP Rail System, "If this plan goes ahead ... CP Rail System alone will see its property taxes in Metro Toronto increase more than \$13 million. An increase of this magnitude is more than our total property tax bill in the rest of the province." Mackie went on to say that the additional expense would require CP to generate more than 13% in new revenues, an unlikely proposition given the current state of affairs and the level of competition posed by the trucking industry.

MVA is just another in a series of tax irritants faced by Canada's railways. Fuel taxes in other provinces are also causing distress.

Railway and union representatives joined forces on December 2 in a scathing attack on Metro Toronto's plan for property tax reform, denouncing it as bizarre and flawed and saying it could jeopardize thousands of jobs in Ontario.

Katherine Braid, CP Rail vice-president of legal services, called the tax plan a "crippling disincentive to future investment by railways" and it could jeopardize the \$1.3 billion the railways spend annually in Ontario, significantly reduce rail services available to businesses in Toronto, and raise fares for GO Transit riders.

Bart Marcolini, president of the United Transportation Union, told a Queen's Park committee examining the bill that would allow Metro Toronto to implement the tax changes that Metro's tax increase wipes out everything the union had gained by agreeing to let the rail company cut staff to keep it viable.

Toronto Mayor June Rowlands has branded the plan as an "abuse of accepted public policy". "It encourages urban sprawl ... taxes, and hastens the shift from environmentally friendly rail freight to truck traffic on already crowded highways in southern Ontario." (Philip B. Jago, background information courtesy of CP Rail System, 19/11/92, *Globe & Mail*, 02/12/92, and *Toronto Sun*, 03/12/92)

"USER-PAY" PRINCIPAL ADVOCATED IN REPORT ON PASSENGER TRANSPORTATION: On November 19, the Royal Commission on National Passenger Transportation released its report on the future of passenger transportation in Canada. The Commission was established in 1989, following a huge public outcry over a government decision resulting in the halving of VIA Rail Canada's passenger rail network.

Although the state of the national passenger rail system catalyzed the establishment of a Royal Commission, the government very wisely widened the scope of the report to examine all modes of passenger transportation.

The prevailing theme throughout the report is one of "user pay". Certainly, the present level of subsidy for VIA Rail operations would lead one to conclude that the authors have set the stage for a complete shutdown of the crown corporation.

Indeed, a quick glance at the various editorials arising from the report's publication reveals a strong negative opinion on passenger rail subsidies with many one-time pro-rail editors arguing for an end of VIA. Indeed, many questioned why Canadian taxpayers should continue to subsidize a system that is largely concentrated in Ontario and Quebec.

The bus industry was quick, moreover, to seize upon VIA Rail's operating subsidy (currently only 20% of costs are recovered at the fare box). Voyageur, operating in Ontario and Quebec, has

called for a public inquiry to eliminate VIA's subsidy, claiming unfair competition. Indeed, Voyageur has also announced a freeze in salary increases for the forthcoming year - blaming subsidized rail tickets for its woes.

In spite of the shroud of negativism, the report does have some positive highlights with respect to the future of VIA. These are as follows:

- * VIA Rail's role as the provider of intercity rail transportation is confirmed;
- * Passenger rail service should be given 10 years to achieve self-sufficiency;
- * VIA Rail needs assistance to become self-sufficient including:
 - the passage of legislation by the government to provide a mandate for VIA to operate on a commercial basis;
 - giving it the freedom to make its own decisions on route selection, service levels and pricing in order to take full advantage of the rail mode's potential;
 - let VIA generate revenue by offering other services on a competitive basis such as commuter rail;
- * Services not achieving self-sufficiency should continue to operate if the government judges that the subsidy is justified;
- * Remote services should be rationalized and reduced wherever possible; and
- * High speed rail investment should not take place unless it is determined that the socio-economic benefits justify the investment.

The report has been received by the Minister of Transport. As to its fate, little action can be expected in this, an election year. (Philip B. Jago, background information courtesy of Ken McKenzie and various newspaper sources)

ROYAL COMMISSION, A SIGN OF THE TIMES? "We do not believe that any single transportation project, route, network, or mode is likely to stand out today, as the transcontinental railway once did, as a symbol that unites Canada. We doubt that any new passenger transportation mega-project would contribute to building the nation ..." (Final Report of the Royal Commission on National Passenger Transportation, 19/11/92)

CONTAINER TERMINAL FOR ROBERTS BANK: Vancouver Port Corp. plans to go ahead with a \$206 million two-berth container terminal at Roberts Bank to be ready by 1995.

Initially equipped with three cranes to handle very large ships carrying 4,000 containers, the terminal will have the potential to match the combined capacity of the port's two existing inner terminals - Vanterm and Centerm. Container traffic in the inner harbour during the first nine months of 1992 grew at an annualized rate of 21 per cent, and is expected to reach saturation by 1995.

Vancouver Port Corp. is anxious to develop new facilities at Roberts Bank to avoid loss of traffic to U.S. ports and to capture traffic from U.S. port rivals.

It is anticipated that 70 per cent of the containers will move by rail. The container terminal is to be built next to the coal loading terminal at Roberts Bank on reclaimed land that has sat idle since a dredging program in the early 1980s. (Vancouver Province, 20/11/92, thanks to Dale Whitmee)

BOND RATING AFFECTED: Moody's Investors Service may lower its Aa2 rating on the senior unsecured debt of the Canadian National Railway Company because of the political uncertainty affecting Canada and how this might impact on CN's debt obligations.

Moody's is currently reviewing CN's situation, especially the impact of its ownership by the Government of Canada. Depending upon the political situation, this relationship could be detrimental to CN's long term financial outlook, says a spokesperson for the company. (Journal of Commerce, 05/11/92)

Meanwhile, Standard & Poor's Corp. has downgraded its rating on Canadian National Railway Company's long-term debt

THE REGISTER BOOK

CANADIAN PACIFIC STEAM LOCOMOTIVES - "Last Call": Last call for the purchase of Omer Lavallée's classic **Canadian Pacific Steam Locomotives!**

A limited number of copies of the regular edition of this epic work are still available at \$65 per copy.

Railfare, the publisher, also advises that approximately 100 copies of the DELUXE SLIP-CASE edition are still available. The deluxe slip-case version is printed on extra-heavy-weight 100 lb stock (25% heavier than the regular edition). Its distinctive two-tone cover and spine, combining expensive home-spun fabric with beautiful plush suede, is reminiscent of the "tuscan red" livery of the later CPR passenger locomotives and cars. The deluxe edition comes in a heavy-duty slip-case in matching plush suede fabric. It includes two attractive silk-like bookmark ribbons, permanently sewn into the sturdy binding. Originally retailing for \$250, the deluxe editions are now available for the low, low price of \$100 per copy, plus \$15 for postage, handling and shipping.

With Mr. Lavallée's untimely demise in February of 1992, the decision has been made to not reprint **Canadian Pacific Steam Locomotives**. Thus it becomes a collectors item which should appreciate in value over the coming years.

Canadian Pacific Steam Locomotives is available through Railfare Enterprises Ltd., Box 97, Hawkesbury, Ontario, K6A 2R4.

CAN YOU HELP?: Randy Noseworthy is searching for photographs and information relating to Whitbourne (Newfoundland) and its railway history. Specific requests relate to photographs and information regarding 1) Terra Transport Work Car #5014, especially in its earlier form as CN 8-1 Sleeper #316 - "Whitbourne", and 2) the "School Car", which was former Anglo Newfoundland Development Co. Ltd. private car "Shawnawdithit" which was made available to the Newfoundland Department of Education for use in their "School on Wheels" program for isolated locations along the main line of the Newfoundland Railway during the period 1936-1942 (approximately).

If you can help, please contact Randy at P.O. Box 23, Whitbourne, NF, A0B 3K0.

PHOTO SOUGHT: The Vintage Locomotive Society is trying to locate a photo of former CPR wood superintendent's car No. 21 which the late Omer Lavallée used in his article on the car in the March 1988 issue of **CP Rail News**.

The photo is the only known right side view of the car. A search of Omer's files has been unsuccessful. Might any of our readers know of right side photos of Car 21?

Restoration of car 21 is a longterm project and any photos of this car will be beneficial in returning it to the rails. Car 21 is a sister car to the Society's former CPR superintendent's car 27. Cars 21 and 27 are the only survivors of 22 built between the turn of the century and the beginning of the First World War.

Please contact Gordon Younger at the Vintage Locomotive Society, P.O. Box 33021, L155-1485 Portage Avenue, Winnipeg, MB, R3G 0W4.

ASSISTANT WANTED: Current phase of **Comprehensive Guide to Canadian Railways** project deals with post-1913 proposals for new rail lines, many never built. Need help with transcribing audio cassettes of original research in National Transportation Agency files. Requires access to computer and WordPerfect software; transcribing equipment available. Please contact Dennis Peters at (819) 953-3516 (office), (613) 837-8769 (home) or 1385 Duford Drive, Orléans, Ontario, K1E 1E4. Out-of-region inquiries welcomed.

100% N.M.R.A. RAILROAD CLUBS: Have you considered having your model railroad club members become members of the National Model Railroad Association Inc.? Please register your club for 1993 with Wally Major, 100% NMRA Club Chairman, 22346 Twp. Rd. 530, Ardrossan, AB, T0B 0E0, and receive a frameable certificate for your club.

SLIDES SOUGHT: Bill Reddy, 6645 County Rd 38, Castile, NY, USA 14427-9731, wishes to buy slides of trains in southern Ontario, as well as station buildings of the Pere Marquette, Chesapeake & Ohio, Wabash, Norfolk Southern and Michigan Central at any location between the Niagara Peninsula and the Windsor-Sarnia area. He is also looking for slides of the TH&B on the Brantford-Waterford line. Willing to pay for copying and postage.

to AA- from AA as a result of continued losses and mounting competitive pressures in the company's rail operations. In addition, S&P revised the rating outlook to "negative" from "stable", reflecting the potential difficulties faced by the company in implementing the necessary employee downsizing and network rationalization measures quickly enough to meet market conditions. (Globe & Mail, 24/11/92)

CANADIAN PACIFIC TO TEAM UP WITH NORFOLK SOUTHERN FOR EAST COAST TO MID-WEST TRAFFIC: Canadian Pacific System and Norfolk Southern have announced that they will team up to offer 38-hour double-stack container service between Boston and the U.S. mid-west. Also involved is Guilford Industries, with the deal paving the way for direct competition with Conrail for traffic on the lucrative run. According to CP official Ian MacKay, the agreement calls for Norfolk Southern to furnish track and crews while CP provides power and trains. Bridge and tunnel work is required between Boston and Buffalo before the service begins. (Journal of Commerce, 25/11/92)

APPEAL DISMISSED, CP GETS OKAY TO ABANDON BRANCH LINES IN NEW BRUNSWICK: McCain Foods of Florenceville, New Brunswick, has lost an appeal of an NTA decision permitting Canadian Pacific to abandon portions of its Tobique and Shogomoc Subdivisions. Last year, the NTA had authorized CP to pursue the abandonment of the line, arguing that operations were uneconomic with no hope of becoming economic. McCain had appealed the decision, citing the need for rail in order to curtail shipping costs on its products.

Ironically, at the time of the hearing, CP had suggested that it would encourage McCain to use an intermodal option via Fredericton and a connection with its Montreal to Saint John main line. Now CP wants to abandon all of its operations in Atlantic Canada. (Globe and Mail, 27/11/92)

KEY POINTS FROM BC RAIL'S PRESIDENT: In an address to the Vancouver Board of Trade, BC Rail's President Paul McElligott made the following comments:

On the gloomy outlook for BC Rail's revenue sources (forestry and mining): "If we stand still, we'll die a slow death - and be forced to return to the province for subsidies. We can no longer rely on our main sources of freight revenue, forestry and mining, for future growth."

On passenger traffic increases: "... last year, we carried more passengers than we've carried since 1958 ... and we've already surpassed the 1991 total." And: "The Royal Hudson made its first operating profit this year since it began running in 1974." (Canadian Press, 27/11/92, thanks to Alex Binkley)

CONTRACT AWARDED: CN North America has awarded a \$33 million contract to Trenton Works of New Glasgow, N.S., for 500 100-ton boxcars to be used in woodpulp traffic, with delivery beginning in January 1993. "CN foresees world woodpulp demand continuing to strengthen, increasing steadily during the next five years," said Yves Bourdon, assistant vice president - pulp and paper. Trenton Works delivered 80 five-pak intermodal cars to CN in 1992 that can carry containers up to 48 feet long, stacked two high. (Railway Age, November 1992)

"CHUCKWAGON": CP has converted a 52-foot bulkhead flat car, formerly used in forest products service, into a general purpose car featuring a retractable multi-rib cover that replaces the conventional metal sides, roof, and body structure. The prototype is now undergoing a six-month test. Called the "Chuckwagon", after the versatile pioneer wagons of the 19th Century, the new car is designed to carry a variety of perishable products that need to be covered in transit. CP says the retractable cover allows greater flexibility and ease of loading/unloading than a conventional boxcar or container. The polyester-based cover,

manufactured and in use in Europe, is attached to 16 movable, 11-foot, 6-inch high ribs mounted on roller bearings in tracks along each side of the car. One person can pull the cover back and forth to either end. (Railway Age, November 1992)

CN TO SPEND \$20 MILLION TO IMPROVE SERVICE: On December 2, CN North America announced nearly \$20 million worth of expenditures that will improve customer service and increase productivity. The company plans to:

a) handle more temperature-sensitive shipments. It will build 250 insulated 48-foot domestic containers and 190 container chassis, and acquire generator sets to attract new business. The new containers will be produced by CN's Transtech Shop in Moncton, N.B.;

b) continue to improve service to automobile manufacturers by adding 54 new bi-level flat cars to its auto-carrier fleet;

c) improve aluminum ingot handling by increasing the capacity of 210 of its 70-ton boxcars. The 50% boost will help to give CN's customers an edge over other producers; and

d) furnish watertight all-weather cars for Western Canada cement producers by modifying 104 covered ore hoppers in Calder Yard in Edmonton. (Canadian Press, 02/12/92, thanks to Alex Binkley)

CHURCHILL LINE NOT VIABLE: Continued train service to the port of Churchill should be examined rationally and without emotion, says Canadian National official John Kelsall. "The line is not viable as a stand-alone operation." Kelsall told delegates at the annual convention of the Union of Manitoba Municipalities that CN must find more efficient ways of providing rail service, including abandoning branch lines. He stated that 90% of CN's rail traffic moves on only one-third of its tracks, making the remaining two-thirds of the track a "financial burden." (The Western Producer, 03/12/92)

MONORAILS COULD PROVIDE COMMUTER SERVICE IN MONTREAL: Canadian National has hit upon a bold new solution for expanding Montreal's commuter rail network. Unfortunately, it won't match with anything the railway currently offers. On November 30, CN and subsidiary Les Ateliers Montréal Facilité trotted out plans for developing a monorail network which would link downtown Montreal with several suburbs. CN owns the rights to a Swiss monorail technology originally used during Expo 67, the Montreal World's Fair.

The proposal has been decried by Canadian Pacific as unrealistic. CP is also competing for the development of a commuter rail network in the city and is proposing a conventional type of operation on existing freight lines.

CP Rail would operate three return trains to St-Jerome, two to Mascouche, seven to Laval, and three to St-Jean and Delson on the south shore. All trains would be based out of Windsor Station. CP proposes to operate the service with former GO Transit single level equipment. Indeed, CP recently had a two car train on display at a number of communities between Montreal and St-Jerome in November.

In a letter to The Gazette, resident Graham Schurman stated that CN's plan for monorail links to the South Shore and Laval is badly reasoned and much too expensive ... CN should wake up to fiscal reality, sit down with CP and develop a plan to combine their existing resources toward a co-ordinated, integrated commuter service for the Montreal area. (The Gazette, 01/12/92 and 08/12/92, La Presse, 03/12/92, and CP Rail System News)

WAKEFIELD STEAM TRAIN RECEIVES FEDERAL FUNDS: The federal government has awarded \$558,600 to the Tourist Development Council of Hull-Chelsea-LaPêche to go towards the completion of a garage/workshop in Trent Yard in Hull, building of a new station in Wakefield, repairs to the Wakefield bridge and other general maintenance work. Tourism Minister Tom Hockin said "the Wakefield train is an excellent example of enterprise in

the area of tourism for all of Canada."

The steam train has carried about 35,000 passengers since operations commenced on June 27, 1992. Santa Claus trips were operated in December. Trips for skiers will start in January and sugar bush visits will be operated in the spring. (*Ottawa Citizen*, 06/12/92)

UPDATE ON B.C. COAL MINES: The sale of bankrupt Westar Mining Ltd.'s 80% interest in its Greenhills coal mine in southeast B.C. to the Fording Coal Company, a subsidiary of Canadian Pacific Limited, was completed on December 4. Pohang Iron and Steel Company of South Korea retains its 20% interest. The Greenhills Workers Association, the former employee group that was associated with the losing bid for the mine, strongly opposed the sale to Fording. Employees at Fording's Elk River mine adjacent to Greenhills have been on strike for seven months over the company's demand to contract out certain jobs now done by the unionized work force.

Greenhills, which recently shut down, employed 600 non-union miners. The mine was retendered in November after the B.C. Supreme Court tossed aside an earlier bid by Alberta-based Luscar Ltd. for both Greenhills and nearby Balmer coal mine, also owned by Westar. The Balmer mine, which employed 1,300 miners and has been closed since workers were locked out in a dispute, has been acquired by Teck Corp. of Vancouver.

The closing of the three mines has resulted in 17 of CP Rail System's 19 unit coal trains being stored or deployed elsewhere, and the loss of close to 300 railway jobs. Westshore Terminals, operator of the 22-year-old terminal at Delta Port (the Port of Vancouver's new name for Roberts Bank), is only handling 36 per cent of normal volume. (Various sources)

PAYING FOR VIA: An editorial in the November 25 *Globe & Mail* indicated that 85% of VIA's passengers travel in the Quebec-Windsor corridor, and that the rest of the country is essentially paying for Central Canada's train tickets.

A rebuttal was presented by A. Trevor Hodge: Subsidies come from taxes, which all Canadians pay equally. About one-third of Canadians live outside Central Canada, so they pay one-third of the subsidy. So the bulk of the subsidy and the bulk of the traffic come from the same place, and for the same reason - that's where the people are. So much for the rest of the country paying for Central Canada's tickets.

Moreover, it is the rail services in the West and the Maritimes that are the great money losers, not in the central corridor, so that is where most of the subsidy goes to. Therefore it is Central Canada that is carrying the East and the West, as it so often has, and indeed, should. That is what having a united country is all about. (*Globe & Mail*, 11/12/92)

HEAVY LOSSES PREDICTED AT CN RAIL: New CN Rail president Paul Tellier has indicated that CN Rail could lose \$175 million in 1993 unless it caps its costs. The railway wants to chop 3,000 employees from its payroll in 1993, and up to 7,000 more in 1994 and 1995, about one-third of its workforce. About 1,000 of the layoffs would occur on CN's Grand Trunk operations in the United States.

CN Rail lost \$44 million in 1991, and will lose \$55 million in 1992. Tellier stressed that if CN does not do something about its costs, 1993 could see a loss of \$100 million, maybe even as high as \$175 million. The railway spends 97 cents for every dollar it receives in revenue. However, interest on its \$2 billion debt eat up \$200 million a year.

Tellier indicated that the company would try to reduce the workforce proportionately across the country even though 70% of the company's revenue comes from operations west of Thunder Bay. Conversely, the railway has \$250 million in revenues on its Maritime operations, but loses \$125 million on those lines. Its operations in Quebec and Ontario are basically a break-even proposition.

Tellier told a parliamentary committee that Canada's railways are in difficulty because of costs such as labour, taxes, and excessive regulation to the point that much of the rail network east of Winnipeg may have to be rationalized and shared between the two major carriers, CN and CP Rail System.

Union leaders have denounced a government policy they say is responsible for CN Rail's intention to cut 10,000 jobs in the next three years. The union leaders, like the railways, blame government policies of deregulation and taxes for the financial plight of CN and CP Rail System.

Gary Housch, vice-president of the Brotherhood of Railway Maintenance Employees, claims the two Canadian railways would together pay \$225 million less in taxes if they were under U.S. tax laws. Eddie Abbott, executive secretary of the Canadian Railway Labour Association said, "It's not the fault of the railways, but we'll be paying the (laid-off) employees. It's common knowledge that unless the government gives some relief to the imbalance in the tax structure, both railways are in serious trouble in the new deregulated environment." (*Canadian Press*, 30/11/92, *The Ottawa Citizen*, 11/12/92, and *The Financial Post*, 11/12/92)

TRANSPORTATION CONSULTANT ADVOCATES X-2000 TECHNOLOGY OVER TGV FOR NEXT GENERATION OF "CORRIDOR" PASSENGER TRAINS: Amid the controversy over the recently published Royal Commission report on passenger transportation in Canada, it is somewhat ironic that possibly the next generation of passenger equipment is now undergoing testing in the United States.

As reported in the December issue of *Branchline*, Amtrak is now putting the X2000 electric train, a venture of Asea Brown Boveri, through its paces in the North East Corridor.

ABB Canada is now making a case in Canada for the X2000 as a competitor to the TGV technology being advocated by Bombardier of Montreal.

This is a high stakes game. On the one-hand, the TGV will reduce Montreal to Toronto trip times from four hours to approximately two hours whereas the X2000 could cut the time to three hours. TGV's accelerated schedule, however, comes with a penalty - brand new right-of-way while ABB Canada claims that the X2000 could hold its schedule on the existing CN line, subject to minor changes, certainly a cheaper package overall than the TGV option.

The type of technology is only one of a series of issues now being investigated by various levels of government, but it is an important one - especially given the potential costs of a new route.

At least one transportation expert thinks that Canada would be crazy to opt for the TGV technology when there is so much to be offered by the ABB product. Vukan Vuchic, transportation professor at the University of Pennsylvania, claims that Canada already has too much trackage per capita and the construction of a new line would be a wasted effort.

And indeed, the solution might well lie in integrating CN, CP and VIA operations between Montreal and Toronto by treating CN's Kingston Subdivision like Amtrak's North East Corridor while shifting all freight operations to Canadian Pacific's Winchester and Belleville Subdivisions.

For the moment, such thoughts are purely speculation but the future holds a number of opportunities for debate - rather like the 1970s when the LRC was introduced and checked out. Our "new" passenger equipment is now 12-years-old, it's time to start thinking about the future! (Philip B. Jago, background information courtesy of *The Ottawa Citizen*, 12/12/92) ☐

CN ISSUES NOTICE OF INTENT FOR ABANDONMENT: CN has issued a notice of intent to abandon that portion of the Massena Subdivision in the Province of Quebec, between mile 38.9 (Huntingdon) and mile 72.5 (St-Isidore Jct.), including that portion of the 5.4-mile Beauharnois Spur from mile 0.0 to mile 5.0 off mile 62.3 (Ste-Martine) of the Massena Sub., and between mile 26.1 and mile 27.2 (in Ayrnes) of the Valleyfield Sub. ☐

Angus Shops (1904 - 1992) R.I.P.

by RON RITCHIE

14.55 on January 31, 1992, was a significant hour in the long and distinguished history of CP Rail's Angus Shops in Montreal, for at that hour rebuilt MLW RS-18 diesel unit 1813 was outshopped. This was the last locomotive that would be released from that great facility and thus ended 88 years of steadfast service in peacetime as well as during two world wars.

Angus was conceived at the turn of the century when, as a result of booming business, the Canadian Pacific Railway found its locomotive and car shop facilities unable to meet requirements in terms of the construction, repair or rebuilding of its motive power and rolling stock fleet.

After incorporating in 1881, the C.P.R. began assembling various railway lines that would ultimately constitute its railway network. These were other, already existing, railways which were acquired through purchase or lease. In certain areas new construction by the C.P.R. was confined to connecting these

components in order to form the envisioned railway network. At the same time the company was engaged in the gigantic task of building the main line through the hinterlands of western Canada. Of particular significance to this story are the Canada Central Railway (C.C.R.) and the Quebec, Montreal, Ottawa and Occidental Railway (Q.M.O. & O.) secured in 1881 and 1882 respectively.

These two railways provided the C.P.R. with its first back shops for the heavy repair of locomotives and cars. The C.C.R. had its locomotive shop at Carleton Place, Ontario, and its car shop at Perth, Ontario, while the Q.M.O. & O. had both their locomotive and car shops at Hochelaga, Quebec (Montreal). These were the only such shops available to the C.P.R. at the time.

Early in 1883 C.P.R. opened, what was termed, its "New Shops" on De Lorimier Avenue in Montreal. This facility was to become the successor to those inherited from other railways, and



Angus Shops as they appeared in July 1951. The photograph is taken facing geographic North, or, as the City of Montreal puts it, looks East along Rachel Street. Rachel Street runs from the bottom to top at the right side of the photo. Adjacent to it, the first large building is the locomotive erecting shop. Ancillary buildings come next, with the long freight car shop on the left hand side. Just beyond the locomotive and freight car shops lies the "midway" and beyond are the passenger car shops. Near the bottom of the photo a locomotive can be seen travelling on the main tracks of the Park Avenue Subdivision headed toward Hochelaga Yard and Place Viger. At the bottom are rows of stock cars on trackage of the Eastern Public Cattle Market, then a subsidiary of Canadian Pacific. (C.P. Archives photo, collection of the author)

was designed to meet the current needs, particularly with regard to engine building capacity.

In November 1883 the first of over 1,000 C.P.R.- built locomotives was released from the New Shops. This was a 4-4-0 carrying road number 285. This engine lasted until January 1920 when, as number 7001, she was scrapped. The last engine produced at the New Shops was an 0-6-0, road number 2130, which was released in August 1904 and was operational until December 1940 when, as number 6130, she was scrapped. The New Shops served the company well, having produced over 350 steam locomotives during its 21 years of existence.

A very large series of shops planned ...

By 1901 it was obvious to management that the capacity of the De Lorimier Avenue shop was rapidly becoming saturated and, accordingly, plans were developed for the construction of a very large series of shops, both locomotive and car, which would serve the company far into the future. These shops would supersede not only the New Shops, but also those at Carleton Place, Perth and Hochelaga which were antiquated to say the least.

In support of the need for new and enlarged facilities was the fact that, while in 1885 when the road was completed the railway owned 336 locomotives, 345 passenger cars and 8,074 freight and miscellaneous cars, by 1901 these had increased to 708, 810 and 21,333 respectively. The fleet continued to expand rapidly and, when Angus Shops opened in 1904, the totals had risen to 934 locomotives, 1,003 passenger cars and 29,563 freight and miscellaneous cars.

Much credit for this foresight must go to Edward A. Williams who was appointed in January 1901 to head the railway's mechanical department with the new title of Superintendent of Rolling Stock. It was he who developed the idea of building a very large facility which would, when completed, be the largest of its kind in North America. Unfortunately Williams did not see the completion of Angus as he resigned in December 1903 to become Assistant General Manager of the Erie Railroad.

Effective February 1904 Henry H. Vaughan succeeded Williams and it was during his tenure that Angus Shops opened and hit full stride.

The name "Angus" was selected in honour of Richard B. Angus, a member of the Canadian Pacific syndicate of 1880, one of the original Directors of the Company, and a Vice-President.

A city in itself ...

Construction took place on a site of 200 acres situated in the northeast sector of Montreal, an area then undeveloped and relatively unpopulated. It was to be located on the north side of the old Q.M.O. & O. main line between Hochelaga and Mile End.

At its zenith, Angus comprised 31 main and 35 ancillary buildings served by 28 miles of track. In addition to the construction and heavy repair of locomotives, passenger and freight cars, the shops produced track material such as switch points, frogs and switch stands. The Stores Department at Angus issued over \$34,000,000 worth of material annually in the 1960s.

When opened, the locomotive erecting shop alone provided over 190,000 square feet of area which could accommodate the construction of 50 new locomotives per year, as well as the heavy repair or rebuilding of many more.

Similarly, the passenger car shop (134,000 square feet) could produce approximately 100 new cars per year, while the freight car shop (80,000 square feet) produced no less than 30 new cars per day!

Support for this facility was provided in the form of on-site police and fire forces as well as medical and nursing staff. All were well trained and ready to deal with any emergency. Fortunately their services were not in constant demand.

The first locomotive built at Angus was an 0-6-0 outshopped in November 1904 and having road number 2045. It was sold out of the service in November 1919. The last steam locomotive built



A view looking northwest from the Rachel Street gate. In the left foreground is the police office and fire hall. To the left of the midway is the locomotive erecting shop, while to the right is the general office building. To the right is a 6900-series 0-8-0 switcher. Photo courtesy of Canadian Pacific, from the author's collection.

at Angus was, of course, our old friend 1201 released in June 1944.

At times the number of men and women employed at Angus varied widely, however, the peak number was well over 12,000. The presence of this number of people, along with their families, resulted in the establishment of a sizable community in the vicinity of the shops. Since many of the employees were from families with a railway background originating in the British Isles, it was understandable that the area would contain names such as Rosemount and Davidson which still exist today. The effect of Angus Shops on the community at large was great indeed.

For its part, the C.P.R. initiated many innovations in the field of employee relations which, at that time, were very advanced. For example, in the shop area was an employee cafeteria of modern design where employees could have lunch in clean, airy surroundings. A library was also installed with a librarian in charge, and where a wide variety of books could be borrowed.

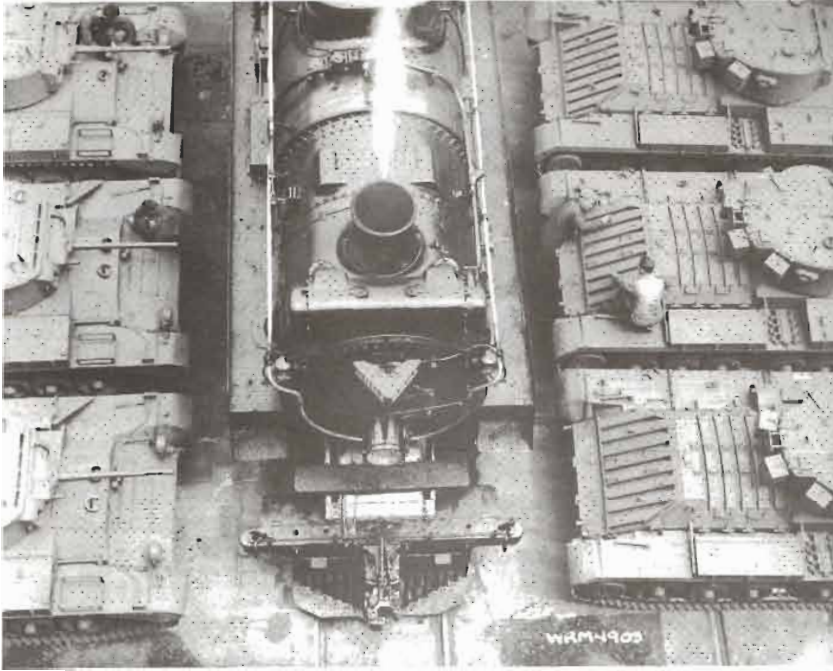
The company's effort was not confined to the Angus Shop property itself. Outside the shop area, but within the Rosemount district, the C.P.R. was instrumental in establishing a recreational club known as "The Canadian Pacific Amateur Athletic Association". This organization had many members who took a multitude of honours in the sports field throughout the country.

Another feature was the annual Angus picnic for employees and their families. For several years, during the summer months, a picnic was held which was attended by over 3,000 people. The company would lay on two or three special trains which would convey the throng to such places as Hudson, or Pointe au Chene where a great deal of amusement would be had in such activities as swimming, races or softball, or simply relaxing in the sun.

Assisting the war effort ...

Although the primary reason for the existence of Angus Shops was the building and maintenance of locomotives and cars, World War I required that the shops transfer some of its capacity to the production of munitions to assist the Allied war effort. This, coupled with a shortage of steel and manpower, virtually eliminated the construction activity during the war years. For the duration maintenance of equipment was the only railway-related work undertaken.

History was to repeat itself during World War II. At an early date Angus Shops was called upon to again assist the war effort, this time gearing up for the production of Valentine tanks. Angus



In this striking 1942 photograph, class H-1-a 4-6-4 locomotive 2801 poses at the door of the erecting shop amid ranks of Valentine tanks awaiting shipment to the Soviet Union. Photo courtesy of Canadian Pacific, from the author's collection.



By the spring of 1960 steam had all but disappeared and forlorn rows of locomotives stood on the holding tracks awaiting the cutter's torch. This view is in a southeasterly direction with Rachel Street in the distance. Numbers visible from right to left are those of five Mikados (2-8-2)s: 5129, 5425, 5356, 5183 and 5319. Photo courtesy of Canadian Pacific, from the author's collection.

built 1,420 of these tanks, of which 1,390 were shipped to the Soviet Union. It is of interest to note that one of these was discovered in 1990 in a bog near the village of Telepino in the Ukraine, 180 kilometres from Kiev. This machine was in a remarkably good state of preservation, and still bore the builder's plate bearing the inscription "Valentine VII A - Vickers Armstrong Design - Built By Canadian Pacific Railway - 14.13 - WD No. T23326 - Date: 5-43"

The Soviet Union agreed to return this tank to Canadian Pacific who, in turn, donated it to the Canadian War Museum, Ottawa.

Incidentally the name "Valentine" was adopted because Vickers offered the design to the British government on February 14, 1938, and shortly after going into war service in 1940 they became known as the "Valentine" type.

The number of these tanks available was sufficient by 1943 to allow shutting off production at Angus in the latter part of that year. The shops then converted to the construction of marine engines, which activity continued to the end of the war.

As in World War I, railway activity in Angus during World War II was confined to car and locomotive maintenance, with the notable exception of engines 1200 and 1201 (light Pacifics) which were constructed in 1944. After that the railway had its locomotives built by outside manufacturers, but always to C.P.'s designs.

In decline ...

By 1945 the situation at Angus was as follows: locomotive construction had ceased; passenger car production was on the decline and a considerable amount of freight car construction was given to outside companies. Angus Shops continued in the maintenance role and also became heavily involved in the rebuilding of freight cars.

With the advent of the diesel era, standard model locomotives were purchased from the traditional manufacturers. Angus revised its maintenance role to reflect the diesel age, but the overall activity had drastically declined. The work force was dwindling and the facilities were becoming increasingly expensive to maintain. Redundant buildings were razed. Locomotive activity did enjoy a boost in the 1980s with an extensive rebuilding programme which saw 30 to 35 year old diesel units emerge with a new lease on life.

However, the writing was on the wall. Passenger business had disappeared. Freight cars were of ever-more specialized types, fewer in number, and available as off-shelf items from the car manufacturers. In addition Angus Shops was over 80 years old and could no longer be upgraded to meet modern demands. Locomotives were such that they could be adequately maintained in more up-to-date company facilities elsewhere. And so it was that on January 31, 1992, this once wonderful railway shop, the largest in North America when built, closed its gates and turned out its lights forever. ☺



Angus Shops - 1990

Photos by Ross Harrison

C-424 No. 4242 undergoes an overhaul at Angus Shops on September 22, 1990. No. 4242, with sister 4239, unveiled the new CP Rail paint scheme in 1968, a scheme that is still applied to CP Rail diesels today, albeit without the 'multi-mark'. Behind No. 4242 is SD40 No. 5527 being upgraded to Dash-2 electrical specifications.



Former Conrail GP9 No. 7393 was one of five GP9s rebuilt at Angus Shops for the Soo Line, today known as the Heavy-Haul-U.S. division of CP Rail System. No. 7393 emerged from Angus Shops as Soo Line No. 4201 in late-1990. At left is M-636 No. 4722 awaiting engine repair.



SD40 No. 5551 undergoes an overhaul and upgrading to Dash-2 electrical specifications on September 22, 1990. With the January 1991 closure of Angus Shops, the SD40 rebuild programme was transferred to Ogden Shops in Calgary, Alberta.

West Coast Steam and Budds

One year ago my wife and I rode BC Rail's Budd Cars from North Vancouver to Lillooet and return. It was a great trip, what with a friendly operating crew, spectacular scenery, and well prepared and maintained equipment.

We elected to travel out from North Vancouver "Cariboo Class" (first class). This extra fare option allows you to ride in a car (RDC-3) that has a "luxury", rather than "standard" coach, interior. There are individually reclining seats, carpeting, indirect lighting, etc., but best of all there is meal service at your seat, airline style. I felt the meal quality was a cut above airline fare, but maybe I was just extra hungry. We received both breakfast and lunch which was served by an attentive young lady from a stainless steel galley in the former baggage section of the car. Both meals were excellent in every respect, as was the service.

A BC Rail public relations lady riding the train to "survey" the passengers that day made arrangements for us to spend a few miles "up front" with the engineman. This gave me yet another insight into BC Rail's operation and an opportunity to see the extremely rugged terrain through which they maintain their excellent right-of-way. I couldn't help but notice that a proper engineman's "cab" has been installed in the former "control station" of the car. The one time vestibule door had been removed and the opening was now part of the side of the car, complete with crank operated window. Similarly, the trap was now a permanent floor upon which stood a proper engineer's arm chair, replacing the horribly inadequate stool. Throttle and reverse controls had been completely upgraded, as had the WABCO brake control system. The communication radio was a permanent fixture behind a panel located just above the windshield. These, and other improvements made by BC Rail, especially to the Cariboo Class cars, really impressed me and just go to show what can be done to what has always been a basically excellent piece of passenger equipment.

Because we only rode to Lillooet (not through to Prince George) our Cariboo Class odyssey ended right there, as that car went through. The southbound train, upon arriving in Lillooet, lifts the two cars left behind from the northbound job to fill out the consist for the return to North Vancouver.

It was a long (13-14 hour) day, but worth it in every respect. One of the lasting memories of the trip was made during the last few hundred yards of travel just before the final station stop as we passed the BC Rail steam shop and there, seen through the shop window, was the dimly lit front end of Royal Hudson 2860. A spectacular end to a spectacular day!

A visit to BC Rail's steam shop ...

Our subsequent visit to the steam shop went just a smooth. Al Broadfoot, the shop's congenial foreman, made both of us feel welcome and spent considerable time with me reviewing what had been done and what was planned for the completion of the total rebuild of ex-CPR 2-8-0, Class N2b, number 3716, which shares the shop with the 2860. While Al and I talked shop, Joyce made

herself at home with a retired railroader who was on hand. Left on her own, Joyce doesn't do too bad a job of exchanging railroad quips with the professionals. She and her new found friend got along just fine.

While what I write here is based on what I learned a year ago, bear with me, for I'm not about to bore you with out-dated information. Perhaps a bit of history about the Royal Hudson's "lower class" stablemate is in order.

As 2-8-0s go the 3716 is a "mid size" machine. Certainly she's small when compared to the monstrous 2-8-0s of the Delaware & Hudson E-5a Class¹ but lots of 2-8-0s, both CP and others, were smaller.² The 3716 is an MLW product of 1912 and as with much of CP's power of that period she was rebuilt and upgraded as time went on. Her most major rebuild work was done at CP's Angus Shops in Montreal in 1929. When she left Angus she had:

- 1) a new frame
- 2) new cylinder saddle
- 3) higher boiler pressure
- 4) Type "A" Elesco superheater (to replace the V-H design - reference Tid Bits, September 1989 Branchline)
- 5) new running gear

Weston Shops in Winnipeg got to do significant work on the engine just after the end of World War II and, circa 1950 she was converted from coal to oil burning. The rest of 3716's working life with CP was spent in western Canada and, for reasons which now seem to make little sense, she received considerable running gear rebuild work at Weston Shops in 1956! This, at a time when steam power, new and old alike, was being scrapped in wholesale lots.

A new role awaited ...

By the end of 1958 the 3716 had, apparently, come to the end of the iron trail. For the next 16 to 18 years she lingered on, her life definitely hanging on a thread. A scheme to make her a "park" engine fell through. She had sat outside "weathering" in a "controlled rusting" program for about ten years when the British Columbia Provincial Government came to the rescue in 1976 so that it could join recently restored 2860. The 3716, admittedly less glamorous than the 2860, has, nonetheless, been a "star" in her own right. She has done yeoman service on the Provincial Museum Train and, in 1981, substituted for 2860 on the "Royal Hudson Steam Train" for almost an entire operating season due to a 2860 mechanical problem. Similarly in 1990, when a 2860 rebuild took longer than expected, 3716 once again did the honours for about half of the season.

Just as most major railways upgraded and updated their sound older power as time went on, so have the men at BC Rail's steam shop. In the case of the 3716 it started in 1988 when the engine received an Elesco boiler feedwater heater. This, of course, is a major modification and one that was never carried out before on this class of engine. It didn't work nearly as well as expected and design changes to the pipes carrying exhaust steam to the bundle will, hopefully, correct the problem. Not helping the

¹ The D&H E-5a class 2-8-0 carried 272,000 pounds on her four driving axles, exerted an incredible 72,700 pounds of tractive effort and carried 265 PSI boiler pressure. Ex-CP 3716, by comparison, carries 216,000 pounds on her four driving axles, is rated at 43,000 pounds tractive effort and carries 190 PSI boiler pressure. Both engines ran on 63-inch diameter driving wheels.

² Alberta Prairie Excursion's 2-8-0 No. 41, shown on the cover of the November 1992 Branchline, is lilliputian when compared to the 3716. Her only commonality when compared to the D&H engine is wheel arrangement and track gauge.

situation was the small Duplex water pump which was installed because a proper Elesco CF-type reciprocating boiler feed pump was not available at the time.

Also, in 1988, the engine received a large modern tender from CP P1n 2-8-2 No. 5249. This increased her water carrying capacity from 7,000 to 10,000 Imperial gallons with a subsequent increase in fuel oil tank capacity to 3,800 gallons. When the current rebuild is complete a small portion of that 10,000 gallons of water capacity will be lost as a compartment large enough to house the "now-on-hand" Elesco feedwater pump will be built into the side of the tender, just the way CP used to do it on some of their G1 and G2 lights Pacifics.

And speaking of the "new" tender, just think for a minute of what is involved in mating this modern unit to the rear end of an engine intended for an adjustable wedge type slack adjuster. Again, the BC Rail boys rose to the challenge, built an extensive modification to the engine's frame so that engine slack adjusting component parts are compatible with those on the new tender and also to accommodate the modern type shackle (draw) bars. Just think about it, these people are serious!

Also, during the 1988 work the old hydrostatic lubricator was (thankfully) removed from the cab and a modern Nathan mechanical lubricator installed up under the right front running board - a major improvement to be sure. As a matter of interest, this Nathan lubricator is a survivor from Pacific Great Eastern 2-8-2 No. 161.

Last but hardly least in 1988 a modern schedule 26L air brake control system was installed to replace the existing No. 6ET equipment. It's not that the 26L works all that much better, but it is maintainable, parts are available, and when you advertise you're going to run you better have equipment that you can support. As an aside, the modern No. 8ET equipment on the 2860 was also replaced with 26L for exactly the same reasons.

As I saw the 3716 at the end of 1991 she looked pretty much as she appears in the accompanying photograph. Note the roller bearing freight car truck supporting the rear end of the engine - a novel idea indeed! Extensive work was in progress inside the boiler barrel to get things ready for new tubes and flues. The driving wheels and axle boxes were receiving much needed rebuilding as were worn areas around the pedestal jaws and upper frame bars. The engine's springs, as near as I can remember, are being replaced and all other spring rigging components are either being replaced or rebuilt. Pins and bushings in the running gear are being re-worked and, get this, a complete new cab is being fabricated, in kind, at BC Rail's own shops in Squamish.

Any number of problems were still waiting for solutions while I was there, not the least of these was a requirement for new pony truck wheels. Anyone out there know where Al can get a set? Having seen the results of the tenacity and ingenuity of

these very capable people I'm sure, given the necessary corporate will and financial resources, they will overcome all difficulties one way or another, and get the job done.

So what's all the fuss about? ...

Since the formation of the Royal Hudson Society and the commencement of steam passenger operation on the west coast nearly 20 years ago, countless thousands of people have seen and enjoyed main line steam in action and British Columbia's "supernatural" scenery, which they might nor otherwise have seen and enjoyed.

A respected Canadian railway historian was once most critical of "cosmetic", and other alterations, made to the former CP engines. I'm sure he wanted them left as they were when CP operated them. The railways updated and upgraded their motive power as time went on. The 3716 did not look, in 1958, very much like she did in 1912, so what's all the fuss about? What is happening now is, in my view, an extension of the natural progression of things in the wonderful world of railway technology that has gone on for well over a century. If no changes could have been made to either 2860 or 3716, then we would likely have two dead dinosaurs, rusting quietly away. The fact is 2860 and 3716 are not locomotives anymore, they're ambassadors for the Province of British Columbia, they're tools in a lucrative multimillion dollar tourist and public relations business, they're putting the place on the map - so to speak.

I, for one, would sooner see technical and cosmetic changes made to keep the engines operable than a pair of "original" static displays outside in the weather in some park. John White, Senior Curator at the Smithsonian Institute, once said that operation of a locomotive (artifact) is to destroy it as "original" parts are being destroyed in its operation. But there is a trade off here. One of a museum's responsibilities is to educate people. Working steam locomotives like 2860 and 3716 do a much better job of education than some dusty artifact ever will, and think of the tourism/PR and other "spin off" value they have.

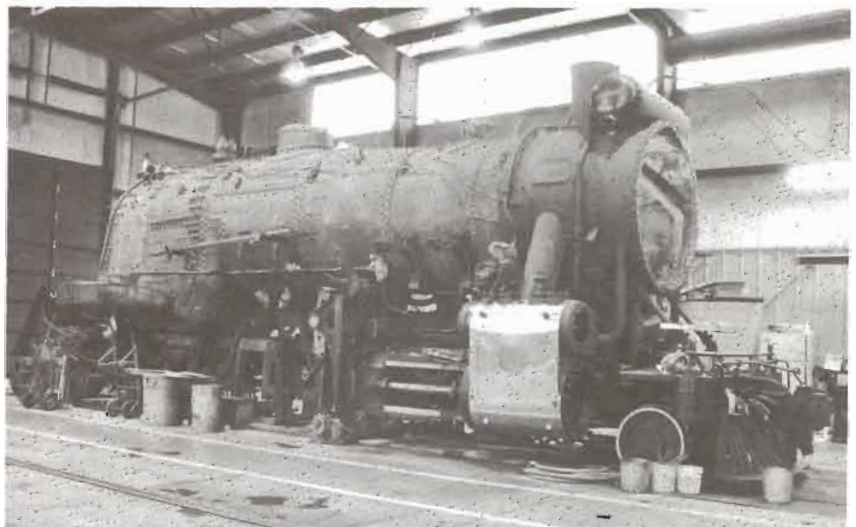
No, I don't agree that you musn't "decorate" the engines or alter their paint scheme (just so long as it's tasteful), or make technical changes if such changes will result in their "restoration" to operational status. This, I find, preferable to doing nothing, for nothing will probably have a much more disastrous effect over the long term, even scrapping.

Three cheers for BC Rail, the Royal Hudson Society, the Province of British Columbia, and all those people who provide and promote one of the Province's premier attractions.

My thanks to Al Broadfoot and Doug Downie for their help in the preparation of this article. ☺

BCRAIL

Former CPR 2-8-0 No. 3716 as she appeared in October 1991 as the author examined her in the BC Rail steam shop in North Vancouver, an extremely rare scene in Canada today. The author extends the very best of best wishes to the dedicated few who are performing the work to successfully complete this monumental task. Photo by D.N. Cardy.



1992 Black and White Photo Contest

Surprisingly, the 1992 black and white photo contest attracted relatively few entries. I thought that the category "Around Ottawa" would definitely attract a lot of interest - but no. There was only one Ottawa submission. The same situation occurred with the historic category. Since the historic picture was taken "Around Ottawa", the two pictures were put together in one category.

First prize went to R.K. Haun for his shot of CN 4-8-2 6026 being coaled at the CNR Roundhouse near Deep Cut in 1941. The actual "Around Ottawa" shot by Ross Harrison was a very difficult night shot of a "Park"-series car at Ottawa Station. For those of you who have attended slide contests, you will have heard my comments about the difficulties of taking pictures at Ottawa Station.

Fortunately, Ross was chosen the winner of the Artistic Category. At the slide contest, judge Stuart Macmillan was really impressed by Ross's night shots of the signals protecting the CPR tunnel under Dow's Lake. I was amazed to see how well these shots translated to Black and White. Stuart again picked out the signals as the winner in spite of the fact that there were many other outstanding shots in this category. My own favourite was another Ross Harrison shot taken on the Canadian Atlantic Railway.

The Tundra/Flatness category was won by a veteran "prairie" photographer, Charles Bohi, of White River Junction, Vermont. With black and white pictures, the sky often makes a difference between a good and bad shot. Charles' shot taken at Claydon, Saskatchewan, has a sky that greatly enhances the scene. This again was a tough category as there were excellent shots by W.H.N. Rossiter and R.F.M. McInnis.

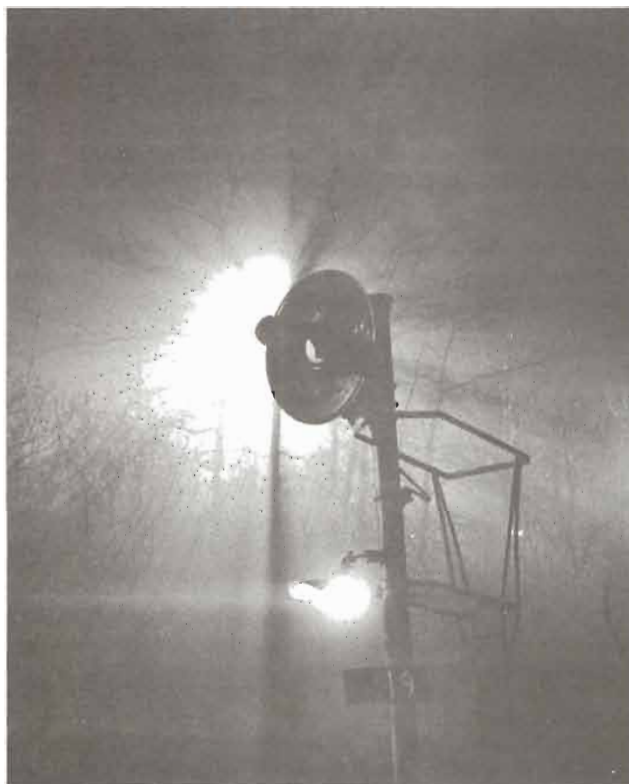
The Grand prize for best picture of all was won by Pierre Ozorak's shot of the Hull, Chelsea, and Wakefield excursion train in "downtown" Wakefield. This picture entered in the Tourist Railway category has something special about it. Maybe it is the little details that set it apart. For example, it has a very interesting sky. There is just the right amount of smoke coming out of the engine. The texture of the road and building are all outstanding. Even the sign on the building seems to be perfectly framed.

My appreciation again is extended to the judge, Stuart Macmillan, from Telesat Canada's Creative Resources Department. He was a bit taciturn in his reasons for his choices, but there is no doubt in my mind that he has chosen well. ☐





LEFT: Hull Chelsea & Wakefield 2-8-0 No. 909 crawls through the scenic town of Wakefield, Quebec, on July 6, 1992. No. 909 was former Swedish State Railway 909, built in 1907. It was brought to Canada just two weeks prior to the date of the photograph. Photo by Pierre Ozorak (Ottawa, Ontario)



RIGHT: The special lunar white marker lamp at signal 219 on CP Rail's Ellwood Sub. is lighted on a mild April 1992 night, indicating high water conditions in the tunnel under Dow's Lake in Ottawa. Train crews finding this light must assure themselves that the water level in the tunnel will not hinder the safe passage of their train. Photo by Ross Harrison (Ottawa, Ontario)

LEFT: CP Rail GP38-2 3059 and a sister have dropped four empties at the granary in Claydon (mile 37.3 of the Notukeu Sub.) in southwestern Saskatchewan at 18:15 on July 20, 1992, and are headed east for Val Marie. Photo by Charles Bohi (White River, Vermont)



RIGHT: CNR 4-8-2 6026, Class U-1-b, is about to get coal and sand at CNR's roundhouse near Deep Cut in Ottawa in May 1941. Further ahead the ashes will be dumped, then into the roundhouse. Water will be taken when leaving. The U-1s were used on CNR's afternoon passenger train to Montreal with departure from Ottawa Union Station. Photo by R.K. Haun (Kitimat, B.C.)

CP wants out of Eastern Canada

In a move that surprised some, and not others, CP Rail System filed notices of intent to seek authority to abandon all its main and branch lines east of Sherbrooke, Quebec, with the National Transportation Agency (NTA). In addition, CP Rail has begun a similar process to abandon its operations in the State of Maine, with an application to the Interstate Commerce Commission.

CP is applying to abandon the following lines, all part of the Canadian Atlantic Railway (CAR):

- 145 kilometres between Saint John and Vanceboro, Maine, on the U.S. border; in particular, from mile 0.0 to 5.6 of the Mattawamkeag Subdivision; from mile 0.17 to 84.4 of the McAdam Subdivision, including the 3.2 mile West Saint John Spur; and from mile 0.0 to 1.0 of the Fredericton Subdivision;
- * 54 kilometres from McAdam to St. Stephen; from mile 0.0 to 33.9 of the St. Stephen Subdivision, including the 4.6 mile Milltown Spur;
- * 12 kilometres from Grand Falls to Cyr Junction; mile 20.4 to 28.2 of the Edmundston Subdivision;
- * 135 kilometres from Sherbrooke east to the U.S. border; from mile 0.0 and 68.4 of the Sherbrooke Subdivision, and from mile 101.7 to 117.1 of the Moosehead Subdivision;
- * 15 kilometres in Nova Scotia, from mile 52.9 to 56.1 of the Halifax Subdivision, including the 4.6 mile Kentville Spur, and the 2.3 mile Kingsport Spur;
- * 324 kilometres in the United States, from the Quebec-Maine border to Vanceboro on the Maine-New Brunswick border; from mile 0.0 to 101.7 of the Moosehead Subdivision, and from mile 5.6 to 105.1 of the Mattawamkeag Subdivision.

In addition, the CAR has announced that it would like to sell the remainder of its line in Nova Scotia. All of the above lines are operated by the Canadian Atlantic Railway, created by CP in September 1988 to try to restore viability to the railway's operations in the region. By the end of December 1991, however, the CAR had lost \$52 million. "A \$52 million loss clearly illustrates the gravity of the situation," Pat Pender, general manager of the CAR, told a press conference in Saint John on November 18. Pender insisted that the railway doubts that government bail-out would occur, given the \$17 million loss in 1991.

"CAR's revenue is shrinking faster than its ability to cut costs," he added. The core traffic of the CAR, forest products, import and export containers and grain traffic, has steadily declined over the last decade.

"Throughout the process, we are prepared to explore with government and other interested parties solutions that could make a continuing railway presence possible," Pender said. He further stated that high taxes on railways, inequitable federal government transportation policies and fierce competition have encouraged a shift to truck traffic, and contributed to the railway's decline.

Mr. Pender insisted an immediate review of Canada's transportation policies is necessary to keep other railways alive. Pender also said that fuel and property taxes paid by railways support highways and therefore help truckers - "we are in fact subsidizing our competition".

Reaction to CP's announcement was quick. Saint John Mayor Elsie Wayne asked Prime Minister Mulroney for his immediate intervention, stating that "in these hard economic times it is unrealistic to contemplate further difficulties for the Atlantic Region." The Atlantic Provinces Transportation Commission considers the CAR to be part of an essential network "which is vital to the transportation needs of the region." The State of Maine also announced that it will work to organize opposition.

Transportation analysts say that there just isn't enough traffic in the Maritimes to justify two railways as well as trucks. Loss of the line would be a blow to Saint John, but could also

weaken Montreal's position as a transportation hub.

Coincident with CP's announcement, which would put greater pressure on highways in New Brunswick, especially the Trans Canada, came word from Ottawa that a proposed Federal government vitalization of highways across Canada might not proceed. New Brunswick was looking to Ottawa for money to expand the Trans Canada, and the with the possible closure of the CAR, even more truck traffic would be using the highways.

In addition to losing rail service, local economies would also be affected. A total of 320 jobs, half of them in New Brunswick, would be eliminated, although about half of CAR's employees are protected by job security provisions that ensure them full wages and benefits until they are of pensionable age. Others will be given the opportunity to relocate to jobs elsewhere.

The *Globe and Mail*, in an editorial on November 19, stated that it is more than a bit ironic to see Maritime politicians scrambling to keep CP's freight service running, while at the same time lobbying for billions of dollars of Ottawa's borrowed money to spend building bigger, better roads. David Elliott of the Atlantic Provinces Trucking Association says, however, that if the CP line is closed, truckers will take a loss. Truckers will get some of the business, but some is not suitable for trucks - "there are definitely instances in which the railways are the only means of providing cost-efficient, direct service". Elliott also adds that if the federal government lets the rail line close, it should help the province build better highways first.

Also affected by this announcement is the three-day-a-week passenger service operated by VIA, the "Atlantic", linking Saint John to Montreal. VIA was quick to state that even if the line through Maine is abandoned, there would be six-day-a-week service to Moncton, and VIA would find some way to continue to serve Saint John. VIA is not, however, looking at becoming the purchaser of the line the "Atlantic" now uses.

For its part, CP said that it is willing to sell several of the lines to short-line operators, if suitable deals can be worked out. RailTex Inc., the company that is buying CN's Cape Breton lines, says that they will look at the CP lines. Nova Scotia's Transportation Minister has said that he will oppose the sale of lines to private, short-line operators unless Ottawa guarantees the lines would continue even if the businesses fail.

The NTA is expected to take up to nine months to reach a decision, and appeals to the cabinet could stretch the approval process to well over a year. In the meantime, according to the CP, it is business as usual for the CAR. However, with the recent announcement of a \$25-billion program to rejuvenate transportation infrastructure across the country, and about \$20-billion of that targeted for road improvement and construction, losses on the CAR, and other railway lines across the country may continue to grow.

[David Stremes, with background information from the *Telegraph Journal*, November 18, thanks to Scott Anthony; *Canadian Press*, November 20; *Globe and Mail*, November 19 and 20; *Saint John Telegraph Journal*, November 19]

The *Canadian Railway Atlas*, published by the Railway Association of Canada, is a 70-page, 8 1/2" 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.

-- AVOID THE PAIN, TAKE THE TRAIN --

Ode to the Megantic Sub.

by DON MORRISON

[I began this article shortly after my visit to the Megantic Subdivision in July 1992 and then put it aside incomplete. I thought it to be a subject too close to the heart to be of general interest to readers of Branchline.]

CP Rail's application to abandon all lines east of Sherbrooke, Quebec, became front page news in November 1992. This prompted me to finish writing my story. I now offer this to Branchline with the hope that it will inspire readers who may be former, or present CP Rail employees who worked on the trains which travelled these rails, to write and record their stories for all of us who can only stand at trackside. D.M.]

What did you do for summer vacation? Invariably this question seemed to be the favourite discussion topic or homework assignment for teachers to dish out to returning students the first day back in school. In retrospect, I now wish instead of dodging the question with shy youthful nonsense, that I had written about what I really did. About train watching and other railway related activities in the 1960s when I spent my summers with my grandparents. Their house faced the railway crossing in the town of Milan, Quebec. The verandah was no more than 200 feet from the tracks and afforded a clear view of the main line from the crossing eastward for at least a tenth of a mile. A train watcher's box seat no less.

Milan was a station listed at mileage 14.8 on Canadian Pacific Railway's Megantic Subdivision. It had a passing siding and another shorter team track for the placement of railcars. Today, the Megantic Subdivision is the first 68.5 miles of CP Rail's Sherbrooke Subdivision and Milan has no longer been listed in their timetables since the removal of the passing siding and the team track.

My grandparents forever left Milan in 1976 and my last look at trains on the Megantic Subdivision was in 1981. After reading nothing but pessimistic news about the future of the Canadian Atlantic Railway, I knew it was time to take a long overdue return to my favourite subdivision in search of nostalgia, and to finally answer teachers' question about summer vacation.

On the morning of July 23, 1992, after months of thinking about it, I left the children with my parents and set out eastward toward Milan and Canadian Pacific's Megantic Subdivision. I was equipped with the railfan's standard fare: camera, film, scanner, notebook, pens, **Canadian Trackside Guide 1992**, and, of course, a striped engineer's cap with CP Rail on the front.

The quickest route east from Montreal is via autoroute 10, however, the first sighting of the CP Rail main line does not occur until the highway overpass between Foster, mileage 105.6 and South Stukely, mileage 100.9 of the Sherbrooke Subdivision. At exit 100 I crossed over to highway 112 which reasonably parallels CP Rail through to Magog. I stood the scanner up and turned it on as I paced the CP, hoping to pick up some indication of activity on the rails. There wasn't a peep. It is along this section of highway that Jim Shaughnessy took his 1954 photograph of train 41 which appears on page 11 of the BRMNA publication, "Canadian Pacific in the East (Volume two)". Today the CP Rail right of way was vacant.

After pausing at Lake Orford I crossed back to Autoroute 10 at entrance 115 (just west of Magog) headed south on autoroute 55 and connected with highway 108. The purpose of this routing was to bypass both Magog and Sherbrooke and also to briefly survey the former Massawippi Valley Railway and later Quebec Central Railway (CP Rail's Beebe Subdivision) which paralleled highway 108 from North Hatley to Lennoxville. While CP Rail officially abandoned the route several years ago, the rails were not lifted until the spring of 1992. (My reliable source kept me informed about the scrapping as it progressed.) While the destruction was efficiently thorough (I could not find a forgotten

spike or scrap around the areas examined), the picturesque wooden railway bridge in the town of North Hatley was intact albeit minus the rails. Ironically, it was this date that both the towns of North Hatley and Lennoxville chose to pave over the scars left in the roads from the removal of the railway crossings.

At Lennoxville I crossed both the CN and CP Sherbrooke Subdivisions and continued eastward on highway 108. Lennoxville is the junction where Via Rail's "Atlantic" makes its unusual manoeuvre to cross over from CN's Sherbrooke Subdivision to CP Rail's Sherbrooke Subdivision. Eastbound, the "Atlantic" on CN tracks will cross and clear the CP tracks. The train will then back up on the connecting track and enter the CP tracks. When clear, the "Atlantic" will proceed on the CP tracks, cross and clear the CN tracks it had just passed over and continue eastward on CP Rail to Saint John. Westbound, the "Atlantic" will reverse the process to cross from CP to CN. Incidentally, the connecting track was to allow CP Rail trains access over CN to and from CP Rail's Beebe Subdivision.

The Megantic Subdivision has the profile of saw teeth and follows the path of a cork screw. It may even be safe to claim this route has more curves than the Algoma Central Railway. Exiting eastward from Lennoxville, mileage 65.4, the alignment begins with a sharp curve leading up to a bridge over the Massawippi River followed by a seemingly endless series of curves uphill to Johnville, mileage 58.2, another former station and passing siding (lifted) no longer listed in the CP Rail timetables. The track straightens out and the first eastward uphill grade is crested near Birchton, mileage 52.1, at an elevation of about 1,007 feet. The descent into Cookshire, mileage 47.4, is another series of curves and reverse curves.

Literally, the foot of Cookshire was the next crossing of the Megantic Subdivision. The town was built on the side of a hill. The station was still there although in a state of neglect with the windows boarded up. It was evident that part of the building had been dismantled. The train order signal was gone, the passing siding had been lifted and there was little evidence to indicate there had ever been a Sawyerville Subdivision and a junction with it. Still no peep out of the scanner.

I continued eastward on highway 108 towards Bury. The climb steepens and is almost all uphill by road. Just east of the Cookshire station the Megantic Subdivision crosses the Eaton River and commences the second major eastbound uphill grade through to Gould, mileage 30.2. West of Bury I cut off from highway 108 to highway 214 east (the junction for 214 west is a about a mile earlier). Highway 214 passes just to the south of Bury, mileage 38.3, and there are a few locations where the Megantic Subdivision is visible from the road. The former train station still exists. Following its closure, the station was sold in the 1960s and moved back from the tracks.

There was a major mishap near Bury earlier this year. On April 30, a truck smashed into the side of train 281, a westbound freight enroute to Montreal. Three of the four RS-18u engines and 11 freight cars were derailed and the truck driver was killed in this tragic occurrence.

My journey continued eastward toward Scotstown on highway 214. The Megantic Subdivision follows a more northerly route through Long Swamp, mileage 33.7, a former siding which has been lifted, and Gould, a siding which is still in place. The second major eastbound summit, at an elevation of about 1,302 feet, is near Gould. From there the alignment proceeds downhill toward the Salmon River which it then follows uphill into Scotstown, mileage 25.0.

Scotstown was preparing for its major event of the year, a reunion for residents and former residents. Outside of town was a banner in Gaelic reading "CUID MILE FAILTE" with "welcome" and "bienvenue" beneath in smaller writing. Yes, this was deep in

Quebec in 1992. The train station in Scotstown was still there and in even more pitiful condition than the station at Cookshire. Too, the passing siding and all team tracks had been removed several years earlier. My scanner had been on all this time and still not a peep.

At the east end of Scotstown I left highway 214 and turned on to the Dell Road, an unpaved tertiary road through the wilds. The Dell Road crosses the railway just west of mileage 22.0. I parked the car at the crossing and hiked westward along the rails around the curve toward the quarry. In the 1960s, Canadian Pacific was quarrying the granite for the ballast now under the tracks of the Megantic Subdivision. Today all the quarry tracks are gone. I picked up a piece of granite (no shortage of this stuff) and turned back toward the crossing and continued eastward through several of the curves. There is a photogenic location of a reverse curve that allows a view of Megantic Mountain in the background; alas no train to complete the scene. I returned to the car to continue and the scanner came to life very briefly. While it was impossible to make out anything that was said it did indicate that something was going on somewhere. I decided to wait a while to see if anything would turn up. After half an hour of endless silence I gave up waiting.

I resumed my journey eastward along the Dell Road to the former community of Dell and at the junction chose to cross back to highway 214. The road quickly deteriorated into a two rut track and was almost to the point of being impassable for my car. With a wall of trees on each side it was impossible to turn around. Proceeding with a top speed of 5 kms per hour it was inevitable that I would meet a vehicle approaching from the opposite direction. Somehow we managed to find a location wide enough for both vehicles to pass and eventually I reached highway 214.

A westbound freight appears ...

At McLeod's Crossing, east of mileage 19.0, there were several yellow CP Rail maintenance trucks parked there. I concluded that it was their talking that had been picked up on the scanner earlier. Approaching Milan, and having just completed the turn at MacArthur's corner, I spotted a westbound freight train passing through town. Quickly the car was turned and I raced back toward Scotstown. At McLeod's Crossing I had just stopped and the crossing protection signals started. There was only enough time to grab the camera and take a couple of quick shots. It was back to the car and I continued my race against the train to Scotstown. I managed to arrive at the Scotstown train station ahead of the train and find a reasonably good location for a couple of pictures. Led by RS-18u's 1862 and 1847 the train came through town at 13:12 in a cloud of smoke from the brakes. The train had been descending the grade from Spruce, mileage 19.7, another former passing siding, and was slowing to the 35 miles per hour speed restriction commencing at mileage 25.0. At this point I gave up the chase, content to have seen and photographed a train on this line. Again I turned the car and continued my journey eastward to Milan, mileage 14.8.

The third and last major uphill eastbound grade on the Megantic Subdivision begins about a mile and a half west of Scotstown and continues through to about mileage 11.0 west of Nantes, mileage 8.4. This is the highest elevation of the Megantic Subdivision at about 1,703 feet. Interspersed are two significant downhill sags. The first is east of Spruce through McLeod's Crossing to just east of mileage 18.0. The second is from near mileage 14.0 to about mileage 12.5.

My brother owns a lot beside the tracks near mileage 16.0 and there I had planned to take a break for lunch. No sooner had I started my hike into the woods I heard something coming uphill along the tracks from Scotstown. With my camera locked in the trunk of the car I was unable to capture a record of the Sperry rail car proceeding eastward.

Following lunch and a short hike in the woods I walked along the tracks, took pictures of the Megantic Subdivision at various locations around Milan and remembered walks from many

years ago. The railway has changed much over the last 25 years. Along much of the route the telephone poles are all gone without a trace and welded rail has been installed. Fences are falling apart and trees are not cut back as far from the tracks as they used to be. In spite of the decline in traffic and less than daily train activity the rails are still shiny. The siding and team track are history. It was here long ago out of curiosity that I climbed up on top of an empty bad order reefer that had been set out and looked under the roof hatches into the ice bunkers.

An eastbound freight was crawling uphill ...

As I retraced the steps of my youth the afternoon wore on and the shadows grew longer. It was time to turn and head back to Montreal. At MacArthur's corner I decided to leave highway 214 to travel the entire Dell Road through to Scotstown. As I neared Scotstown I thought I heard a train whistle in the distance. Reaching the Scotstown end of the Dell road at highway 214 I could scarcely believe what I saw. An eastbound freight was crawling uphill out of Scotstown. So much for returning to Montreal before dark. I turned the car eastward on highway 214 and headed back to McLeod's Crossing. At the crossing I had ample time to choose a location for a couple of photos. Long before it came into sight I could hear the engines chattering as the train laboured uphill. A large area of forest had been cut clear several years earlier and new growth was short. There was an excellent view of the reverse curve east of where Spruce siding used to be, a view that wasn't possible before.

Leading was RS-18u 1849 followed by 1844 and 1807, another RS-18u and a fifth unidentified but different unit. 1849 eastbound consisted of nearly 70 cars, but I am not certain of the exact count. At the rear was Canadian Atlantic Railway official car 422990 (former caboose 434916) in what appeared to be a fresh coat of maroon paint and yellow lettering. With the train clear of the crossing at 18:05 it was back into the car for another chase. Knowing that I could not safely arrive in Milan ahead of the train, I decided to push on further east toward Nantes. About a mile west of Nantes a secondary road crosses the tracks near mileage 10.0 offering a good location for picture taking. I planned for my next meet with 1849 eastbound there.

Watching the Canadian Atlantic caboose cum official car round the curve and disappear from sight, I was faced with a difficult decision. Either chase the train to Megantic or turn and head back to Montreal. The right of way is all downhill from mileage 10.0 through to Megantic and this stretch has most of the tangent track on the Megantic Subdivision. 1849 eastbound would not be wasting time and it would be impossible to safely catch up. To give up the chase was a tough choice but I was not disappointed. I was elated! To chase and photograph two trains on my favourite subdivision in 1992 at some of my favourite locations was a satisfying personal triumph.

Today, train activity is light ...

Today, train activity on the Megantic Subdivision is light and less than daily. Via Rail's "Atlantic" covers the route eastbound late in the evenings on Mondays, Thursdays and Saturdays and westbound early in the mornings on Tuesdays, Fridays and Sundays. The Canadian Trackside Glide 1992 indicates that eastbound freight 280 originates in Montreal on Sundays to Thursdays inclusive and eastbound freight 290 originates on Mondays to Fridays inclusive. Westbound freight 281 originates in Saint John on Sundays to Thursdays inclusive and westbound freight 291 originates at Brownville Jct. Mondays to Fridays inclusive.

Given these indications, weekends are not an ideal time to railfan the Megantic Subdivision if you want to see trains. A word of caution if you go. Make certain your vehicle is reliable. There are plenty of big hills and some of them steep. Many roads to access locations are unpaved. And take a map.

Milles depuis Mégantic Miles from Megantic	Zone de triage Yard Limits	SUBDIVISION DE SHERBROOKE SUBDIVISION		Longueur en pieds - voie d'évitement Siding Capacity in Feet	Milles from Megantic	MEGANTIC SUBDIVISION		Train Order Office Signals	Car Capacity Sidings
		GARES — STATIONS					STATIONS		
0.0	2.0	MEGANTIC	KWYZ	Triage Yard	0.0	MEGANTIC	CKVWZ	G C	Yard
8.4		Jct. O.C. Jct. Q.C.R. 8.4 NANTES		9504	4.4	GLEN RIVER			53
25.0		16.6 SCOTSTOWN		Nil	8.4	4.0 NANTES		H I	110
31.0		6.0 GOULD		6878	14.8	6.4 MILAN			61
38.6		7.6 BURY		Nil	19.7	4.9 SPRUCE			51
47.4		8.8 COOKSHIRE		Nil	25.0	5.3 SCOTSTOWN		Z	70
52.6		5.2 BIRCHTON		5907	30.2	5.2 GOULD		C H	130
61.1		8.5 RACEY		5743	33.7	3.5 LONG SWAMP			55
65.4		4.3 LENOXVILLE		Nil	38.3	4.6 BURY			50
68.5	68.4 ↕ 69.9	Jct. CN Jct. C.N.R. 3.1 SHERBROOKE	WYZ	2480	42.4	4.1 ROSS			130
70.9		Jct. Q.C. Jct. Q.C.R. 2.4 LANDERS		5169	47.4	5.0 COOKSHIRE		Z	56
80.6		9.7 SHANKS		5963	52.1	Jct. Sawyerville Sub. 4.7 BIRCHTON		C N	
86.8		6.2 MAGOG		1296	54.8	2.7 BULWER			Nil
92.3		5.5 MOUNT ORFORD		5151	58.2	3.4 JOHNVILLE			65
105.6		13.3 FOSTER	Y	6358	60.7	2.5 RACEY			118
114.2		Jct. sub. Drummondville Jct. Drummondville Sub 8.6 BROMONT		6001	65.4	4.7 LENOXVILLE		Z	N O
125.6		11.4 BROOKPORT		Nil	68.5	3.1 SHERBROOKE	CKWZ	H O	Yard
		Jct. Adirondack and Newport Subs.				Rule 93a applies between Megantic and Lennoxville.			

These two extracts from CP employee timetables reflect the changes which have occurred on the Megantic Sub.

Above is an extract from Table 29, April 28, 1968, one of the last to list the Megantic Subdivision.

Left is an extract from Table 21, June 7, 1987. Note the absence of most stations following cessation of local passenger trains and removal of virtually all sidings and buildings.

CP RS-18u 1849 eastbound just west of mileage 10.0. The locomotive has just crested the grade at the highest elevation of the Megantic Subdivision and is beginning the 10-mile downhill run to Megantic, Quebec. Photo by Don Morrison.



"Crossing-over the Line" with Operation Lifesaver

by RAYMOND FARAND

It's a scene that's played out all too frequently on a Canada-wide stage. The night is black. Inside a darkened locomotive cab, the head-end crew is bathed in the faint yellowish-green light of the speedometer's glowing LED's. As the engineman and his running mate gaze intently into the darkness, distant level crossing protection has just been activated by their approaching train. Flashing pin-points of white light verify that everything appears to be functioning normally.

An instant after entering the crossing circuit, another pair of light's draws the crew's attention to the presence of a motor vehicle approaching the tracks from the engineman's side. It's a clear night, and as the vehicle shows signs of slowing down, there's no question that the driver is well aware of the train's presence.

As the motorist's forward momentum brings him ever closer to the tracks, the sound of a clanging bell and a purposeful 14L rise above the muffled roar of the locomotive's sixteen cylinder power plant. Things don't feel right as the second engineman stiffens in his seat and shouts out above the din, "He's gonna go!" The big diesel's horn is now blaring out a sharp repeated warning to the motorist who is clearly visible in the glare of the engine's headlights. An instant later the "VIA" slices through the level crossing at track speed with a potential statistic safely stopped only a few feet away from the right of way. As the tension subsides and the F40PH-2's bell cycles into silence, the hogger looks over at his mate and calmly exclaims, "He was thinking 'bout it!" The trip continues with no further mention of the close call. Such occurrences are dealt with almost routinely by railway employees all across the country, but there's no doubt that over the years it takes its toll. Is it any wonder that grade crossings give many in the running trades premature grey hair?

This particular incident had a happy ending because the rules of the road were obeyed, thus avoiding the addition of another statistic to an ever growing list of level crossing casualties. Arguably, weather conditions do on occasion play a determining role in such matters, but more often than not it's a motorist's carelessness or complete disregard of an approaching train that results in a tragic end to an otherwise avoidable accident. Education of the motoring public is, and will continue to be extremely important, if attitudes about trains are to change as we approach the year 2000.

People perceive trains as slow moving ...

The general misconception that trains in Canada do not operate at high speeds, when they operate at all, can sometimes lead to deadly consequences. In fact, a recent Angus Reid nationwide survey on level-crossing accidents identified some chilling statistics. While 61% of those surveyed encounter level crossings occasionally or often, and 11% per cent said that they had at some time been - or nearly been - involved in a level-crossing accident, 72% think that the maximum speed for trains is less than 80 km/h, and 55% less than 50 km/h. Trains travel up to 155 km/h, but perceptual psychologists have shown that because of trains' large size, people perceive them as moving at only a fraction of their true speed. As well, 41% think that all crossings are equipped with flashing lights or signals and gates. Finally, 20% of Canadians think that crossing accidents are the train's fault, although trains always have the right of way.

Changing public opinion represents a formidable challenge, but's it's one that the professionals behind "Operation Lifesaver" accept and pursue with great determination. For those of you not aware of Operation Lifesaver and its mandate, it is a project of The Railway Association of Canada and of Transport Canada, in cooperation with The Canada Safety Council and the provincial safety councils/leagues around the country, dedicated to educating the general public about the dangers of level crossings and trespassing near railway tracks.

A review of statistics compiled to mid-November of this year (see tables below), demonstrates that Operation Lifesaver continues to impact upon the public's awareness of railways in Canada. The number of crossing accidents this year has declined

Year	Accidents	Fatalities	Injuries
1981	763	82	451
1982	691	77	357
1983	567	60	285
1984	595	70	289
1985	606	58	335
1986	525	47	246
1987	459	50	278
1988	502	58	265
1989	469	85	286
1990	386	47	202
1991	403	61	246
1992 (to Nov 15)	320	65	212

Year	Incidents	Fatalities	Injuries
1980	177	97	80
1981	109	58	46
1982	91	50	40
1983	110	46	65
1984	100	43	59
1985	105	58	50
1986	86	38	47
1987	91	46	47
1988	110	47	64
1989	88	46	48
1990	86	50	39
1991	95	57	49
1992 (to Nov 15)	98	50	61

and shows signs of finishing the year considerably lower than the

figures posted in 1991. With a little luck, they may even improve upon the 1990 national total of 386, the lowest on record since the inception of the program back in 1981. The number of reported injuries resulting from crossing accidents has also declined about fifty percent during the same period.

Figures associated with trespasser incidents and casualties over the past 12 years are also encouraging and for the most part are holding steady. The challenge of educating the public with respect to the dangers of trespassing is probably an even more difficult task than that associated with grade crossings, because in many instances the trespasser is an adolescent. A growing number of today's youth is living through difficult times, resulting in a certain unpredictability of action that is hard for the Railways to defend against. As I write this article I am dismayed by a recent press clipping from "La Presse", a Montreal french language daily, dated November 27, 1992. The newspaper reports on a suicide pact between two teenage girls, 14 and 15 years old. Authorities believe that they threw themselves in front of a passing train near Longueuil, a city located across the St. Lawrence River from Montreal. Undoubtedly it's nearly impossible to prevent deaths such as this from occurring.



CP Rail Extra 9019 east prepares for departure from Farnham, Quebec, on November 24, 1992. Behind Calgary-based SD40-2F No. 9019 is railway technology exhibit car 91 (converted from RDC-2 9108) and business car "Wentworth". Photo by Raymond Farand.

"Officer on the Train" introduced ...

In its quest for new and imaginative ways of capturing the public's attention on matters of railway safety, the industry has recently introduced Canadian motorists to a new level crossing safety program called "Officer on the Train". Initially introduced in the United States in 1987, it has now been endorsed by Canada's major railway companies including those responsible for Operation Lifesaver. The program's goal is to reinforce public awareness of the dangers presented by grade crossings through a vigorous campaign designed to lay charges against traffic law violators who choose to ignore activated crossing warning devices, ie. flashing lights, bells and barriers. It is hoped that the financial implications of such irresponsible actions, specifically a fine, will accelerate the learning process. Here's how it works.

Officers from the provincial police force, along with officers from the home railway's own investigation department, climb aboard the lead locomotive of a train operating over a selected subdivision. With the help of a video camera they observe and record evidence of motorists breaking the law as they cross in front of the approaching train. Immediately after an infraction has occurred the law enforcement official radios a description of the vehicle, along with its direction of travel, to fellow officers in patrol cars strategically located near selected crossings along the train's route. The motorist is stopped and issued with either a warning or a ticket. Tickets can carry a fine of as much as \$200 per infraction along with a loss of between three and nine demerit points.

Seven infractions over 64 miles ...

On November 24, 1992, the "Officer on the Train / Policier à bord" program was introduced for the first time to the province of Québec, after a successful debut in Ontario earlier this same year. CP Rail System, with the close participation of the Sûreté du Québec, six municipal police forces from the Eastern Townships region of the province and Operation Lifesaver, collaborated to operate a special train over portions of the Adirondack and Sherbrooke Subdivisions between the communities of Farnham and Sherbrooke, Québec. This area was identified as

a prime location for such an exercise in part due to the fact that between January 1, 1989, and the beginning of November 1992, there had been nine near misses or accidents between the two urban centres, over a stretch of track that contains 37 mechanized (protected) level crossings. The accidents resulted in two fatalities and eight injuries, involving several vehicle types including private automobiles, trucks and school buses.

The special train consisted of DRF-30y (GMD SD40-2F) locomotive 9019, railway technology exhibit car 91 (nee RDC-2 9108), and business car "Wentworth". Members of the media were invited aboard to ensure that the safety message was transmitted to the general public. A video camera was located in the cab of the locomotive with a feed to a monitor in the RDC 91. This enabled guests and railway officials alike a view of the operation as it unfolded "live" in front of the advancing train. Both your president David Stremes and I found the concept to be most interesting and effective, as I will describe later.

The train departed Farnham at 09:09 and followed a schedule which saw it arrive at the station in Sherbrooke approximately an hour and a half later, some 64 track miles to the east. Some of the CPES representatives on board included Acting Assistant Superintendent, Y. Perron; Deputy Superintendent, J. Serena; Director of Public Safety Awareness, G.D. McKechnie; and Quebec Division Accident Prevention Co-ordinator, S. Gallagher. Other VIP's included the National Director for Operation Lifesaver, Benoit Levesque; Sûreté du Québec Commandant, T. McDonald; and various officials from Transport Canada, Transport Québec and the "Ligue de sécurité du Québec".

By all accounts, the exercise lived up to everyone's expectations. As a result of the day's efforts, seven infractions were witnessed by officials, and recorded on video tape. This resulted in the issuing of six traffic tickets, each in the amount of \$100. Along with the fine each surprised driver lost three demerit points. Hopefully the one driver that got away, presumably due to logistical problems, saw the report on the late night news and will be more careful the next time he's approaching railway tracks. Authorities are confident that word of the event will spread quickly after the various news media air or publish their reports throughout the province.

So motorists "beware", the next time you cross-over the line, you may end up paying the fine. ☺

Letters to the Editor

FAVOURABLE COMMENTS ON BROCKVILLE AND WESTPORT ARTICLE ET AL: Please allow me to include my 2.14 cents (GST included) worth of comments on Mr. Jago's memories of the Brockville and Westport (Branchline, October 1992). It is impossible to accurately describe my pleasure reading such articles as I continually find myself living in the mid-50s to mid-60s period. I feel that any of us who lived and matured in that period, notably 1956 to 1960 period, are indeed fortunate both from the railroad aspect and a more relaxed period where families were close and there still was a respect for authority which seems to be sadly lacking in too many incidents lately ... I am continually amazed at how thorough Branchline covers the Canadian railway scene each month with the 'up-to-the-minute', almost, news reporting as well as historical articles by Duncan, etc. How you all manage to collect so much and find the time to get it in print is nothing short of mind-boggling. [signed "railfully yours" ... George Matheson] [The editorial staff also finds it "mind-boggling" that we manage to do it every month! ... Ed]

BROCKVILLE AND WESTPORT - IMPORTANT INFORMATION DISCLOSED: Just a short note to say I enjoyed the article on the Brockville and Westport in the October Branchline. It brought back some memories of when I was an Operator at Napanee during 1943 and 1944. At that time trains 337 and 338 were the Brockville & Westport trains which operated into Napanee on Tuesdays and Fridays, and returned on Wednesdays and Saturdays. They would turn the engine and combine on the wye and service the engine, by dumping the ashes, filling the tender with coal from large buckets holding two or three tons, take water, etc. A night watchman would show up two nights a week from Belleville and would have steam up for the morning switching and making up the train before departure.

Now, the above does not agree with the text under the picture on page 9 of Branchline which indicates they tied up at Yarker, which could be true for 1951. But if this happened, I would be more inclined to think it was a temporary arrangement due to a derailment or possible trackwork. The last timetable I have is June 1947 which indicates trains 337 and 338 operated to and from Napanee. [signed ... George Horner]

[Note from the Author: Both Mr. Horner and I are correct. The Yarker reference comes from a Canadian National public folder for 1940 (see below). I was unable to find reference to the Napanee operation until Mr. Horner's note which is corroborated by Timetable 78 (June 25, 1950) for Canadian National's Belleville Division as submitted by Jim Brown. Operations between Forfar and Napanee are handled by M337 (Tuesday and Friday) and M338 (Wednesday and Saturday). A copy of the respective timetables is provided to simplify the explanation for the Forfar to Westport portion.

It is unfortunate that my Yarker faux pas was not picked up at the time I first alluded to this combining of trains in the March 1989 issue of Branchline. But, as stated above, both Mr. Horner and I are correct in our statements. My conclusions were based on CN's public folder effective December 1, 1940 which shows 337 and 338 only operating between Forfar and Yarker. Service from Yarker to Napanee was held by Ottawa/Napanee trains M445 and M446 as well as Tweed/Napanee trains M330/M327 (ex-Tweed) and M328/329 (ex-Napanee) via the former Bay of Quinte Railway. Given that the BOQ between Yarker and Tweed was

WESTPORT SUBDIVISION

NORTHWARD TRAINS				Time Table No. 78 Effective June 25th, 1950		SOUTHWARD TRAINS	
SECOND CLASS		Stations	Miles from Lyn. Jct.	Station Number	Train Order Office or Phone	THIRD CLASS	
389 Mid. Wk. and Sat.	385 Mid. Tu. and Fri.					386 Mid. Wk. and Sat.	340 Mid. Tu. and Fri.
L 8:40	R 8:50	LYN JCT.	0.00	4500	F	A 4:05	R 4:05
8 9:50	8 10:00	LYN.	1.13	3732	.....	R 3:55	R 3:55
8 9:50	8 10:00	FORTSTON	0.85	3738	.....	F 3:35	F 3:35
8 9:50	8 10:00	ATHENS	13.41	3727	T	.....	R 3:30
8 10:35	8 10:45	LYNDHURST	22.37	3725	T	.....	R 2:55
8 11:05	8 11:15	DELTA	24.90	3724	.....	.....	R 2:35
8 11:05	8 11:15	PHILLIPVILLE	29.59	3723	.....	.....	R 2:20
L 12:15	F 11:50	FORFAR	31.11	3714	T	.....	R 2:10
F 12:20	F 11:40	CROSBY	32.44	3722	T	.....	F 2:00
F 12:30	F 11:50	NEWBORO	35.93	3721	.....	.....	F 1:50
A 12:45	A 12:05	WESTPORT	48.51	3720	T	.....	L 1:40

SMITHS FALLS SUBDIVISION

WESTWARD TRAINS					EASTWARD TRAINS				
THIRD CLASS		SECOND CLASS		STATIONS	SECOND CLASS		THIRD CLASS		
387 Mid. Tu. and Fri.	445 Mid. Ex. Sunday	446 Mid. Tu. and Fri.	888 Mid. Wk. and Sat.		446 Mid. Tu. and Fri.	888 Mid. Wk. and Sat.	888 Mid. Wk. and Sat.	888 Mid. Wk. and Sat.	
R 8:00	OTAWA, BANK ST.	
.....	JERRILL	
.....	MIRAMICHI	
.....	PALMFIELD	
.....	TWEEB	
.....	REIGNING	
.....	SWYDE HILL	
.....	
.....	SMITHS FALLS	
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BROCKVILLE, FORFAR, YARKER AND WESTPORT

TABLE No. 157 (Eastern Time)			
Miles	M335 Tue, Thu, & Fri.	M336 Tue, Thu, & Sat.	M337 Tue, Thu, & Fri.
0.0	7:30	.....	.....
4.0	7:40	.....	.....
5.1	7:50	.....	.....
12.9	8:15	.....	.....
14.5	8:30	.....	.....
16.3	8:45	.....	.....
17.6	9:00	.....	.....
24.0	9:30	.....	.....
28.1	9:45	.....	.....
33.1	10:00	.....	.....
35.1	10:25	.....	.....
36.7	10:42	.....	.....
39.9	10:55	.....	.....
44.5	11:05	.....	.....

officially abandoned on May 31, 1941, it may be likely that M337 and M338 had their runs extended to Napanee to compensate for the loss of service over that portion of the line, other than M445 and M446, caused by the demise of Napanee/Yarker/Tweed service. I leave it to the readership to corroborate or refute my conclusions.

As a final note on the Brockville and Westport, actual trackage has almost been laid to rest. During October 1992, the CN portions of the Brockville wye were dismantled. Not everything has been removed, however. On December 8, a quick check revealed that trackage beyond the west wye switch, approximately 300 feet, was still in situ. "Sic transit gloria"

In closing, my sincerest thanks to George Horner and Jim Brown for adding a little more to the B&W story as well as prompting me to once again peruse the book *Lost Horizons*, Donald Wilson's excellent chronicle of the Bay of Quinte Railway, an important part of eastern Ontario's railway heritage.

Now, does anyone have pictures of the engine facilities at both Yarker and Napanee? ... Philip B. Jago

"REMEMBER WHEN" IN ERROR?: In the November 1992 Branchline, Page 9 item "Remember When?", I believe an error has been made in the second paragraph. Perhaps it is my memory which "ain't" like it used to be but the following is my recollection:

a) Day trains #41 and #44 operated Daily except Sundays, departing Toronto and North Bay about 09:00, running via Barrie and Huntsville. What was done by the ONR beyond North Bay I cannot recall.

b) Evening train #49 departed Toronto at 18:00 and Kapuskasing at 15:15, operated Daily except Saturday from Toronto and Sunday from Kapuskasing, used the Beaverton route east of Lake Simcoe. The southbound train on the CNR south of North Bay was #50 and we locals knew these trains as the "Northland". I have no argument that Timmins was the prime terminus for most ONR trains and most were quickly remade at Porquis for those portions going on to Kapuskasing via Cochrane. All sleeping cars were operated by "Pullman Corp." and even had a sleeping car conductor to Timmins. The lone Kapuskasing sleeper, coaches, baggage, etc. were cut out at Porquis Junction. Southbound #50 arrived in Toronto at 08:00.

c) Overnight train #47 departed Toronto at 23:59 on the heels of #3 "Continental" which left at 23:30, both via the Barrie route as far as Washago. Southbound from North Bay was #46 running via Barrie, arriving in Toronto at 07:30. Train #4 "Continental" from Vancouver was routed via Beaverton one hour ahead of #50 "Northland", arriving Toronto at 07:10. [signed ... C. Calvin Conquer] ♣

50 Years Ago - A Selection of Canadian National Passenger Consists

by GEORGE HORNER

Date	Train	Loco	Cars	Date	Train	Loco	Cars	Date	Train	Loco	Cars	Date	Train	Loco	Cars	
MONTREAL to TORONTO				TORONTO to MONTREAL				MONTREAL to OTTAWA				HALIFAX to MONTREAL				
23/12/42	1/5	6145	10	23/12/42	1/6	5293	9	25/12/42	1	6184	14	26/12/42	1/1	6208	15	
"	2/5	6219	9	"	2/6	6205	14	07/01/43	1	6208	11	"	2/1	6167	9	
"	3/5	6201	11	"	3/6	5702	14	10/01/43	1	6225	14	"	3/1	6211	12	
"	4/5	6144	11	"	4/6	6403	14	"	"	"	"	02/01/43	1	6205	13	
"	5/5	6158	16	"	5/6	5704	14	30/12/42	47	6200	11	07/01/43	1	6202	12	
24/12/42	Adv.5	5107	6	"	6/6	6133	16	01/01/43	1/47	6200	12	10/01/43	1	6170	11	
"	1/5	6212	12	25/12/42	1/6	6404	14	"	2/47	6208	8	"	"	"	"	
"	2/5	6400	10	"	2/6	5703	10	02/01/43	47	6213	11	01/01/43	3	6213	10	
"	3/5	6213	12	"	3/6	5702	15	03/01/43	1/47	6019	8	02/01/43	3	6182	12	
23/12/42	1/15	6404	12	24/12/42	1/14	5562	6	"	2/47	6200	12	06/01/43	3	6175	11	
"	2/15	6206	13	"	2/14	6402	13	06/01/43	47	6200	10	24/12/42	1/59	6170	12	
"	3/15	6218	11	25/12/42	1/14	6226	13	OTTAWA to MONTREAL				25/12/42	2/59	3212	5	
"	4/15	6402	15	"	2/14	6402	13	24/12/42	1/2	5060	7	02/01/43	59	6172	13	
"	5/15	5112	7	"	3/14	6218	14	25/12/42	2/2	6019	11	07/01/43	2/59	6201	15	
"	6/15	6203	10	10/01/43	1/14	5567	7	01/01/43	1/2	5057	5	HALIFAX to MONTREAL				
24/12/42	1/15	6135	11	"	2/14	6404	12	"	2/2	6200	10	24/12/42	1/2	6207	13	
"	2/15	5704	12	"	3/14	5701	12	26/12/42	48	6018	8	"	2/2	6205	12	
"	3/15	6403	12	24/12/42	1/16	6219	17	30/12/42	48	5562	8	28/12/42	1/2	6189	10	
"	4/15	6156	12	"	2/16	6132	8	02/01/43	48	6208	8	"	2/2	6188	9	
"	5/15	5610	4	28/12/42	1/16	6146	10	06/01/43	48	6022	9	30/12/42	2	6168	14	
"	2/15	6214	12	"	2/16	6216	14	07/01/43	50	6200	12	07/01/43	4	6175	14	
"	3/15	6226	10	"	3/16	6224	14	10/01/43	50	6200	11	10/01/43	1/4	6214	14	
"	4/15	6217	12	"	4/16	6003	4	"	"	"	"	"	2/4	6217	10	
"	5/15	6205	15	24/12/42	1/18	6156	10	ISLAND POND to MONTREAL				25/12/42	60	6182	16	
29/12/42	1/15	5700	12	"	2/18	5700	13	01/01/43	11	3702	9	07/01/43	1/60	6177	14	
"	2/15	5703	12	23/12/42	202	6135	13	03/01/43	111	6022	7	"	2/60	6187	12	
"	3/15	6183	12	24/12/42	202	6202	9	06/01/43	11	3433	6	10/01/43	60	6175	13	
"	4/15	6400	9	27/12/42	202	6218	14	QUEBEC to MONTREAL				01/01/43	27	2567	6	
"	5/15	6217	10	BROCKVILLE to MONTREAL				26/12/42	26	5586	5	02/01/43	27	3465	5	
07/01/43	1/15	5701	9	26/12/42	26	5283	5	30/12/42	26	5283	5	MONTREAL to ISLAND POND				
"	2/15	5704	11	01/01/43	26	5703	7	01/01/43	26	5250	5	10/01/43	12	5283	9	
"	3/15	6212	10	02/01/43	26	5250	5	06/01/43	26	5283	5	07/01/43	109	1326-	5071	9
24/12/42	1/17	6402	15	06/01/43	26	5283	5	QUEBEC to MONTREAL								
"	2/17	5702	15	BROCKVILLE to MONTREAL												
24/12/42	19	6017	16	BROCKVILLE to MONTREAL												
23/12/42	201	6301	14	BROCKVILLE to MONTREAL												
24/12/42	201	6158	12	BROCKVILLE to MONTREAL												
27/12/42	201	6212	11	BROCKVILLE to MONTREAL												

NOTE: 1326 is a 4-6-0; 2567 is a 2-8-0; 3xxx are 2-8-2s; 5060-5610 are 4-6-2s; 5700-5704 are 4-6-4s; 60xx are 4-8-2s; 61xx-6226, 6301 and 6400-6404 are 4-8-4s (6226 was brand new).

Along the Right of Way



SPECIAL MOVE: On October 24, a 260-tonne steam generator commenced a rail trip from Thunder Bay, Ontario, to Dow Chemical's plant in Fort Saskatchewan, Alberta. The \$1.8-million Netherlands-built generator is 13.4 metres long, 4.6 metres wide and 4.9 metres high. It was moved to Thunder Bay on the M.V. Stellamare and placed on Transalta Utilities' 400-ton depressed centre flat car CAPX 1001. The car is equipped with hydraulic side shift and lift.

The train included CN SD40 5170, two idler grain hoppers, one idler gondola, two idler grain hoppers, CAPX 1001, CN miscellaneous house car 70067 (built from an express-reefer) for service personnel and a CN caboose. (Bryan Martyniuk)

TO THE SCRAPPER: On November 26, a 'hospital train' hauled ten RS-18 units from Montreal to Sidbec-Feruni in Contrecoeur, Quebec, for scrapping. Included were Nos. 3100, 3103, 3111, 3625, 3644, 3646, 3661, 3673, 3682 and 3832. Powering the train were SW1200RS's 1296 and 1300 at one end and 1305 and 1308 at the other.

RELIC FROM STEAM ERA SAVED: The water stand pipe (hydrant) at Cape Tormentine, New Brunswick, was moved to the National Museum of Science and Technology in Ottawa in November 1992.

Steam locomotives last operated in the area circa 1959. The steel water tower remains in use by the community. Also still in place is a 90-foot turntable, complete with air motors. The Tormentine Sub. from Sackville to Cape Tormentine (35.4 miles) was recently dismantled. (Earl Roberts)

CP Rail System

REAR-ENDED: On October 28, Heavy-Haul U.S. (Soo Line) Train 214 rear-ended stopped Train 560 at 45 mph east of Columbus, Wisconsin. Lead unit SD60 6019 suffered considerable front end damage; trailing SD60 6013 received lesser damage; caboose 121 was demolished in the accident. Fortunately, the conductor on Train 560 was carrying out a ground inspection and was not injured. (Bryce Lee)

ON THE ROAD AGAIN: Three diesel units previously retained by CP Rail in Quebec City for historical purposes, departed Montreal on September 19 as part of a 'hospital' train as far as Winnipeg (November 1992 Branchline). FA-2 4090 and FB-2 4469 were en route to the Cranbrook Railway Museum, and H16-44 8554 was destined to High River, Alberta.

After some seven weeks in Winnipeg, the three units continued their westward trek on November 14, arriving in Calgary on November 18 for movement to final destinations. (Bruce Chapman)

CONSTRUCTION AND REROUTING PROGRAMS: The Delaware & Hudson Railroad, and its parent Canadian Pacific, have started a multimillion dollar construction and rerouting program in Pennsylvania. Work is underway on upgrading the 65-mile Wilkes-Barre to Sunbury line to make it part of a route for traffic to and from the south; a new intermodal was recently opened at Taylor Yard, just south of Scranton; D&H-CP, with the cooperation of Norfolk Southern, has launched a new five-day-a-week service between the Port of New York and Chicago.

On November 13, the Governor of Pennsylvania announced a \$77 million plan to widen Conrail tracks, raise bridge clearances and modify tunnels to allow the use of double-stack containers. The work involves the Conrail line from the Ohio-Pennsylvania border eastward to the Port of Philadelphia, and the D&H-CP line from Binghamton, New York, south through Pennsylvania to Reading where it joins the main Conrail line to the Port of Philadelphia. D&H-CP operates over Conrail track from Binghamton to Wilkes-Barre and down to Reading. In addition to the Pennsylvania plan, Conrail will spend \$3.1 million to raise clearances along 112 miles of track from the Ohio/Pennsylvania border to Cleveland. (*Reading Eagle / Reading Times*, 03/11/92 and 14/11/92, thanks to Robert Wanner)

COLOURFUL: On November 14, an eastbound freight through London, Ontario, was headed by SOO SD40A 6409, Helm former KCS SD40-2 671 (lettered CP Rail - enroute to AMF in Montreal for an engine change), SOO SD40 6401, and CP SD40-2 5640. Bringing up the rear was SOO caboose 141. (Don Kew)

TEST TRAIN: In late-November, a test train was assembled to check tunnel clearances between Kamloops and Vancouver. Powered by SD40-2 6004, the train included CP boxcar 410005 (with icicle breakers); double-stack container car DTTX 54117 with two 48-foot containers; National Research Council's former CP Dynamometer Car 62; double-stack container car DTTX 54447 with two 48-foot containers; and CP caboose 434733.



HOSPITAL TRAIN: Heading west on the Winchester Subdivision on September 19, 1992, was a variety of equipment, some destined for museums, some for repairs, and many pieces for scrap. Six cars behind SD40-2 Nos. 5669 and 5619 powering the 50-some car train was CP 2-8-2 No. 5468 destined to a museum in Revelstoke. Following were three locomotives from CP's historical collection - H16-44 No. 8554 enroute to a museum in High River, Alberta, and FA-2 4090 and FB-2 4469 enroute to the railway museum in Cranbrook, B.C. Photo by Ross Harrison.

Clearance difficulties were encountered on the first two attempts, resulting in the test train being stored pending further tunnel modifications. (David Meridew)

ON DISPLAY: GO Transit's APCU 910 and single level coaches 1081 and 1088, stored by CP Rail in Montreal for most of 1992, were displayed at various locations to the north of Montreal on November 21 related to proposed expansion of commuter services in the Montreal area. Brief stops were made at Gare de l'Avenue-du-Parc in Montreal, near Boul. St-Martin in Laval, at Ste-Thérèse, and at Blainville. The GO equipment was hauled by CP Rail RS-18u 1842.

The set was displayed at St-Jerome on November 22 and 23. For the expanded service, the Quebec government has agreed in principle to purchase 80 of GO Transit's 85 remaining single level coaches. (Bruce Chapman)

LAST TRAIN: On December 4, RS-23s 8026 and 8038 hauled the last cars out of McCain Foods in Florenceville, N.B. The line is now closed after McCain lost an appeal of the line abandonment. (Bruce Chapman)

CORRECTION: The date of the photo of CP FP7A 1422 at Glacier Station (December Branchline, page 17) should have read May 23, 1965, not March 23, 1965. Glacier would have been knee deep in snow in March!

Shortly after the 1965 photo, No. 1422 was renumbered 4066 and remained so until sold to VIA Rail in 1978 and was again renumbered 1422 in 1979. It was rebuilt in 1980 and renumbered 6566. It met a tragic end on February 8, 1986, when, as the lead unit on the "Super Continental", it was in a head-on collision with a CN freight at Hinton, Alberta. (David Meridew)



TO THE RESCUE: On November 27, F40PH-2 6445, the lead unit on the westbound "Canadian", failed at Winnipeg. Summoned to pilot the nine-car train was CN's recently remanufactured SD40u 6000. The 6000 was on the point of No. 1 from Winnipeg to Vancouver with the 6445 tucked in behind. Trailing the motive power was F40PH-2 No. 6402 which provided HEP (and traction) from Winnipeg to Jasper where it was replaced by No. 6451. (Geoffrey Peters, James Brock and Ken McKenzie)



CN SD40u 6000 leads VIA's "Canadian" at Edmonton on November 28, 1992. Photo by Geoffrey Peters

MISCELLANEOUS

PASSENGER EXTRA: On October 9, a Bluewater Charter Special carrying 260 passengers operated from Pontiac, Michigan, to Kitchener for the Octoberfest celebration. Two GTW 5800-series GP38-2s powered the seven-car train to Port Huron where CN GP40-2L(W) 9505 took over. The cars, all lettered BMC, included:

- Baggage-Dormitory 9486 (ex-VIA/CN 9486, exx-CN sleeper 2069 - "Valrita", nee NYC 10417 - "Haverstraw Bay");
- stainless steel coach 6017 (ex-Amtrak 6017, exx-Amtrak 5204, exxx-SCL 5204, nee 6219);
- stainless steel coach 832 (ex-Amtrak 5293; nee Southern 832);
- stainless steel coach 829 (ex-Amtrak 5290; nee Southern 829);
- "Canadian Flyer" coach 5302 (ex-VIA 5302; nee CN 5302);
- "Canadian Flyer" coach 5307 (ex-VIA 5307; nee CN 5307);
- "Canadian Flyer" coach 5226 (ex-VIA 5226; nee CN 5226).

The train returned to Pontiac on October 11. (Tempo Jr.)

PASSING THROUGH: On October 15, ex-Genesee & Wyoming C-424m's 62 and 63 traversed southern Ontario on CP lines enroute to the Minnesota Transfer Railway Co. in St. Paul, Minnesota. The units were ex-D&H 462 and 463; exx-Conrail 2479 and 2482; nee Erie Lackawanna 2405 and 2408. (Tempo Jr.)

STRANGER IN ST. THOMAS: On November 14, a Norfolk Southern train at CN's St. Thomas, Ontario, yard included Southern Pacific B36-7 7762 (built 1984) as a trailing unit. SP units rarely visit Canada. (Don Kew)

STATION RESTORATION UNDERWAY: Renovations of the 80-year-old former Dominion Atlantic Railway station at Wolfville, Nova Scotia, are underway. Title to the station and station lands was recently transferred to the Town of Wolfville.

The first phase of converting the building into a library commenced in mid-November. Old interior walls and floors will be replaced and plans call for the basement to be filled with concrete to prevent flooding. Original doors, windows and wainscoting will be preserved. The exterior will be restored almost to original state with few alterations.

A large model of the locomotive "Blomidon", built by DAR staff around 1912, will be displayed in the new library. The "real" "Blomidon" was a regular on the Kentville to Halifax run. (Chronicle-Herald, 27/11/92, thanks to Glenn Wallis)

ENVIRONMENTAL ASSESSMENT STUDY: GO Transit has initiated an Environmental Assessment Study for the proposed expansion of the Richmond Hill GO Rail service. The study area includes the 16 km section of the existing rush hour only service between Oriole Junction and Richmond Hill, with the provision of a 12 km extension of service to Vandorf on CN's Bala Subdivision.

The proposed service improvements would see seven rush hour trains in each direction, plus 90-minute off-peak service. Major plant improvement alternatives are under consideration, including an additional track, new stations locations and a new layover site near Vandorf. Following information sessions held in November, and the assessment of project alternatives, a refined scheme will be available for public review early in 1993. (Thanks to Adrian Telizyn)

UPDATE: Last month we reported that Winnipeg's venerable and historic "Countess of Dufferin" is about to go on display in the concourse of the VIA Rail station.

The 120-year locomotive was moved to Track 1 of the VIA Rail depot for public display between from October 9 to 12. Through the cooperation of VIA Rail, the Midwestern Rail Association has been permitted to temporarily house the grand lady pending raising sufficient funds to create a fitting "Countess Gallery" in the proposed Rail Heritage West Museum at "The Forks", adjacent to VIA's depot. (Morgan Turney) ♦

Notes from The Gazette (Montreal): October 22, 1918 -

"The opening of the Canadian Northern Railway via Mount Royal tunnel and the new terminal on Lagauchetiere street yesterday is about the only public event advertised of late that has not been cancelled by the epidemic, and punctually at 8:15 the first through train for public service left the new terminal for Ottawa and Toronto ... At any other time the accomplishment of so important an undertaking as this would doubtless have been celebrated in a special way, but there was a complete absence of ceremony yesterday." (Thanks to Gus Portelance)

Notes from The Gazette (Montreal): October 28, 1856 -

"The Grand Trunk Railway was opened yesterday for traffic through from this city to Toronto. One can hardly overestimate the advantages to be derived from this much desired consummation ... The train left Toronto at 7 o'clock in the morning and reached this city at 20 minutes past 9 o'clock in the evening. Here is indeed matter for rejoicing ... Parties desirous of inviting their friends to the Railway Celebrations must send in their names before noon today, when the lists will be closed."

This was the first Montreal-Toronto rail link. The railway celebrations on November 12 and 13 included a mile-long parade lauding traditional trades and industries, a banquet in the Grand Trunk Railway's Point St. Charles shops and a formal ball in the great hall of Bonsecours Market. (Thanks to Gus Portelance)

Notes from the Revelstoke Review: 20 Years Ago - 1972

A new "point-to-point" radio system - the first development of its kind for CPR - has been put into operation. The radio network gives dispatchers voice communication for the first time with trains anywhere on the 254-mile division. (Thanks to David Meridew)

The Motive Power Scene including equipment items

Many thanks to Bruce Chapman, Ray Corley, Ross Harrison, Kenneth Lanovich, Conrad Mainville, Pierre Alain Patenaude, Mark Perry, Gus Portelance, Geoffrey Peters, Elbert Simon, Adrian Telzyn and Tempo Jr.

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



CN REMANUFACTURED GP9s: (p1-15, 1-17) GP9u 7074 (nee 4278, serial A1635) was released from AMF on November 16; GP9u 7077 (nee 4571, serial A1307) was released on November 23. Both are assigned to Montreal.

NEW UNITS RECEIVED: Deliveries of CN's additional 25 General Electric Dash 8-40CM Nos. 2430-2454 commenced in mid-November, with all 25 to be delivered by mid-December. All have been assigned to Calder Yard in Edmonton for maintenance.

Sister units 2400-2429, built in 1990 and assigned to Montreal, will be transferred to Calder Yard in early-1993. In late-1992, 52 Calder-assigned SD40-2(W) units (Nos. 5299, 5301-5346, 5348, 5350, 5351, 5353 and 5359) will be reassigned to Montreal for maintenance.

CN RETURNED TO SERVICE: GMD1s 1900 and 1910.

CN STORED SERVICEABLE (* added since last issue):

- RS-14s 1752, 1754, 1757, 1758, 1760, 1764 and 1765 (at Moncton);
- GMD1s 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay);
- C-630Ms 2022*, 2029*, 2034* and 2035*;
- M-636s 2305-2308, 2310, 2313-2316, 2319*, 2320, 2322-2324, 2327-2329, 2333, 2337-2339 (at Moncton);
- RS-18s 3627, 3675 and 3684* (at Moncton);
- GP40-2(W)s 9657 and 9665 (on lease to the AAR Test Center in Pueblo, Colorado).

CN STORED UNSERVICEABLE (* added since last issue):

- S-13 111;
- SW1200RS's 1211, 1231*, 1244, 1252, 1286, 1291*, 1302* and 1322*;
- M-636 2336;
- GP9s 4212, 4267, 4276, 4393, 4462 and 4506;
- GP38-2(W)s 4766 and 4770;
- SD40s 5073, 5084, 5134, 5159 and 5166 (destined to the 6000-series rebuild programme);
- SD40-2(W) 5278 and GP40-2L(W) 9588 (both lost in a July 19, 1992 washout at Exton, Ontario - both units, along with retired C-630Ms 2005 and 2007, have been abandoned where they landed).

GTW DOINGS: Retired Caterpillar-powered S-4s 1000 and 1001 have been sold to the Louisville, New Albany and Corydon Railroad in Corydon, Indiana.

U.S.-BOUND: 16 clerestory-roofed heavyweight commuter coaches have been acquired by U.S. purchasers: Nos. 4941, 4954, 4962, 4981, 4983, 4989-4992, 4996, 5046, 6606 and 6608 have been purchased by a Tom Brown of New York City (lettered TVBX); No. 5033 has been acquired by Theodore Miller of Rochester, New York for service on the Lowville & Beaver River (lettered LBR); Nos. 4978 and 4979 have gone to Mark Kavouksorian for service on the Adirondack Centennial Railroad at Thendara, New York (lettered ADCR) where they join former CN commuter coaches 5060, 5061, 5066 and 5067.

(As of November 1, the Adirondack Centennial had carried 62,000 passengers between Thendara and Minnehaha, New York, a distance of 4.18 miles, in its first year of excursion operation. Your editor incorrectly showed Minnehaha as Minne Lake in the December Branchline)

NOTE: All clerestory-roofed commuter coaches have been removed from service. The Montreal-Deux Montagnes commuter line is now serviced by 5 CN 'Canadian Flyer' coaches (Nos. 5062-5065 and 5070) and 35 coaches leased from VIA Rail, hauled by 13 electric locomotives (6 GE box cabs; 4 English Electric box cabs; 3 GE steeple cabs). Rounding out the fleet are 16 multiple-unit electric cars.

GOING STATESIDE: Steel caboose 79270 is destined to a purchaser in Howes Cove, New York.



RELEASED: GATX SD40-2 2009, leased to Delaware & Hudson, was released from AMF in mid-November after main generator repairs; CN remanufactured GP9u's 7074 and 7077 (see above); three former Santa Fe SD45-2s have been rebuilt as Trona Railway SD40-2s 3001-3003.

ARRIVED: Helm-owned former Kansas City Southern SD40-2 671 (to be purchased by CP Rail) arrived at AMF in mid-November for engine and turbocharger replacement.

CP Rail System

113 UNITS STORED SERVICEABLE (* added since last issue):

- C-424s 4208 and 4243;
- C-630Ms 4500, 4501 and 4503 (all remaining C-630Ms);
- M-630s 4508, 4511, 4550, 4551, 4555-4557, 4559, 4561, 4562*, 4563, 4565, 4567, 4568*, 4569*, 4570* and 4571-4573 (i.e. all remaining M-630s);
- M-636s 4702*, 4703*, 4704*, 4705*, 4706*, 4707*, 4708*, 4709, 4710*, 4712*, 4713*, 4714*, 4715*, 4716*, 4718*, 4719*, 4721, 4723, 4725-4727, 4729*, 4730*, 4731*, 4733-4736, 4738-4740, 4742 and 4743 (i.e. all remaining M-636s);
- M-636m 4711* (Caterpillar-powered, previously stored unserviceable pending repairs - was utilized in early-December to test repaired components);
- GP30s 5000* and 5001*;
- GP35s 5002*, 5003*, 5004, 5005*, 5006, 5008*, 5010*, 5011, 5012* and 5013*;
- SD40s 5509, 5513*, 5514*, 5517, 5518, 5521*, 5524*, 5526*, 5531, 5536* and 5550*;
- SD40-2s 5569-5573, 5614, 5625*, 5635*, 5673*, 5681, 5685, 5943*, 6026*, 6027*, 6028* and 6073*;
- SW8s 6701 and 6708;
- SW900s 6712, 6713 and 6719;
- RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044.

STORED UNSERVICEABLE (* added since last issue):

- GP7u 1500 (accident);
- GP9u 1517 (accident);
- RS-18s 1826, 1827 and 1863* (accident);
- GP35s 5007 and 5009 (accident);
- SD40s 5401, 5402, 5411, 5501 and 5557* (rebuild program);
- RS-23s 8018, 8020, 8030 and 8039 (failures);
- SW1200RS 8160* (fire).

RETURNED TO SERVICE: SD40s 5502, 5506 and 5508.

CABOOSE PRESERVED: Steel caboose 434540 has been acquired by the MacTier Historical Association in MacTier, Ontario.



REPAIRED: LRC Coach 3346 and LRC Club Car 3470, damaged in a fatal grade crossing accident at Coteau-du-Lac, Quebec, on February 11, 1992, have been repaired at Bombardier's Millhaven, Ontario, facility.

'HEP' PROGRAM UPDATE: During October and November 1992, the rebuild of the following seven former CP Rail stainless steel cars to Head-End Power was completed by AMF: Coaches 8101 and 8116; Sleepers 'Chateau Richelieu' (8222), 'Blair Manor' (8307) and 'Bliss Manor' (8308)*; Dome-Observation Sleepers 'Banff Park' (8703) and 'Revelstoke Park' (8711). [108 of the 157 planned conversions have been completed]

Entering the program at AMF during October and November were: Skyline 501; Sleepers 'Chateau Latour' (14212), 'Chateau Lauzon' (14213), 'Chateau Varennes' (14227), 'Chateau Vercheres' (14228), 'Christie Manor' (14316), and 'Dawson Manor' (14319); Diners 'Acadian' (16501) and 'Emerald' (16507).

During October and November 1992, the rebuild of the following five former U.S. Budd-built cars to Head-End-Power was completed by Septa Rail: Coaches 8136 and 8141; Baggage Cars 8619, 8622 and 8623. [7 of the 24 cars awarded to Septa Rail for conversion have been completed]

PURCHASED: Three additional former Amtrak Budd-built coaches

have been acquired from U.S. sources for eventual conversion to Head-End Power: 5423 (built 1946 as Richmond, Fredericksburg & Potomac 804); 6022 (built 1947 as Seaboard Air Line 6224); 6806 (built 1947 as Pennsylvania 4063).

SOLD: F9B 6626 and FPA-4 6791 to Century Locomotive Parts (Montreal Locomotive Sales) in Lachine, Quebec; Dayniter 5731 to Ontario Northland Railway (delivered with previously reported Daynites 5711 and 5730 and Coach Cafe-Lounge 3024 on December 8); Sleeper 1136 - "Endeavour" and Steam Generator Units 15415 15438, 15440, 15441, 15456, 15468, 15485, 15488, 15489 and 15490 to General Scrap in Winnipeg.

MISCELLANEOUS

OVERHAULED: During November/December, Burlington Northern B30-7A Nos. 4041, 4087, 4093 and 4119 were released from overhaul at General Electric's Montreal facility.

STILL IN TORONTO: The November **Branchline** reported that retired TH&B NW2 No. 51, acquired by Port Stanley Terminal Rail, had been moved from Hamilton to Toronto in late-September for repairs. At press time, No. 51 remained stored at CP's Agincourt Yard, coupled to CP's retired S-2 switcher 7010.

FROM THE BUILDERS: The first 10 of 42 U30C units being constructed by General Electric Canada for the Iranian Railway were being tested in early-December. Road numbers will be 2022-2063. The first ten units are scheduled for shipment by boat from Montreal in March 1993.

General Motors in London has completed delivery of 50 SD60Ms (Nos. 6316-6365) for Union Pacific; 13 narrow-gauge GT26CU-2 units are being built for Zimbabwe; and the first of 45 SD60M units (Nos. 5500-5544) for Conrail are nearing delivery.

AMTRAK ORDERS: Morrison Knudsen has been awarded a US \$100 million contract to construct 50 Viewliner sleepers for delivery starting in 1995, with an option for an additional 50. Each car will contain 12 economy bedrooms, 3 deluxe bedrooms, a porter's room and a shower. Bombardier also bid on the contract.

The order to General Electric for the construction of 32 AMD-103 locomotives has been increased by 24 units. Of the 56 units on order, 37 will be delivered in 1993 and 19 in 1994. Included in the 1994 deliveries are 10 dual mode (diesel and electric) units.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: (p2-4) Prince Rupert Grain Terminal's S-6 No. 1219 (ALCO serial 81433, built 12/55 as Southern Pacific 1052, later renumbered 1219), moved in mid-November to Relco, a dealer in Illinois, renumbered RE-899.

IN THE FAMILY: (p2-10) Canada Cement Lafarge's GE 50-Ton No. 3 (serial 32255, built 11/54) has moved from its Steep Rock (Manitoba) facility to its Floral (Saskatchewan) plant.

RELOCATED: (p2-15) Two GE units owned by Merrilees (dealer) were recently trucked out of Ivaco's facility at L'Orignal, Ontario: GE 65-Ton (serial 30807, built 2/51 as Canadian Refractories No. 1) has been moved to Daishowa Paper in Limoilou, Quebec; and GE 45-Ton (serial 30747, built 5/50 as Canada Cement No. 2 at Belleville, Ontario) has been moved to Merrilees' shop in Laval, Quebec, for overhaul.

POWER SWAP: (p2-25) Petromont (formerly Union Carbide Canada) in Montreal East, Quebec, has taken delivery of SW1200RS No. 0178, ex-CN 1218 (GMD Serial A759, built 5/56 as CN 1589 and renumbered in 6/56 to 1218). The unit was overhauled by Merrilees (dealer) at its Laval facility.

No. 0178 replaced SW9 No. 0176 (EMD Serial 14920, built 10/51 as Atlantic Coast Line 694) which is for sale.

LONG HISTORY: Former Conrail GP8 (GP7u) 5404, being readied by A. Merrilees (dealer) for service at Quebec & Ontario Paper's Baie Comeau (Quebec) plant (December **Branchline**) has a long history. It was built by EMD in 12/50, serial 12011, as Erie GP7 1217. It retained the same number when the Erie-Lackawanna Railroad was formed in 1960. When absorbed into Conrail in April 1976, the 1217 briefly became 5947 until upgraded by Illinois Central Gulf to GP8 5724 in November 1976. Shortly after, it was renumbered 5404:2 and carried that number until retired by Conrail in April 1991.

ON THE PRESERVED SCENE

DONATED: General Motors (McKinnon Industries) in St. Catharines, Ontario, has donated their one-of-a-kind model GMDH3 diesel hydraulic switcher No. 2128 to the South Simcoe Railway Heritage Corporation in Tottenham, Ontario.

The three-axle unit, built by General Motors in London in January 1960

(serial A1813) as demonstrator No. 275, is powered by one 8V-71 275 hp engine. It became the plant switcher at McKinnon Industries in October 1963.

Four other diesel hydraulic demonstrator units, all centre-cab model GMDH1 with B-B trucks, were built by GM in London:

1) No. 1001 (serial A1597, built December 1956) served as GM's plant switcher in London from April 1958 to the mid-1970s. It reposes today at the National Museum of Science and Technology in Ottawa;

2) No. 600 (serial A1713, built September 1958) was sold in May 1962 to the Federal Railways of Brazil;

3) No. 800 (serial A1811, built September 1959) was sold in May 1961 to the Electric Reduction Co. It is presently utilized by Dome Petroleum in Kaybob, Alberta;

4) No. 801 (serial A1812, built October 1959) was sold in May 1962 to a contractor for use by the West Pakistan Water Power & Development Authority (Mangla Dam).

ON THE TRANSIT SCENE

CONTRACT AWARDED: The Toronto Transit Commission has awarded a contract to Bombardier for the construction of 216 aluminum subway cars. The order is worth at least \$567 million over the next seven years. The value of the order could climb to \$1.04 billion because of four options for the purchase of up to 286 additional cars. The project will create 400 jobs at Bombardier's former UTDC assembly plant in Thunder Bay, Ontario.

The first six cars are scheduled for delivery in 1995, with 70 additional cars in each of 1996, 1997 and 1998. The new cars will result in the retirement of the 36 M-1 cars (Nos. 5300-5335) built by MLW in 1962/63, and the remaining 160 H-1 cars (Nos. 5336-5387 and 5392-5499) built by Hawker Siddeley in 1965/66. ☐

NTA Decisions / Hearings

LEVIS LINE ABANDONMENT DELAYED FIVE MONTHS: The National Transportation Agency has issued an order amending the date of abandonment of the Montmagny Subdivision from mile 111.35 (Harfaka) to mile 119.12 (St-Romuald) from October 30, 1992, to April 3, 1993.

A principal reason for the delay is a statement from CN "that it will be materially and effectively impossible for VIA Rail Canada to complete the construction of the new VIA passenger station at Charny by October 31, 1992, the effective date of the abandonment of the operation of the branch line." Order No. 1992-R-364 (14/10/92).

NTA TO RECONSIDER CN APPLICATION: The NTA filed notice on November 27 that it will reconsider CN's application to abandon the portion of the Uxbridge Subdivision from mileage 38.88 to mileage 40.31. CN originally applied to abandon from mileage 0.0 (Lindsay) and mileage 40.31 (Stouffville) in 1989, but was denied permission for the segment between mileage 38.88 and 40.31.

CP FILES NOTICE OF APPLICATION FOR ABANDONMENT: CP has applied for authority to abandon that portion of the Waterloo Subdivision in the Province of Ontario, between mile 13.0 and mile 15.8, including the 1.0-mile Ottawa Street Spur off mile 13.2 of the Waterloo Subdivision, and the 0.4-mile Kent Avenue Spur off mile 0.6 of the Ottawa St. Spur. The line was constructed by the Berlin, Waterloo, Wellesley and Lake Huron Railway Company in the first decade of this century. This trackage later became part of the Grand River Railway Company which was leased to the Canadian Pacific Railway Company for a term of 99 on January 1, 1908. The Grand River Railway Company is wholly owned by Canadian Pacific Limited.

CN FILES NOTICES OF APPLICATION FOR ABANDONMENT: CN has applied for authority to abandon that portion of the Athabasca Subdivision between Legal (mile 32.2) and Athabasca (mile 93.1) in the Province of Alberta. The line was constructed between the years 1911 and 1912 by the Edmonton and Slave Lake Railway, and was opened for traffic on August 8, 1912. This company became part of the Canadian National Railways during the 1920s. Carload traffic handled on the subdivision for the years 1989 through to 1991 was 1,232, 931, and 74 carloads respectively, almost exclusively grain shipments. The last train to operate over this portion of the Subdivision was on January 13, 1991.



NEW ARRIVAL: Canadian National's newly-delivered GE Dash 8-40CM No. 2430 is ready for service at Calder Yard in Edmonton, Alberta, on November 27, 1992. No. 2430 is the first of 25 of the 4,000 horsepower units to be delivered before the end of 1992. The units ride on reconditioned trucks from retired MLW C-630M units. The units are almost identical to 30 Dash 8-CM units delivered in 1990 - one noticeable difference is the two colour light cluster versus the three colours on the earlier units. Photo by R.F.M. McInnis.

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