September 1993 $3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Greater Winnipeg Water District
X2000 in Eastern Canada
Calibrating Gauges

ISSN 0824-233X

Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

Membership/subscription rates for any 12-month period (11 issues) are:
$32.00 for addresses within Canada;
$32.00 in U.S. funds (or $39.00 in Canadian funds) for addresses in the United States;
$37.00 in U.S. funds (or $45.00 in Canadian funds) for addresses outside North America.
Please direct all membership/subscription correspondence to: Membership Chairman, Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9412 = expiry with the December 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:

Managing Editor and Motive Power Editor
Earl W. Roberts
33 Eastpark Drive
Gloucester, Ontario K1B 3Z6
Internet: ah157@Freenet.carleton.ca

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

Features Editor
David P. Stremes
214 Belford Crescent
Ottawa, Ontario K1Z 7B1
Internet: ad460@Freenet.carleton.ca

Earl Roberts and David Stremes can be contacted on Fidonet at 1:163/277, or through Railfan Canada echo. Contact the moderator, Chris Hall, at 1:163/277 for more information.

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 who handle distribution.

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

Printed by Quadrapress Inc., Ottawa, Ontario.

Tourist Railway Association Inc.

VOLUME 32, NUMBER 8 **SEPTEMBER 1993**

ON SHEET

MEETINGS

A **regular meeting** is held on the first Tuesday of the month, September to June, in the Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30. Coffee and donuts will be available for a small fee. **September 7** - Ron Ritchie, retired Assistant to the President of CP Rail, will give us an illustrated presentation on the Quebec Central Railway.

An **informal slide night** is held on the third Tuesday of the month, September to June, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. **Tuesday, September 21** - Bring out your slides, be they current ones or oldies. Share your experiences, memories and skills.

AVAILABLE FROM THE 'SALES DESK'

Canadian Trains Calendar 1994: featuring the excellent photographic work of Nils Huxtable and others. The colour shots feature steam, diesel and electric action. Available at $9.95, plus $3.00 shipping, plus $0.91 GST when shipped to a Canadian address. Ontario residents please add $0.80 PST.

Locomotive Cards: Railfan '93 Canada - 1993 Locomotives and Caboose Roster Series Collector Cards - 76 cards in 2½" x 3½" format. Available at $19.95 each plus $3.00 shipping, plus $1.61 GST when shipped to a Canadian address. Ontario residents please add $1.60 PST.

Canadian Trackside Guide 1993: This year's 520-page edition is available at $15.95 plus $2.00 shipping and handling, plus $1.26 GST when shipped to a Canadian address. (See page 2 of the June **Branchline** for details)

Timetables: The Society has a large number of timetables, both operating and public, for sale. Over 500 are available - here is your chance to expand or start your timetable collection. The timetables are from the mid-1960s to the present and cover mainly Canadian lines, but there are a few American timetables as well. While we have multiple copies of some, many are one-of-a-kind items, so those who order quickly will receive the best selection. Send a $5.00 cheque or money order to BRS, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1, for a sample and a large listing.

Wanted: Glenn Roemer, 125 Galloway Drive, Sherwood Park, Alberta, T8A 2N1, is looking for Canadian Atlantic Railway timetables #14, #15 and #17, and CP Rail timetable #46. Glenn is willing to purchase them or trade for timetables he has (he has several CP Rail colour cover timetables from British Columbia as well as CN's Western Canada #1. Please contact Glenn at the above address.

On the Cover: Two phases of dieselization on the Great Winnipeg Water District Railway. The top photo shows the company's fleet of GE 44 tonners, now for sale. Below is RS-23 202, one of three MLW units that replaced the 44 tonners. Details on Page 8. Photos taken in St-Boniface on June 3, 1992, by Pierre Ozorák.

Press date for this issue is August 10
Deadline for the October issue is September 13

Information Line

NATSCO RECEIVES "QUALITY SHIPPER AWARD": Canadian National has certified National Steel Car of Hamilton, Ontario, as a "quality shipper". The certification means that NATSCO meets a new Supplier Quality Certification Standard recently established by CN to streamline its annual $900 million purchasing process. (**Hamilton-Burlington Spectator**, 29/06/93, thanks to Clive Spate.

NEW SERVICE FOR PERISHABLES: Canadian National has established a new intermodal service for handling perishable Canadian seafood products. The company recently invested in the purchase of diesel generators to supply electricity to refrigerated containers transported on doublestack trains. With the modifications, CN will now be able to handle seafood products destined for Asia and Europe. According to Al Gillies, vice-president of intermodal, the temperature-controlled service is expected to generate substantial new perishables business for CN. (**Financial Post**, 26/06/93, thanks to David Stremes)

NEW CUSTOMS CLEARING SYSTEM WILL HAVE A MAJOR IMPACT UPON TIME SAVING: Canadian National, in cooperation with Revenue Canada Customs and Excise, has embarked upon a project at the Sarnia Gateway that will help slash three days off transit times of northbound US-Canada shipments. The project will allow importers, Revenue Canada and rail carriers to use electronic data interchange technology to relay information, thus eliminating the current manual system. The project will be a major boost for the productivity of CN's new Sarnia Tunnel, the only transborder tunnel capable of handling doublestack container trains and tri-level automobile cars. (Financial Post, 26/06/93, thanks to Dave Stremes)

CHANGE OF OWNERSHIP POSSIBLE FOR QUEBEC BRIDGE: The federal government is exploring the possibility of transferring ownership of the historic Quebec Bridge to Canadian National and the Quebec Ministry of Transport. The huge cantilever structure which spans the St. Lawrence River is in deteriorating condition. The Quebec Bridge is a combined road/rail structure and carries Canadian National's Bridge Subdivision, providing a gateway to Quebec City for VIA Rail Canada and Canadian National trains. An agreement is expected before year end. (**Le Soleil**, 28/06/93)

SYSCO SMILING ABOUT RAIL ORDER: The Sydney Steel Corporation (SYSCO) has recently concluded an agreement with Canadian National for the largest rail order made by the company in seven years. The order - for 60,000 tonnes of rail - is worth $40 million. The order is good news for SYSCO, a perennially money-losing Nova Scotia crown corporation which is currently for sale. SYSCO officials predict that business could improve by as much as 50% in the coming fiscal year. (**The Daily Gleaner**, 09/07/93, thanks to H. Fred Deakin)

POLICEMAN SHOT: A CN Policeman in Central Station was shot with his own revolver during an incident in Central Station on July 23. As he was going off-duty, the officer was attacked by a man wielding a crowbar. In the ensuing scuffle, the perpetrator managed to steal the policeman's gun and shoot him in the abdomen. The attacker was able to escape through a series of basement corridors. The officer - a 30-year veteran - is in critical condition. He is only the third Montreal CN policeman in twenty years to be fired at in the line of duty.

CN has a police force numbering 200 officers across Canada. Of that, some 40 officers are based in Montreal. The mandate of CN Police is to protect CN property, railway lines and the cargo and passengers who travel on them. The Criminal Code contains specific provisions about crimes committed on railways.

CN Police recently appointed a new chief. He is Raymond Charest, previously Deputy Chief. Charest replaces outgoing Chief Peter Danylewich who retired on June 30 after 40 years on the force. (**Montreal Gazette**, 22/07/93 and 23/07/93, **Keeping Track**, thanks to W.J. Radford)

ALBERTA RESOURCE RAILWAY FOR SALE: The Province of Alberta has announced that it will seek to sell the 233-mile Alberta Resources Railway. The ARR is owned by the province and operated by Canadian National. Its main stem runs from Hinton (on CN's Edson Subdivision) to Grande Prairie. There is also a branch running from Peace River (on the former Northern Alberta Railway and now owned by CN) to a nearby pulp mill. The line is freight only and runs through some spectacular countryside. (Thanks to Ken Jones)

TRURO BUYS FORMER CANADIAN PACIFIC RIGHT-OF-WAY: Truro, Nova Scotia, has concluded a deal with Canadian Pacific for the purchase of a portion of CP's one-time Truro Subdivision. The land acquisition will allow the town to develop a better traffic system. The Truro Subdivision, connecting Truro with Windsor on the Dominion Atlantic Railway, was abandoned in 1986, with all trackage removed during 1986/87. The line is noteworthy for the fact that it carried the last mixed train to be operated by CP Rail. The train made its last run on October 26, 1979. The last coach regularly assigned to the run (No. 1303) is now part of the collection of the National Museum of Science and Technology in Ottawa. (**Truro Daily News**, 08/06/93, thanks to Andrew Blackburn)

QUEBEC PURCHASES FORMER STE-AGATHE SUBDIVISION: The Province of Quebec will purchase the right-of-way of the abandoned Ste-Agathe Subdivision from Canadian Pacific. The 200 kilometre line, which passes through the Laurentian Mountains to the north west of Montreal, will be used for recreational purchases, with the focus on the construction of a bicycle path. (**Montreal Gazette**, 23/07/93)

COMMUTER RAIL SYSTEM FOR LOWER FRASER VALLEY DISCUSSED, GOVERNMENT IS OPTIMISTIC THAT SOMETHING WILL HAPPEN: CP Rail, Burlington Northern and the Government of British Columbia are examining the development of a commuter rail network linking Mission with Vancouver. In mid-June, local and provincial politicians were given a rail tour of the proposed network by CP and Burlington Northern, utilizing CP Rail RDC-2 No. 91. Their reaction was enthusiastic, notwithstanding an $80 million price tag for the project, of which $50 million would be for new track, park and ride facilities and other infrastructure.

According to BC Finance Minister Glen Clark, a commuter rail system "does look like a real possibility ... the government has been pushing hard. We are on a fast track."

The proposed service would originate in Mission. It would use CP track between Mission and Port Coquitlam where it would branch into two lines. One line would run north through Coquitlam and along the Burrard Inlet waterfront through Port Moody and Burnaby before terminating at the Seabus terminal in Vancouver. The other line would pass through south Coquitlam and central Burnaby along the Burlington Northern before linking up with CP track along the waterfront. (**Vancouver Sun**, 22/07/93)

CAR ABANDONMENT HEARINGS CONCLUDE, BUT NOT WITHOUT CONTROVERSY, DECISION EXPECTED BY END OF AUGUST: Public hearings into the fate of Canadian Pacific operations in Atlantic Canada were concluded in early July. Over the course of nine days in Saint John and one day in Sherbrooke, a three person panel from the National Transportation Agency heard a number of arguments both for and against CP Rail's application to abandon all of its operations in the province of New Brunswick, the impact of which would be the loss of direct rail service between the Port of Saint John and central Canada.

Predictably, the debate was highly charged, especially during the

hearings in Saint John. Officials for Canadian Pacific contended that the operation was "bleeding" the company to the tune of $50,000 per day. The company went on to dispute a number of "expert" claims that abandonment would have a negative impact upon Saint John, citing the fact that the port facility had already lost major status and was in reality a regional port which relied principally upon local traffic that could be easily handled by trucks.

In opposition, the Province of New Brunswick criticized CP for its actions and predicted that closure of the line would have a major impact upon the province's road network which is not in the best of shape.

As evidence of the seriousness with which the provincial government sees the issue, the hearings even heard from Premier Frank McKenna. McKenna was particularly adamant about the impact on the road network that the abandonment would bring. He also argued that loss of the line would deprive New Brunswick of "strong mix of transportation infrastructure" and hurt the Province's attempts to attract industry.

On other fronts, the hearings witnessed some drama when attempts were made to unseat NTA Panel Chairman Gilles Rivard on the grounds that his recent review of the National Transportation Act put him in a conflict of interest. In the report, Rivard recommended that the Act should be amended to delete sections that dealt with transportation as a key to regional economic development. In the end, Rivard remained in his post, the NTA arguing that he had "an open mind and [would] fairly consider the evidence."

Efforts also failed to have the proposed abandonment subject to environmental review. Proponents of the review have contended that the NTA should have automatically turned down CP's abandonment application for environmental reasons. The NTA Panel saw otherwise, however. On the fourth day of the hearings, Chairman Rivard said that the application had been reviewed and the NTA was already satisfied that "the proposal would not cause any adverse environmental effects."

Shippers had a go at CP's application with a number of allegations flying about concerning CP's refusal to offer competitive prices for potential traffic. Industrial giant J.K. Irving used National Transportation Week as an occasion to deliver a major speech condemning CP's plans and its marketing and sales activities. An official with Lantic Sugar Limited went even further, claiming that CP deliberately turned down business that could have increased railway revenues by about $19 million over the past five years.

Opponents to the proposed abandonment did receive one possible positive news item. On June 18, Fundy-Royal MP Bob Corbett disclosed that the House of Commons Standing Committee on Transportation has called for a moratorium on rail abandonments pending the development of a national rail network. What this will mean on existing activities is anyone's guess, however.

During hearings in Sherbrooke, CP was accused of intentionally losing money on the CAR operation. The accusation was made by a representative of Eka Nobel, a chemical company located in Magog. The company was also accused of using invalid numbers to prove that the line was losing money with a real debate taking place about whether the CAR should be seen as a branch line or part of CP's main line and therefore subject to different accounting criteria in terms of generating a profit.

In terms of U.S. opposition to the abandonment application, the State of Maine offered to assume ownership of the right-of-way in the State, amounting to a 322 kilometre segment. The offer, however, was declined by CP Rail. The company is still faced with receiving Interstate Commerce Commission approval to abandon all U.S. trackage. A spokesperson for the ICC indicated that this process would be similar but much longer than the NTA proceedings. (**The Daily Gleaner** and **the Telegraph Journal**, various issues between 11/06/93 and 01/07/93, thanks to Scott Anthony and H. Fred Deakin and the **Bangor Daily News**, 25/06/93)

FORMER LONDON STATION TO BECOME BAR AND RESTAURANT: The former CP Rail station in London, Ontario, has been sold to four restaurant owners from Kingston, Ontario. They plan to convert the 101-year-old Romanesque Revival style building, designed by Bruce Price of Windsor Station fame, into a bar, restaurant and pool room geared to London's college and university crowd. CP Rail occupied offices in the station until 1989 when they sold the building to Decade Corporation, formerly Decade Development. (**London Free Press**, thanks to Mike Lindsay)

SUBMISSIONS SOUGHT FOR REDEVELOPMENT OF McADAM STATION: The Village of McAdam, New Brunswick, has established a committee to study the feasibility of redeveloping the local CP Rail station. The station, which once boasted a hotel, has been designated a national historic site and a heritage railway station under federal information. (**The Daily Gleaner**, 23/06/93, thanks to H.F. Deakin)

VIA

STATION BECOMES WINNIPEG'S NEWEST SHOPPING MALL: The VIA Rail station in Winnipeg has become the city's newest shopping mall. Located adjacent to the junction of the Red and Assiniboine Rivers and the historic "Forks" tourist district, the station is now under a program of adaptive re-use. During the month of June, VIA officially opened Union Station Market, a collection of more than 30 locally-owned stores. The shops are only the first phase of a project that will see the opening of a restaurant and lounge on the opposite side of its huge domed rotunda from the shops. The rotunda itself is seeing new uses. According to a project spokesperson, it is becoming a venue for concerts, trade shows and fashion shows. Of Manitoba Tyndal Stone construction, the three-storey station was built between 1908 and 1911 by the Grand Trunk Pacific Railway as a symbol of Winnipeg's role as a transportation capital. (**Winnipeg Free Press**, 12/06/93, thanks to Jim Lewis)

CORPORATION RECORDS MODEST GAINS FOR FIRST HALF OF 1993: With one-half of the fiscal year under its belt, VIA Rail released its key performance indicators in early July. System-wide passenger carryings are up by 1.3% over 1992 while revenue is up by 7.5%. Total revenues amounted to $72.5 million while the company to date has carried 1.7 million passengers. (**Canadian Press**, 16/07/93)

BC RAIL

BC RAIL STRUCK: On July 19, 1,600 unionized BC Rail employees began a strike, a month after the seven unions were in a legal position to strike. The action culminated months of fruitless negotiation and several weeks of working to rule, rotating strikes and other forms of labour protest. The workers have been without a contract since December 31, 1992.

The government-owned company, Canada's third largest railway, offered a 42-month contract with a 2% annual increase for three years and 1% for the remaining six months. The unions wanted a 30-month contract with a 2.05% increase in the first year, 2.2% in the second year, and 1.1% in the last six months, along with a cost of living allowance that would be triggered if inflation was above 3 per cent in the second year and 1.5 per cent in the final six months.

Ray Callard, the chair of the Council of Trade Unions, said BC Rail wants the employees to conform to the public-sector wage guidelines for other Crown corporations. "We are not going to bow to the belief that we are public sector workers. We're saying we are a public company that works in the private market and had a $50 million profit last year and a president that got a 15.6% increase."

Callard said the difference between what the company offered in wage increases and what the union is asking is "one-twentieth of one per cent." BC Rail is adamant that there is no room for a cost of living clause allowance as part of a settlement.

Caught in the middle are British Columbia businesses that can't get their goods to market, passengers and tourists with tickets but no trains, and convention planners who thought they had booked a steam train but ended up getting steamed. Business leaders are miffed as to how the two parties in the dispute allowed an agreement to slide through their fingers when it seemed they were so close together. Communities hit hard by the strike are demanding that the B.C. government pass back-to-work legislation. The mayor of Quesnel said he is frustrated that the government has failed to designate BC Rail an essential service.

The general manager of the B.C. Trucking Association, which represents 300 companies, said "this strike cannot help but be beneficial to our industry. We have plenty of capacity in the industry to do this work."

Forestry products account for 60 per cent of the railway's cargo volume, but some forestry officials say they will use trucks and they're not as worried about a long strike as they would have been compared to 10 or 20 years ago. It is a different story for Teck Corporation's two coal mines in Tumbler Ridge. Once the stockpile in Prince Rupert is shipped to Japan, there is no alternative route to the West Coast.

Barrie Wall, BC Rail spokesman, said truckers have already got a large piece of the railway's business. With the first hint of labour troubles in June, many companies went to the competition. "The main problem will be to get that business back when this strike is over," he said.

The strike is also hampering U.S. railroads who interchange with BC Rail. The strike has crippled Union Pacific's rail barge service between Vancouver and Seattle while Burlington Northern reported that cars for BC Rail were becoming backlogged at its Everett, Washington, terminal.

BC Rail estimated that the strike has cost it $800,000 a day in lost revenue. BC Rail's last strike, in 1990, lasted 25 days and cost $12.5 million in lost revenue. The strike was still in effect at press time. (Various issues of the **Vancouver Sun** and **Vancouver Province**, thanks to Dale Whitmee)

RAIL CAR CONTRACT AWARDED: BC Rail has awarded a $6 million contract to Trenton Car Works (Nova Scotia) for the construction of 150 new lumber flat cars. The cars are designed to facilitate the loading of bundled lumber. Delivery is expected during March 1994. (**Canadian Press**, 21/07/93)

Elsewhere in the Industry -

NEW CHAIRMAN TO BE CHOSEN FOR GO TRANSIT: On June 29, GO Transit Chairman Lou Parsons announced that he had been asked to step down from his post. Parsons had served as Chair of GO Transit for the past 13 years and had overseen major expansions in commuter rail services during his tenure. He was appointed in 1980 by the Conservative Government of Bill Davis and managed to survive the Liberal sweep of David Peterson in the mid-part of the decade. Now the New Democratic Government has asked him to step down. Parsons has been asked to stay on until a new chair can be appointed. The preferred candidate appears to be David Hobbs, former deputy minister of municipal affairs in Ontario. (**Toronto Star**, 30/06/93 and 27/07/93

FARE HIKES AND SERVICE REDUCTIONS GO INTO EFFECT: Towing the provincial government line, GO Transit implemented service reductions and fare increases, effective July 5. The 125,000 commuters who use GO on a daily basis got back from the weekend to be confronted by a 2% fare hike and reductions in train frequency. The government hopes to slash $4.3 million from GO's operating budget through this and other measures. Meanwhile, Toronto media have criticized the government for its handling of GO Transit, especially when the service is now being copied by Miami and Los Angeles. The **Toronto Star** editorialized that GO service cuts "baffle many southern Ontarians, they are raising eyebrows in many other North American cities, where GO is widely respected." (**Toronto Star**, 05/07/93)

"ROCKY MOUNTAINEER" - RUMOURS OF A SELLOUT ARE PREMATURE: Sometimes success can be too good. Take the popular Rocky Mountaineer Railtours service in western Canada. Since starting up in 1989, the trains have been operating at or near capacity with many tourists unable to secure bookings. This has been both a boon and a curse. This year, although business is healthy, the company is not experiencing sell-outs. And they don't have the economy to blame. Rather rumours abound that all trains are "sold out". The situation has meant less than a sell-out on the popular trains, prompting company officials to issue a press release on June 30 to the effect that there was still plenty of room for tourists wishing to partake of "the most spectacular train trip in the world." Further information is available by contacting the Great Canadian Railtour Company at 1-800-665-7245. (Great Canadian Railtour Company Limited, **Press Release**, 30/06/93)

INTERNATIONAL PASSENGER SERVICE TO VANCOUVER A STEP CLOSER: Resumption of international rail passenger service to Vancouver has moved $25 million US closer. The state of Washington has voted that amount for signalling and track improvements to the Burlington Northern line between Everett and the Canadian border. The state is working to an October 1994 target date for reviving passenger service that was abandoned in 1981.

Rather than reinstate the customs stop at Blaine, Washington, arriving and departing passengers will be cleared or pre-cleared through customs at Vancouver's Pacific Central Station, which would preclude making a passenger stop in New Westminster.

British Columbia has said it has no money to devoter to upgrading the 56 kilometres of line between the international border and Vancouver. (**Vancouver Province**, 02/06/93, via Dale Whitmee)

AEROSPACE PARTS IN RAIL LOCOMOTIVES: Darlan Aerospace Canada Limited has announced a contract with General Motors Canada for the supply of drive shafts and traction motor main poles for SD60 and SD70 diesel locomotives. (**Montreal Gazette**, 09/07/93)

REVISE RULES TO HELP SHORT LINE OPERATORS: Tom Payne, president of the Central Western Railway Corporation, the first **bone fide** rail short line company in Canada, thinks that the federal government should do something about streamlining rules and regulations. Payne's remarks were made during a recent panel on the future of short lines in Canada. Payne also disclosed that the Central Western is seriously considering the purchase of CN's Murray Bay Subdivision which links Quebec City with Clermont on the north shore of the St. Lawrence River. (**The Pembroke Observer**, 29/06/93)

WISCONSIN CENTRAL GOES INTERNATIONAL: In an extreme case of U.S. manifest destiny, Wisconsin Central, the largest regional rail operator in the United States, has purchased the New Zealand Railway from the New Zealand government. The deal excludes land but included everything else. The purchase price was $400 million (NZ). Wisconsin Central is leading a consortium that includes Berkshire Partners of Boston and a New Zealand merchant bank, Fay Richhite and Co. (**Globe and Mail**, 21/07/93)

RAILWAYS SURVIVE FREIGHT RATE SCRUTINY: Both Canadian National and CP Rail System have survived a recent NTA study into allegations that they were charging too little on grain shipments east of Thunder Bay. The complaint was filed in the spring of 1993 by the Thunder Bay Harbour Commission in conjunction with Great Lakes shippers and unions. The plaintiffs had charged that both companies were charging below-cost freight rates and using transportation subsidies through the Western Grain Transportation Act to reduce the rates. (**Thunder Bay Times-News**, 30/06/93)

TRANSPORTATION SAFETY BOARD RECOMMENDS NATIONAL STUDY OF UNSTABLE RAIL BEDS: The Transportation Safety Board has recommended that an immediate cross-country search be initiated in order to identify unstable sections of railway lines. The recommendation arises from an inquiry into the deaths of two CN Rail employees during the summer of 1992 when the train which they were on hit a washout and plunged into Green Lake, a centuries-old beaver pond east of Nakina, Ontario. More recommendations will be made when an official accident report is released during the autumn. (**Thunder Bay Times-News**, 06/07/93)

GRANBY LOSES VESTIGES OF MONTREAL AND SOUTHERN COUNTIES: The CV/CN/Montreal and Southern Counties station in Granby, Quebec, has been demolished. As a substitute, a replica, housing a bicycle rental booth, tourist information service and restaurant has been erected several hundred feet from the station site. Although many will mourn the loss of the station, there is some comfort in the fact that the new structure contains many detail items from the original building which was of fairly massive proportions, considering the size of Granby. The replica is located at the corner of Church and Denison Avenue.

The loss of the station removes a fairly large reminder of the once-proud Montreal and Southern Counties interurban rail line. Nevertheless, there are still opportunities to trace the former M&SC in Granby. The shops are still on their original site and are now used by the local "CO-OP". One can see "M&SC Ry" cast into the masonry lintels over the various door openings and close examination of the rail portion will reveal that the rails have not been removed from the floor of the

building.

Some M&SC equipment was rescued from the scrapper and is now housed at various locations including the Canadian Railway Museum in Delson, Quebec, and the Halton County Radial Railway Museum in Rockwood, Ontario. Unfortunately, a number of interurban cars, at one time located at a truck company in Ste-Hyacinthe, Quebec, were all scrapped several years ago.

The M&SC station in Montreal is now a restaurant. The adjacent yard, vacant for many years, is now the site of a building which is presently under construction. (Merci à Daniel Poirier)

MAINTAIN ADIRONDACK RAILROAD: The New York State Departments of Transportation and Environmental Conservation have recommended that the defunct Adirondack Railroad (ex- Penn Central, née New York Central) be leased for wilderness train rides and its right of way improved for recreational use. The line is 119 miles in length and was briefly operated as a tourist railway in the late 1970s and early 1980s. For a variety of reasons, the operation was unsuccessful. (**Albany Times Union**, 14/06/93)

TRANSPORTATION CRITIC CALLS FOR RELEASE OF REMOTE RAIL STUDY: NDP Transport critic Iain Angus has called on federal transport minister Jean Corbeil to release a study into the future of Canada's remote passenger rail services. The study took place a year ago. Critics claim that it calls for the cancellation of many of the trains which now operate, including VIA Rail Canada's tri-weekly service between Sudbury and White River, Ontario. Angus maintains that the federal cabinet won't authorize release of the report this close to an election, fearing a negative reaction. (**Thunder Bay Times-News**, 26/07/93)

NATIONAL PASSENGER TRAIN CONFERENCE: Transport 2000 Canada hosted a National Passenger Trains Conference on August 19 and 20 in Ottawa, Ontario. The theme of the conference was an examination of where and why rail passenger service will make sense in the future Canadian transportation environment. Full details will appear in the October issue of **Branchline**. (**Transport Action**, Transport 2000 Canada)

DISPLAY TRAIN TO BE RELOCATED TO SMITHS FALLS RAILWAY MUSEUM: The St. Lawrence Parks Commission has announced that it will be transferring the locomotive and rolling stock now on display in Crysler Park (near Morrisburg, Ontario) to the Smiths Falls Railway Museum.

The railway equipment includes CN Mogul No. 88 (CLC April 1910, as Grand Trunk No. 1008); Wooden Baggage Car No. 11562, ex-CN No. 8851 (Pullman 1920) and Wooden Coach No. 3474, ex-Grand Trunk (Pullman 1890).

The equipment sits on a portion of the former Cornwall Subdivision - which was abandoned to make way for the St. Lawrence Seaway - directly in front of the preserved Aultsville, Ontario, Station. Aultsville was another casualty of the flooding associated with the construction of the Seaway during the late-1950s.

The locomotive and coach were delivered to the site in 1958 with the baggage car being added during the late-1960s.

The Commission wants to get rid of the locomotive and rolling stock because its budget has been restricted to the point where it can no longer afford to keep the equipment in suitable condition. The station, which is completely restored, will remain in-situ and may become either a tourist outlet for the Commission or a base for the Lost Villages Historical Society, which represents the villages flooded during the construction of the St. Lawrence Seaway.

It is not known when the equipment will be moved to Smiths Falls. (**The Brockville Recorder and Times**, 23/07/93, thanks to J. Norman Lowe)

CANADA POST COMMEMORATES HISTORIC HOTELS: Canada Post recently commemorated five historic hotels with the issuance of special 43-cent stamps. Special ceremonies and events are scheduled to launch stamp artwork featuring "The Algonquin" in St. Andrews, New Brunswick; "Le Château Frontenac" in Quebec City; the "Royal York" in Toronto, Ontario; the Banff Springs" in Banff, Alberta; and the "Empress" in Victoria, British Columbia. (**The Daily Gleaner**, 15/06/93, thanks to H. Fred Deakin)

MODERN DAY "SAINT TRINIANS" - BOARDING SCHOOL ASSUMES RESPONSIBILITY FOR STATION OPERATIONS: Here's one from the pages of that classic "The Great Saint Trinians Train Robbery", a 60's-era spoof of Britain's Great Train Robbery and madcap Saint Trinian's boarding school. It's a great one for late night television.

Now, British Rail has come up with a practical working example. BR has negotiated a deal with a private girls boarding school whereby students from the lower sixth form (average age is 16) will handle all station operations (excepting signals) at Gobowen Station on the Birmingham, Shrewsbury to Chester line.

BritRail recently removed its staff from the facility, built in 1848. The station assignment will be part of the girl's curriculum which includes the only school-based travel agency in Great Britain.

The Gobowen station project marks the first time that a non-British Rail organisation will run a passenger station with the right to sell tickets and use the public address system. Currently the station handles one train every two hours. (**The Daily Telegraph**, 24/06/93, thanks to Bob Elliot)

GRAIN SHIPPING RECORDS SET: Vancouver and Prince Rupert set grain shipping records for the month of June. Vancouver terminals shipped 1,413,841 tonnes, surpassing the previous June record of 1,200,000 set in 1988.

Prince Rupert's total of 575,862 tonnes was a record for movement in a single month.

The federal Grain Transportation Agency administrator Peter Thomson commented "Such outstanding performance during a trying years speaks well for the efforts of terminals, labour and the railways."

Overall grain exports through west coast ports are expected to decline this year because of a poor harvest in 1992, characterized by a poor mix of grains and grades. (**Vancouver Sun**, 06/07/93, thanks to Dale Whitmee)

ANOTHER BRITISH RAIL PRIVATIZATION DILEMMA: Plans to privatize British Rail apparently fail to consider some of the railway's most valued employees - 200 cats deployed as vermin catchers in and near stations. The cats have been recognized as BR employees for years, with food and medical expenses paid out of petty cash.

Under government plans for privatization of the state-owned rail network, fixed assets like the tracks will be transferred to the control of a new organization called Railtrack while route franchises and stations will be sold to private operators. The cats were not included in the plans! It is reported that Railtrack will ask the government for a ruling on who gets the cats. (**Vancouver Province**, 26/07/93, thanks to Dale Whitmee)

LOW BID NOT ENOUGH: A German-led consortium won a $205-million US contract to build 72 rail cars for the Los Angeles region's mass-transit system after promising to do almost all of the work locally. Montreal-based Bombardier Inc., and an American firm turned in lower bids, but staff of the Metropolitan Transportation Authority recommended the higher offer because it offered more U.S. jobs. (**Canadian Press**, 30/07/93) Φ

Third Meeting of Heritage Council

Efforts to formalize rail preservation activity in Canada took another step forward on July 24. On that date, the third meeting of the Canadian Council of Railway Heritage (CCRH) pro tem, operating as the Western Regional Committee, was held at Heritage Park in Calgary, Alberta.

The gathering discussed two important issues: rail preservation in the space age, and collection rationalization, in addition to electing a Board of Directors. The Board consists of five individuals. The chairperson and director-at-large is Jim Lanigan of Calgary, while the directors include Gary Anderson, Canadian Museum of Rail Travel (British Columbia); Herb Dixon, Alberta Pioneer Railway Association (Alberta); Robert Stonehouse, Saskatchewan Railroad Historical Association (Saskatchewan); and Gord Younger, Vintage Locomotive Society, (Manitoba).

The next meeting is scheduled for October 24 in Edmonton, Alberta. The meeting will take place concurrent with the annual meeting of the Alberta Museums Association. (Philip B. Jago)

IN MEMORIA

DICK GEORGE

1939 - 1993

The rail fraternity lost a great colleague and friend with the death, on July 2nd, of Dick George, after a lengthy battle with cancer.

Dick's interest in railways dated back almost to his earliest recollections. In his teen years in Oakville, Ontario, it engendered lifelong friendships with contemporaries Jim Beveridge, Al Paterson, Newton Rossiter, Fred Sankoff, Dave Shaw, Jim Walder, and others. It led to brief summer sojourns on CN's Oakville section gang ... but a rail career was not on Dick's agenda.

Professionally, Dick became an educator, beginning in his home-town of Oakville. There he rose to the level of principal, before moving north in 1974 to the Victoria Harbour area. While there, he ultimately returned to teaching, this time to special needs children in and near Penetanguishene and Waubaushene.

In his railway avocation, like so many of us of his vintage, Dick experienced first-hand the transition from steam to diesel power. Yet he never quite accepted it. The all-too-sudden departure of steam locomotion from Canadian railways seemed to cement Dick's resolve to do whatever he could to preserve recollections of the steam era.

In the early 1960s, with his friend and associate Al Paterson, Dick began to assemble a collection of photographs and negatives portraying Canadian steam power at work, over the years, from coast to coast. Through this enterprise, Dick and Al came to know railway people from the farthest reaches of the country, and over three decades assembled what is arguably the nation's most comprehensive collection of images of Canadian steam-age railroading.

Dick's talent for teaching, for the sharing of knowledge, meant that this vast photographic resource became accessible to everyone. Al enjoys darkroom work; by contrast, Dick did not, but persevered when photo orders piled up, because he took very seriously the importance of maintaining that accessibility. As evidence, can there be anyone in this land with even a casual interest in railroading to whom the photo credit "Paterson-George Collection" is not familiar?

Dick was held in enormous respect by those who knew him, closely or casually. He was always ready to do what he could to answer a question, no matter how trivial ... and there were plenty of questions. He acknowledged easily when he didn't have the answer ... which wasn't often.

Although he would modestly deny it, Dick George was a giant among railway historians. We are all the beneficiaries of his achievements. We are all saddened by his untimely passing. Our sympathies are extended to his wife Maggie, and children Mary and Charlie. (James A. Brown, Tottenham, Ontario)

Canadian National CFA16-4 8722 and a sister hustle Train 467 through Oakville, Ontario, on April 15, 1956, Dick's hometown at the time. (Paterson-George Collection)

***The Paterson-George Collection**: For the time-being, Al Paterson will be continuing the tradition of access to the Paterson-George Collection. Al may be reached at 41 West Street, Oakville, Ontario, L6L 2Y6. (J.A. Brown)*

Quenching Winnipeg's Thirst

A Look at the Greater Winnipeg Water District Railway

BY PIERRE OZORAK

Setting the Stage

Since its early days, Winnipeg has always presented itself as a centre of activity. As the gateway to the "Golden West", it was not surprising that it should become Canada's "Rail Capital" as all Canadian railway lines running east and west inevitably had to pass through Manitoba's capital city.

When one looks at a map of Winnipeg, one can easily distinguish a star-like effect as all railway lines converge towards the city's core. CP Rail System and CN North America have lines going off in all directions, including access to the U.S., while CN also possesses a link to the shore of Hudson Bay. VIA Rail makes its appearance using CN tracks going east and west as well as north to Churchill. Other seasonal passenger service is provided by the Vintage Locomotive Society which operates the Prairie Dog Central over CN trackage during the summer months using an ex-CPR 4-4-0 built by Dubs in 1882. Burlington Northern Manitoba Limited interchanges with the U.S. while the City of Winnipeg's Waterworks, Waste and Disposal department, has its own unique railway operation: the Greater Winnipeg Water District Railway with the purpose of maintaining the water intake facility and aqueduct which supplies the city's homes and businesses with a fresh supply of water.

When the first Europeans began to settle along the banks of the Red River on what would eventually become the City of Winnipeg, they found the river's water supply to be adequate for their needs. Besides the Red River, there was also an abundance of fresh water provided by the nearby Assiniboine River as well as numerous underground springs located in the north west section of the city. A number of private wells were tapped in these underground springs and some of the water was then put inside barrels which were mounted on a wagon or sleigh which would later be distributed throughout the city.

In the early days, the water supply was sufficient to meet the young city's needs, however, the arrival of the "Iron Horse" in the west soon changed the situation as it brought with it an influx of new immigrants to the prairie settlement. It was inevitable that the need for a supply of fresh water would be beyond the capacity of the Red and Assiniboine Rivers. As Winnipeg industrialized, an increasing amount of waste was being dumped in the local tributaries, contaminating the city's local water supply. Some even feared that the underground springs were being contaminated as well. It became inevitable that if Winnipeg was to continue to grow, it would have to find an alternative source for its fresh water supply.

Winnipeg Population Growth

1871	241	1901	42,340
1881	7,985	1911	136,035
1891	25,639	1921	179,087

* Source: Census of Canada 1871-1921

Soon after its incorporation in 1873, the City of Winnipeg's Municipal Board, foreseeing an eventual shortage in its water supply, appointed a Commission on July 23, 1906, with the purpose of investigating the possibility of utilizing an alternative source of fresh water to provide for the expanding city's needs. On October 30, 1907, the Commission recommended the Winnipeg River as the best water supply, however, a hydro electric project was already underway at this location so the search continued for another suitable site.

Eventually, the Commission selected Shoal Lake as a suitable candidate. Located on Ontario's western border, Shoal Lake forms part of a chain of lakes known as the Lake of the Woods.

GWWD's Brill Railcar No. 205, resplendent in the new red, white and black paint scheme, poses outside the station in St-Boniface, Manitoba, on June 10, 1993. The Model 55 railcar was built in October 1921. Photo by Geoffrey Peters.

More specifically, the site chosen for the water intake facility was on the shore of Indian Bay at a place known as Waugh. Choosing a site for Winnipeg's new water intake facility was relatively easy, however, the unanswered question was how do you get water from a lake that is 100 miles away from a city, when no direct water route is available. It was concluded that the most economical way of transporting the water was to build an aqueduct. If the Romans had done it almost 2,000 years ago, surely Winnipeg could do it too! (1) It was felt that the easiest way to build the aqueduct would be to have a railway built parallel to it; this way the railway could be used to transport the necessary materials required to build the aqueduct. With construction originating in Winnipeg, the entire project would be built in an eastward direction terminating at the end of track on the shore of Indian Bay. Also, once the railway was in place, it could then be used for the periodic maintenance of the aqueduct as well as for the transportation of chemicals to the water intake facility at Waugh.

The following is a list of the material required in the original construction of the aqueduct and railway:

1) Construction of approximately 110 miles of tracks, including sidings, spurs to gravel pits and yards.

2) A dyke and channel at Indian Bay for the diversion of the Falcon River into Snowshoe Bay.

3) A concrete cut and cover aqueduct and works 84.6 miles in length from the intake at Indian Bay to the future reservoir site southeast of Transcona.

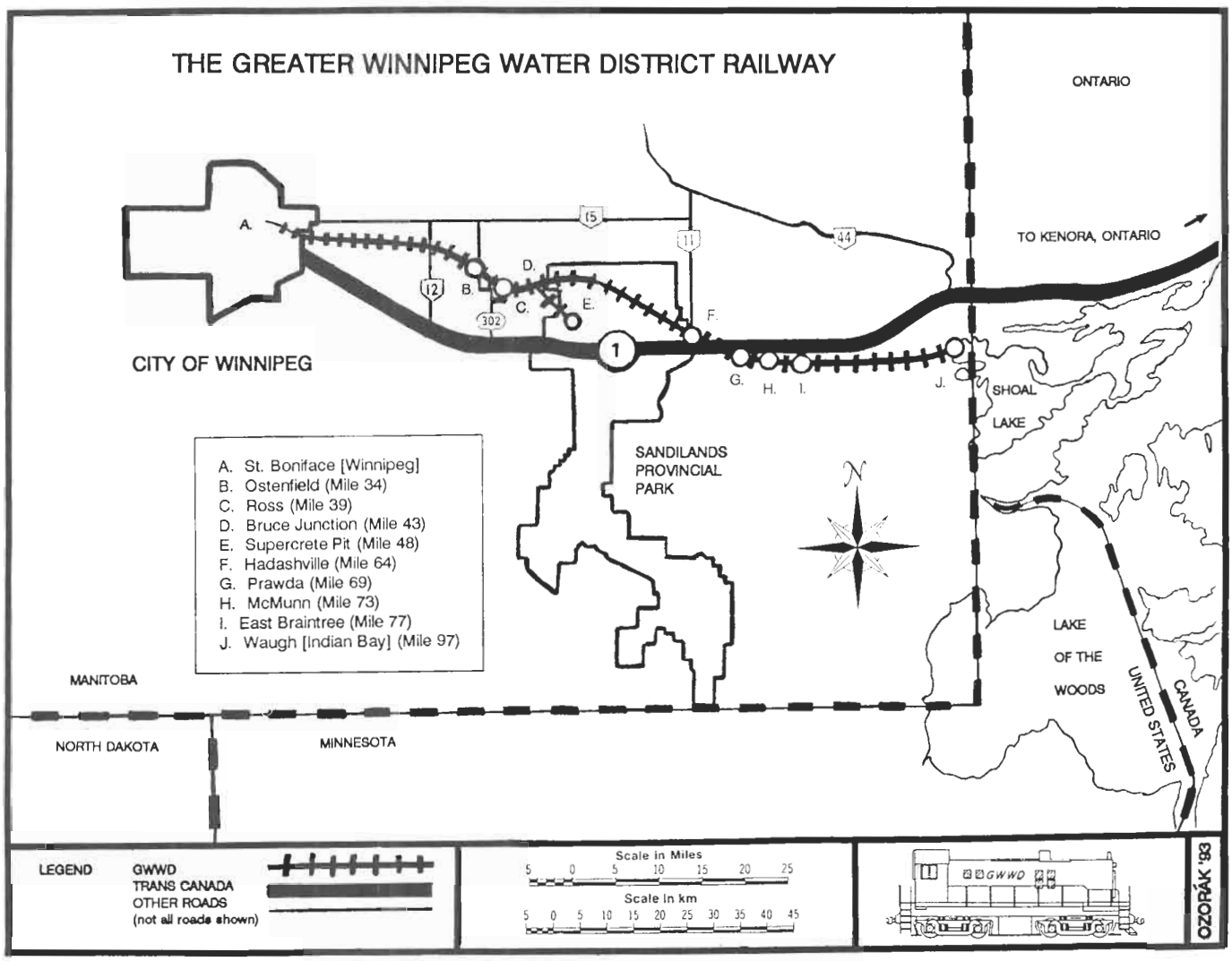
4) 9.4 miles of 5' 6" reinforced concrete pressure pipe between the future reservoir site and the Red River.

5) A tunnel under the Red River with 5 foot cast iron pipe lining 0.2 miles.

6) 2.3 miles of 48" reinforced concrete pressure pipe between the Red River and the McPhillips Street reservoir.

For the most part, track construction was relatively easy as there was little rugged terrain to contend with, meaning that the entire system could be built in practically a straight line. However, some quicksand was encountered by the contractors at Hadashville (mileage 60) as well as Falcon Bay near the water intake facility at Waugh.

The overall grade on the GWWD railway line is about 300 feet in the 100 miles or so of track. This means that because Shoal Lake is located at about 1,050 feet above sea level and that Winnipeg is at about 300 feet lower, simple mathematics reveal



that Newton's Law of Gravity could be applied to bring the water down the aqueduct to Winnipeg. A pumping system was installed in Winnipeg where the pipes enjoyed less of a grade and also had to pass underneath the Red River. The other advantage of having an eastward climb on the line is that eastbound gravel trains going upgrade do so with empty ore cars and are westbound downgrade when fully loaded thereby taking advantage of the geographical aspect of the terrain in regards to its operations.

On March 29, 1919, the project was completed and at 10:00 water from Shoal Lake entered the aqueduct filling the McPhillips reservoir in Winnipeg. One week later, on April 6, the City of Winnipeg began distributing water to its homes and businesses.

Operations

In the early days, the Greater Winnipeg Water District Railway freight operations consisted of the transportation of gravel and wood products. The railway transported ties, poles and fence pickets, while cordwood was shipped to a local coal and fuel supplier in Winnipeg and pulpwood was transported from a mill in Hadashville for the booming pulp and paper industry. The transportation of forest products played a major economic role in the railway's day to day operation until the Second World War.

Since its inception, the railway also developed several quarries from which it hauled rock and gravel, much of it being used in the construction of the ever expanding early gravel road system. Eventually, the gravel roads gave way to the more popular concrete roads and the demand for gravel was replaced with concrete aggregate which the railway also hauled in substantial quantities, even to this day.

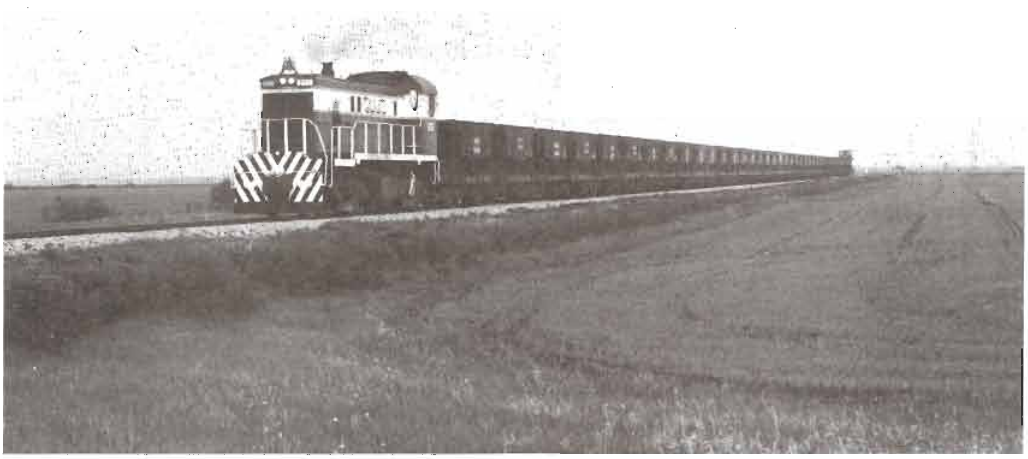
The railway operated a tri-weekly mixed train which carried supplies to the end of the line as well as the occasional settler who had begun to establish along the fertile lands which bordered the railway. The tri-weekly mixed operated until the mid-1970s when it was cut back to Mondays and Fridays until its final demise (2). It was not uncommon for this train to make stops along the route in order to pick up passengers who wished to go fishing at the lake. Over the years, the railway operated several specials as well as weekend passenger excursions to Waugh, where the public could receive a tour of the water intake facilities or simply enjoy a day in the great outdoors. The weekend excursion trains continued until 1983 when the service was discontinued due to lack of patronage and operational costs.

Today, the GWWD's operations consist in the transportation of supplies as well as chlorine and fluosilicic acid to the water intake facility at Waugh. The railway also operates a number of work trains for track maintenance as well as transportation of personnel and equipment for repairs to the aqueduct structure and associated facilities. Special trains are operated to transport civic personnel for in-house management training seminars at the Waugh staff house as there is still no road access at this location. In fact, the road closest to the end of the line is located in East Braintree, Mileage 77.8 of the GWWD railway.

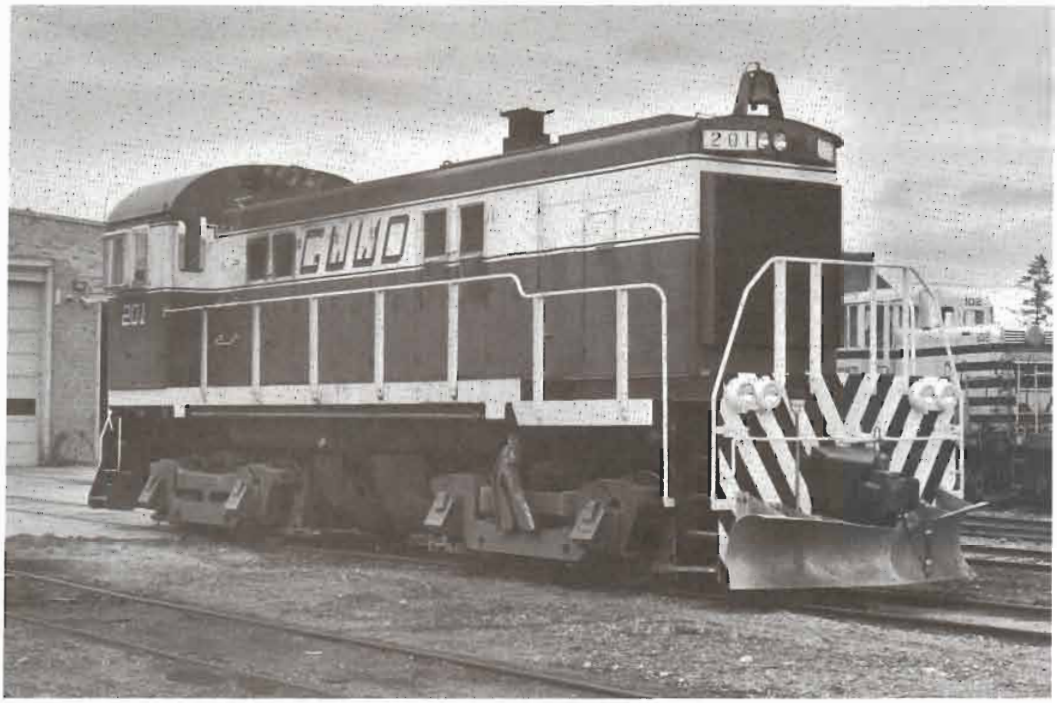
Although the GWWD is not a common carrier, its greatest work load comes from a private contract with Supercrete Limited for the transportation of sand and gravel hauled from Supercrete Pit, located at Mileage 48, to the Supercrete crushing and screening plant in St-Boniface. Supercrete Limited is the railway's only customer and up until 1992, was under contract to ship an annual minimum of 420,000 tonnes of aggregate products. As of today, the contract has expired and has not been renewed and trains operate on a day-to-day basis. The gravel haul is a seasonal operation beginning in May and continuing until freeze up at the end of October. The Supercrete trains account for more than 95% of the railway's gross ton-miles and usually operate as unit trains using one RS-23 or S-13 locomotive, 40 hopper cars and a caboose.

The hopper cars used on the gravel train are 24-foot "U22" type bottom door ore hopper cars which were acquired from the Duluth, Missabe and Iron Range and the Lake Superior and Ishpeming railroads between 1979 and 1986. Previous to purchasing the "U22" type cars, the GWWD had used a large fleet of power and chain side dump cars. However, these cars proved to be quite dangerous during the unloading operation and were eventually replaced. The introduction of the "U22" type cars also meant that the railway was able to increase the capacity per car load, therefore making each train movement more economically viable.

In order to receive its supplies, the GWWD interchanges with CN and CP Rail in Winnipeg. Transfer of shipments include tank cars containing chlorine and fluosilicic acid for the water intake facility at Waugh.



RS-23 No. 202 (nee Devco 202) approaches the crossing at Route 101 while running eastbound enroute to the Supercrete Pit at mileage 48.1 on June 3, 1992. Supercrete is GWWD's only on-line customer. Photo by Pierre Ozorák.



GWWD S-13 No. 201 (ex-BCR 503, nee PGE 1003) lays over at St-Boniface on June 4, 1992. The GWWD acquired BCR S-13s 501 and 503 in 1989, but only 503 was lightened and put into service. No. 501 is for sale, as are GE 44-ton Nos. 100 to 103. Photographed by Pierre Ozorák on June 4, 1992.

Although it would be to the GWWD's advantage to service other customers along its line, the City's first priority is to the Water Division.

Summary of Rail Traffic in 1989

Revenue gravel trains	234
Work trains	50
Dangerous commodity trains	12
Ballast work trains	11
Passenger Extra Trains	3

The GWWD Facilities at St-Boniface

The employees of the Waterworks, Waste and Disposal Department at the St-Boniface complex are responsible for the maintenance of locomotives, rolling stock and maintenance of way equipment. The shop employees also perform locomotive surgery when the need arises. When former Devco Railway RS-23s 200 and 202 were acquired in 1985 and 1986 respectively, the units were too heavy to safely operate over the company's 60 pound rails, so they were sent to the shop's "Weight Watchers" clinic to be lightened. This included the removal of steel plates and concrete ballast used to weigh down the units. The same procedure was followed after BC Rail S-13 503 was acquired in 1989. In total, the three units lost about 25% of their overall weight as the units passed from 115 to 120 tons to approximately 87 tons. The shop employees also did numerous minor alterations including replacing steel handrails and steps with aluminum ones, remove all M.U. connections, install ditch lights and replace the roof top antennae for two of the whip style type. Nos. 200 and 202 retained their Devco numbers, while 503 was renumbered 201. Finally a new coat of paint was applied showing the GWWD's new railway corporate image of red, white and black, making it hard to believe that the units had ever been of BC Rail or Devco heritage.

In addition to Nos. 200 to 202, the GWWD rosters an interesting selection of rolling stock including Brill railcar No. 205 (ex-No. 32), built in 1921, which still sees regular service for the transportation of personnel. Earlier this year, the Brill railcar was repainted in the new red, white and black paint scheme. Also on the roster is out-of-service Mack railcar No. 204 (ex-No. 31), built in 1928, which was severely damaged in a grade crossing accident in September 1991. As well, former BC Rail S-13 501 was acquired in 1989 and was to have been lightened and renumbered 203, however, the modifications were put on hold and the unit is now for sale.

Few trains operate on the GWWD during the winter months. However, at times when it is necessary to do so, trains must be able to fight snow. In order to deal with snow removal during the winter months, several steps were taken. Earlier, the railway's four General Electric 44-ton locomotives were equipped to accommodate snow plows and sliding metal gates were installed in front of the grills on the locomotive ends which could be closed during periods of extreme dry cold as the units operated with straight water instead of antifreeze. These units, Nos. 100-103, have since been stored and are presently for sale, having been replaced by the three more powerful MLW units, one of which is equipped with a snow plow. At one time, the company did own a flanger but it was scrapped in the 1980s as it was deemed obsolete. It was replaced by a ballast regulator with snow wings and a plow which was designed by the shop personnel and is still in use today.

Also on the premises in St-Boniface is the GWWD station which was built in 1929. The appearance of the building is rather quaint with its definite pinkish hue provided by the rough surfaced red granite which originated from a quarry in East Braintree. The windows and entrances are of Georgian style, reminiscent of some of the Empire Loyalists homes in southern Ontario. Writer J. Edward Martin in his book "The Railway Stations of Western Canada" used the term Georgian Frontier Style to describe the St-Boniface station (3) which is one of the most attractive stations I have ever encountered and certainly adds an elegant touch to this unique railway.

Before the present day St-Boniface station was built, the railway operated out of a station located at Deacon, Mileage 13, until it burnt down.

During the steam era, the GWWD also operated a number of other facilities along the line. Watering and coaling facilities were located at Millbrook (Mile 22.2), Monominto (Mile 30.8),

The GWWD station in St-Boniface is a most distinctive building, built with red granite, and with the windows and doors reminiscent of southern Ontario loyalist home architecture. Photographed by Pierre Ozorák on June 3, 1992.

Mack Railcar No. 31 waits in front of the company's station in St-Boniface on June 17, 1988. The railcar, built in 1928, has been out of service since a crossing accident at Hadashville in 1991. Should No. 31 be returned to service, it will be renumbered 204. Photo by Hugues Bonin.

Hadashville (Mile 63.9), McMunn (Mile 73.5) and East Braintree (77.8).

The GWWD uses an abridged version of the Uniform Code of Operating Rules for their needs, however, the standard Uniform Code of Operating Rules is enforced when trains and maintenance of way equipment occupy CN's interlocking limits in St-Boniface.

All trains and maintenance of way equipment are dispatched from the St-Boniface station which is the railway's operations centre. Train orders are transmitted by the dispatcher through a radio system to the appropriate on-line crew member (Channel 1 transmits on 169.590 and receives on 167.670; Channel 2 transmits on 169.620 and receives on 167.700). Written orders are not used on the GWWD and the train dispatchers control rail traffic manually by using "Train Sheets", with time notations made in the 24 hour format.

Track Maintenance

Track maintenance is divided into three sections with each section having its own foreman. The number of workers in each section can reach a peak of 16 during the period when the Supercrete trains operate. The sections are divided as follows:

Section 1 - Mile 5 to Mile 16 (St-Boniface Yard)
Section 2 - Mile 16 to Mile 48 (to Supercrete Pit)
Section 3 - Mile 43 to Mile 97 (Bruce Junction to Waugh)

The importance attached to the gravel train operations is obvious when we see the railway allocating 3.6 maintained track miles per man on the gravel haul part of the railway while the Waugh branch dedicates 13.5 maintained track miles per man as

it sees much less rail traffic.

Each year, 4,000 ties are replaced while approximately 5,000 cubic yards of ballast are applied to the roadbed. As well, 40% of the roadbed is shaped and trimmed while 30% of the tracks are tamped, lined and surfaced.

Railfanning the GWWD

If you are interested in visiting the GWWD, you will be glad to know that this railway seems to operate trains with the photographer in mind. Most trains travel east in the morning and are westbound in the afternoons so that the sun is able to work with you most of the time. When I visited the GWWD in the summer of 1992, the gravel trains were operating on weekdays and called for 06:00 and returning to St-Boniface in the early afternoon. Making arrangements ahead with the GWWD staff will permit you to know what other trains are running. The staff in St-Boniface have always been helpful during my visits there.

The GWWD's interesting selection of active rolling stock (including the recently repainted 1921 Brill railcar, two MLW RS-23s and one S-13) is always spotless and the red, white and black paint scheme can be photographed particularly well with Kodachrome film.

If you plan to chase the trains, the average speed is about 30 mph (50 kmh) and there are several good locations where they can be photographed. A map of Manitoba is certainly handy, provided that the railways are indicated. Otherwise the maps produced by the department of Energy, Mines and Resources are about the best you can get.

Acknowledgement

I wish to thank the staff of the Greater Winnipeg Water District Railway for their hospitality during my visit there and I am especially grateful to Mike Tierney for his time and effort in providing me with much of the information that went into this article.

Footnotes

1. There are only four other communities in the world that cover a greater distance than Winnipeg in order to secure their water supply.

2. Some of the cars used on the GWWD passenger trains have since been acquired by the Vintage Locomotive Society in Winnipeg and are used in excursion service on the Prairie Dog Central.

3. Martin, J. Edward, **The Railway Stations of Western Canada**, Studio E, (White Rock, B.C., 1980), p.87.

References

1. **Greater Winnipeg Water District Railway**, Timetable and General Operating Instruction, railway information handout produced by the GWWD.

2. **Census of Canada**, 1871-1921.

3. Davidson, Cliff, **A New Home**, Canadian Railway Modeller, North Kildonan Press, (Winnipeg, Train 1, Track 1, May-June 1990), p.13.

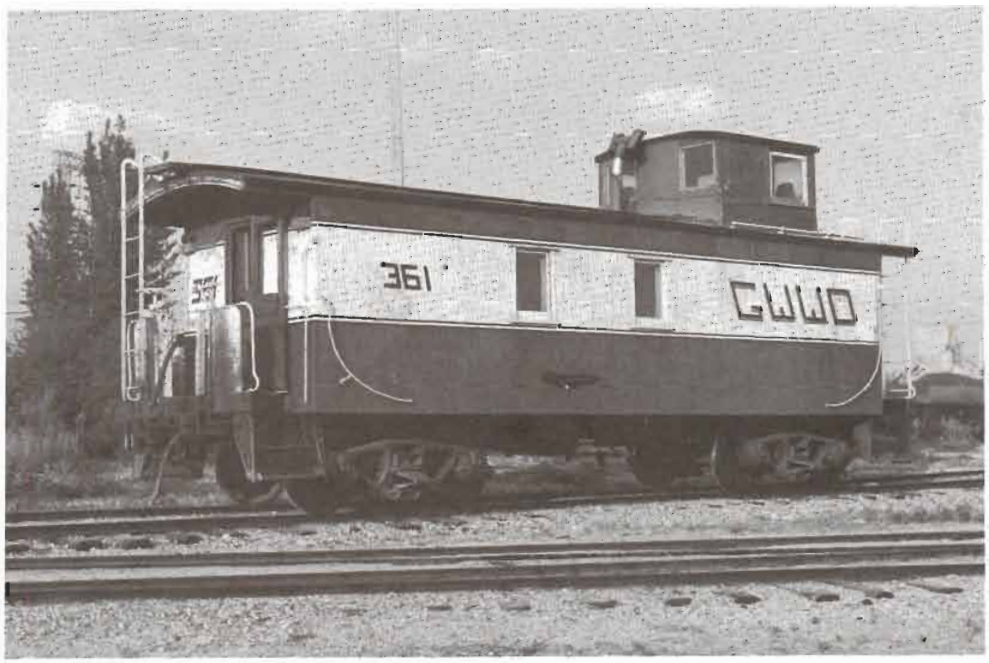
4. Davidson, Cliff, **An MLW (ALCO) Rebirth on the GWWD**, Canadian Railway Modeller, North Kildonan Press, (Winnipeg, Train 2, Track 5, February-March 1992), p.32-33.

5. Letourneau, Rodger, **GWWD: Manitoba's Uncommon Carrier**, Railfan & Railroad, (May 1981), p.50-57.

6. Lucas, Fred C., **An Historical Souvenir Diary of the City of Winnipeg**, Cartwright and Lucas, (Winnipeg, 1923), p.187.

7. Martin, J. Edward, **The Railway Stations of Western Canada**, Studio E, (White Rock, B.C., 1980), p.87.

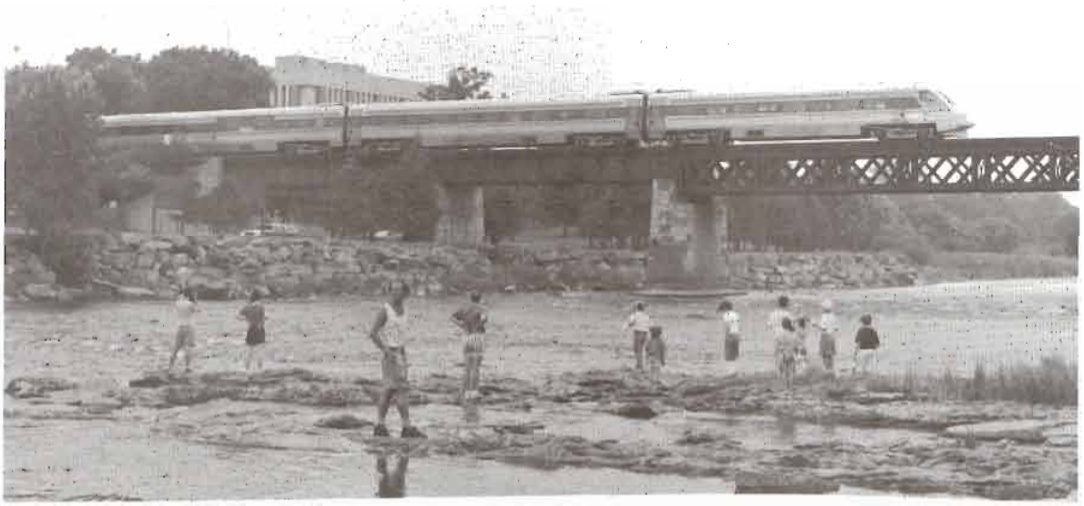
8. Payment, Diane, **Report on The Winnipeg Aqueduct, 1919**, The Canadian Engineering Heritage Record, Winnipeg. Φ



GWWD wooden cabooses 361, 362 and 363 were built by Canadian Pacific. No. 361 was built in 1944 as CP 437109. All three came to the GWWD in 1986 to replace much older wooden cabooses. A recent arrival is former CN steel caboose 79519. Photo by Pierre Ozorák.

ABB's X2000 Visits Quebec City-Windsor Corridor

by DAVID STREMES



The X2000 slips across the Rideau River in Ottawa and enters the Carleton University campus grounds on July 29, 1993. Photo by David Stremes.

After months of reading about the X2000 train being tested, then run in revenue service on the North East Corridor, Canadians got to see for themselves why this train has excited a number of industry types. The X2000, which arrived in the United States in October 1992, was tested on Amtrak's electrified Northeast Corridor. There, it operated through curves up to 40% faster, was at least twice as quiet, and consumed 40% less energy, compared to conventional Metroliner trains. The train was then put into revenue service (see John Godfrey's trip report in the May 1993 **Branchline**). Following this, the X2000 was taken on a cross-country tour of the United States, visiting over 30 cities, and travelling as far south as Florida, and as far west as the west coast, visiting San Francisco and Los Angeles to name a few.

There had been talk that the train would visit Canada on the conclusion of the US tour, and before returning the Sweden, but Amtrak decided that it wanted to put the X2000 back into revenue service again. Thus, the tour of Eastern Canada had to be kept to a short six days, with no time allowed for public displays.

CP Rail System and Air Canada are currently conducting an intensive examination of the market potential for high speed train service in which CP is interested in becoming an operator of in the Quebec City-Windsor corridor. CP is actively cooperating with government initiatives that would make such services commercially viable for the operator.

As a result, CP and ABB, the train's manufacturer, jointly sponsored the train's Canadian tour. CP, through the Delaware and Hudson, took the train from Washington, DC, through Buffalo and onto Canadian soil. While not exactly prime time, at least one observer noted the train's passage by Bayview Jct. and onto the Goderich Sub. at 04:00 on July 27. The train consist at this point included Amtrak F40PHs 351 and 380, Amtrak baggage car 1241, and the X2000 train with the driving trailer at the end. At Guelph Jct. the train took the east leg of the wye, then moved driving trailer first to London, arriving there about 08:00. The train was spotted in the yard most of the day, and was remarshalled so that it was X2000-F40-baggage-F40, and left there about 15:00 on July 27 for Windsor. At Windsor, the consist was expanded to include Chicago & North Western sleepers LAKE BLUFF, LAKE GENEVA, and LAKE FOREST, and CP Business Cars MOUNT ROYAL and LACOMBE. These five cars were added to provide sleeping and eating facilities for the crew of over 30 travelling with the train. CP also added additional motive power in the form of SD40-2 5590. The expanded consist was now 5590-F40PH 351-baggage-C&NW-C&NW-C&NW-CP-CP-F40PH 380-X2000. The wyeing at Guelph Jct meant that the train never needed to be turned for the rest of the trip, and the driving trailer was facing into the sun for the photo opportunities at all locations.

Starting in Windsor, and continuing on to Toronto, Ottawa, Montreal and Quebec City, invited guests could see the train, and, with the exception of Windsor, take a short "familiarization" trip. In Toronto, Ottawa, and Montreal, two trips per day were run, to Guelph Jct., Buckingham Jct., and Rigaud respectively. While in

The tilt mechanism on the driving trailer of the X2000 was demonstrated at Ottawa Station on July 29, 1993. Photo by David Stremes.

Quebec City, one trip was run to La Perade.

While I had an invitation to ride on the afternoon run out of Ottawa, I arrived at Ottawa Station early in the morning to get some photos before the media showed up, and watch the setup. Of course the sunny side was also the side that was being used to load food onto the train! I used the time to check out the train close-up. Compared to North American equipment, the X2000 is smaller. At 12'6", the train is about a foot shorter in height, but at 10' wide is comparable to our own. The locomotive is 56' long, weighs only 82 tons (of course it doesn't have a heavy diesel engine to carry around), and has 42" wheels. Each of the coaches is 72' long and weighs 60 tons, compared to a LRC coach's 52 tons, and has 34" wheels. Truck wheelbase on all the X2000 equipment is 9.5'. After I had walked around the train, they were demonstrating the tilt mechanism on the Driving Trailer - maximum tilt angle is 8°, while maximum tilt rate is 4°/sec.

Next, with no advance notice, the train was pushed through a banner that said "X2000 - Ottawa". Before long people were boarding the train for the 10:00 departure. Given Ottawa's road and rail layout, chasing the train was going to be very difficult, so I decided that a nice picturesque spot would be on the Ellwood Sub. where it crosses the Rideau River at Carleton University. Departure from Ottawa Station was delayed some 20 minutes. While waiting, I watched some young children collecting bugs along the river. One asked me why I was standing on the rocks in shallow water, and I told him that a train was coming "soon". When the train hadn't appeared in 10 seconds, he sort of lost interest - "I thought you said it would be soon", he said! The train did come eventually, and made for a strange site on a bridge where we normally see only CP freights! From there it was off to Buckingham Jct. on the Lachute Sub., the end of the demonstration run. What a contrast - new high-speed passenger equipment beside an old CP wood station! Next photo stop - crossing the Ottawa River with the Parliament Buildings in the background.

By now the day had turned hot and muggy. I was looking forward to my ride on the air-conditioned X2000 that afternoon. On returning to the Station, I inquired if there were any empty seats for a few other Bytown members, and after a while was greeted with a positive response. We climbed on board and got a table for four, where we were joined by an Ottawa VIA employee. With all the doors open letting people on and off, and resupplying the buffet, the air-conditioning couldn't keep up. While not hot in the car, it certainly wasn't cool. Comments from others who rode the train in other cities echo this problem - perhaps the air-conditioning system didn't get recharged after its US tour, or the slow speed didn't provide sufficient evaporation.

Not much in the way of its high-speed capabilities could be demonstrated on the trip to Buckingham Jct. What was noticeable, however, was the quiet as the train made its way around the connecting track at Ellwood Jct. - the radial self-steering trucks obviously at work. Riders of our '1201 excursions' will remember the loud squeals from the flanges here. Once we got onto the Lachute Sub. we could pick up speed, and the ride was quite smooth and quiet, even on the jointed rail. We wouldn't see any evidence of the banking system, as it only operates at speeds above 45 mph. A light lunch was served to all on board, and those who wanted to could visit the control cab on the return journey. The X2000 normally operates with only one person (seated on the left-side of the cab), but there is room for a "helper" on the right side. This is where the conductor sat, and used the small work surface to copy OCS clearances. Behind each seat is a doorway back into the main compartment of the coach, providing a place for interested people to "look over the shoulders" of the crew.

When the X2000 was first put into service in Sweden in 1990, it had a mixture of first and second class seating - 102 first class in a 2+1 configuration and 152 second class in a 2+2 layout. Because of the increase in business-class traffic, and the modular design, many of the X2000 trains have been reconfigured to offer

Amtrak F40PH 380 hauls the X2000 from Ottawa across the Prince of Wales Bridge on July 29, 1993, enroute to Buckingham Jct., Quebec, with the Parliament Buildings providing a backdrop. Photo by Ross Harrison.

more first class seats.

The advantage the X2000 holds over other "high-speed" trains is its ability to provide a cost-effective way of implementing higher speeds, using existing conventional track, without having to build expensive straight right-of-ways required for the French TGV or the German ICE. As well, ABB has stated that it is working on a diesel locomotive to haul the X2000 in non-electrified territories - a number of which have expressed interest as a result of the US tour. In addition, the X2000 allows for an immediate improvement of trip times, and as the right-of-way is improved, so will the trip times - an "incremental improvement". Will those who have been holding out for expensive, dedicated right-of-way, high-speed train service in Canada concede that in the current economic climate, it is not likely to happen? Will we see higher-speed service with the X2000 on one of our existing right-of-ways? Is there the political will to improve our passenger rail service? Time will tell, but next month we'll have information on another high-speed train that we may see in Canada later this year - the German ICE. (P.S.: Plans to have the ICE displayed in Toronto on August 13 were scrubbed during July. Sponsored by Siemens and General Motors, it appears that the trainset will not be displayed in Toronto until at least November)

CP SD40-2 5590 and Amtrak F40PH 351 wait to double over onto Amtrak F40PH 380 and the X2000 for the move to Montreal. Behind the units are Amtrak baggage car 1241, three C&NW sleepers and two CP business cars. Photo by Pierre Ozorák.

Ready to return to Ottawa, the X2000 poses beside CP's old wood station at Buckingham Jct. (Masson), Quebec, on July 29, 1993. In spite of the VIA sign, it has been almost 12 years since the last VIA train served Buckingham Jct. Photo by Pierre Ozorák.

Some might ask why VIA was not involved with the tour of the X2000. According to VIA, they were approached by ABB to see if VIA was interested in sponsoring a test of the train in Canada after the Amtrak tests were completed. VIA says they were interested in cooperating if ABB would bear some of the costs of bringing the train to Canada, but no agreement was reached. Based on Amtrak's experience with the train in terms of equipment reliability and customer satisfaction, VIA decided to re-examine the possibility of bringing the X2000 to Canada and operating it in revenue service for a period of six to eight weeks. This was not possible as ABB opted instead for a display train in cooperation with CP.

VIA regrets that it wasn't able to test the X2000 in revenue service, but welcomes its appearance in Canada and hopes that it will raise the interest of Canadian in high-speed rail. VIA believes, however, that a 300-kph system operating on dedicated track presents the best opportunity for financial self-sufficiency in the Corridor, and would help to offset the costs of operating the less-profitable, long-distance services. (Based on information from VIA)

Our thanks to ABB, CP Rail System, Pat Scrimgeour, and the Fidonet "Canadian Rails" echo. Φ

Book Reviews by Pierre Ozorák

Two new books have recently been published by the British Railway Modellers of North America. In keeping up with the BRMNA's tradition, both books display a variety of high quality black and white reproductions along with an introductory text and detailed caption for each photograph. Order today from BRMNA, 5124 - 33 Street N.W., Calgary, AB, T2L 1V4, or from most hobby shops.

The Toronto, Hamilton and Buffalo Railway (Volume One). John Spring. March 1993, 36 pages, 31 illustrations, 1 map, 11"x 8½", $11.00 plus GST.

The **Toronto, Hamilton and Buffalo Railway (Volume One)** presents an historical overview of the **TH&B** with detailed information about some of the steam and diesel locomotives that have operated on the railway. The book also includes information on some of the passenger carrying equipment, cabooses and the company's own business car "Hamilton". In addition, the book also contains a roster of the various steam engines, diesel locomotives and the sole gas electric railcar which have operated on the **TH&B** from its inception to its eventual absorbtion by **CP Rail** in the late 1980s.

John Spring's book gives the reader an excellent introduction on the history of the Toronto, Hamilton and Buffalo Railway.

This is the first of a two part series work, which means that the reader and anyone interested in the **TH&B** has something else to look forward to, with the publication of a subsequent volume.

British Columbia Railway (Volume Two). Timothy J. Horton. January 1993, 28 pages, 22 illustrations, 3 maps, 11"x 8½", $9.00 plus GST.

British Columbia Railway (Volume Two) is the last of a series of four BRMNA publications on the railway's history and equipment and concentrates on the period from 1982 to the present.

The information included in the text describes the motive power acquired by **BC Rail** during the last decade and the modifications and upgrading of some of the first generation locomotives and RDCs by the company's shops.

Along with several maps, the book contains numerous photographs depicting passenger operations and freight trains, including several views on the Tumbler Subdivision along with their unique electric locomotives.

This book is an invaluable aid for the **British Columbia Railway** enthusiast but one should consider the acquisition of the three other BRMNA publications on the subject in order to get a more complete overview of the technical and historical development of this provincial railway operation.

Tid Bits by DUNCAN DU FRESNE

Behind the Scenes

I've written about behind the scenes activity before, especially as they relate to the operation of steam equipment, be it excursion trains or something simple like getting the Society's ex-Central Vermont Industrial Brownhoist auxiliary steam crane up to operational standards. So here I go again in the steam department. This time it's something not many people give a second thought to - verification of the accuracy (or inaccuracy) of steam (and air) gauges. This little job takes place once per year, oftener if required if the gauge gives any indication of trouble.

I think it is rather obvious of the need for gauge indication accuracy. When the safety valve(s) on a boiler have to be set, the pressure in that boiler is measured by the use of one (or more) gauges - gauges that have been certified as to their accuracy after a complete operational examination on a dead weight tester.

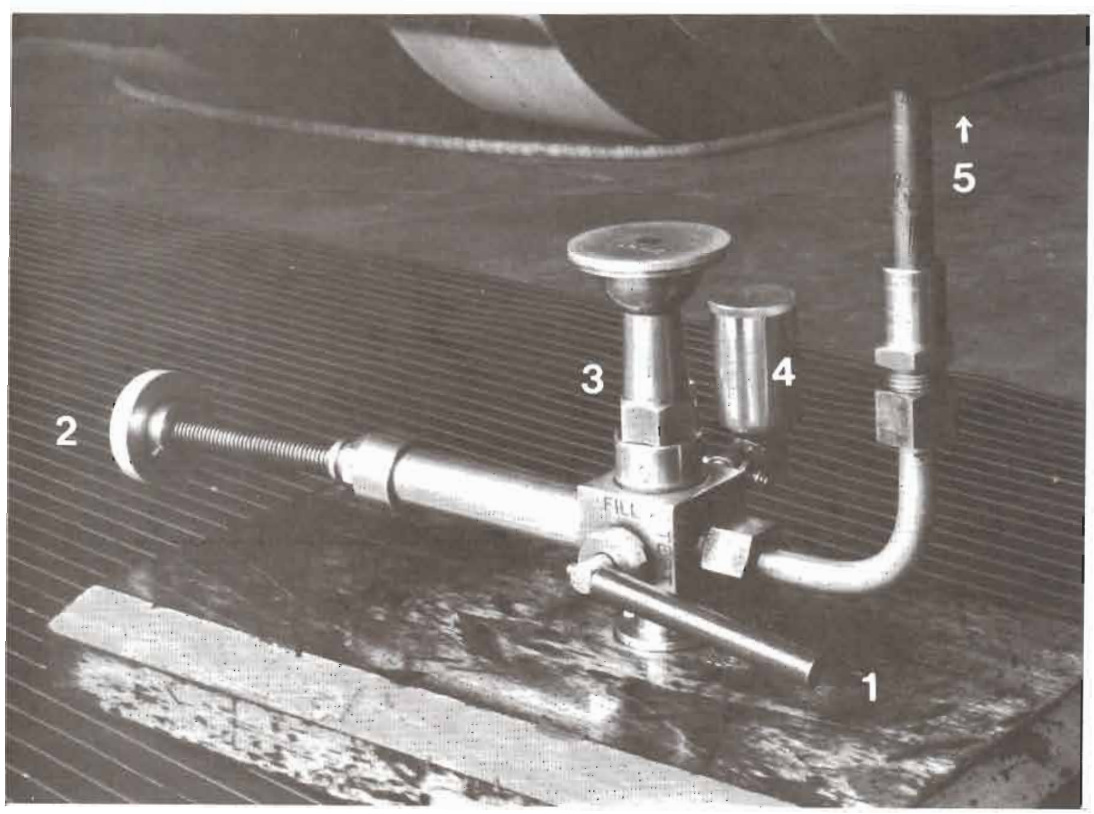
The safe working pressure of a pressure vessel is determined by one of several "regulatory bodies". That "body" also prescribes the hydrostatic test pressure ratio for any particular pressure vessel, be it a boiler or compressed air reservoir. For example, the Department of Corporate and Consumer Relations for the Province of Ontario, when they were the "issuing authority" for the Society's boiler operating certificate, required us to hydrostatically test (water under pressure inside the vessel) our boiler to a ratio of 1½ to 1. This is to say that for a working pressure of 100 pounds per square inch (PSI), the vessel must be "hydroed" at 150 PSI. The safety valve(s) must therefore be set to open at 100 PSI. To perform the test and set the "safety's" accurately, an accurate gauge is required.

BRS owns a number of steam and air gauges, several of which are very accurate throughout their low to high pressure indicating range. One of my favourites is a large, old, heavy, and accurate, brass steam gauge which we use as a boiler pressure gauge on our auxiliary crane's boiler. This gauge spent years on one of the stationary boilers in the old C.P.R. Ottawa West roundhouse and, no doubt, more years on C.P.R. locomotives before that. It is built like the proverbial brick _____ (outside privy), and because of its quality, it has remained accurate throughout its long life as its maker intended.

As an aside, we "hydro" our crane at 175 PSI, just to give us a greater "confidence factor" - there's no law against that. As a matter of interest, the C.V. used to operate the boiler at 150 PSI, and hydroed it at 188 PSI. We don't need 150 PSI so we arbitrarily reduced the working pressure to 100 PSI (we give the "old girl" a break). The 150/188 "ratio" represents a test pressure only 25% over the working pressure, a railway standard which we are not permitted to use.

Meanwhile, back to our "dead weight" test. It was our ever curious editor, Earl Roberts, who suggested that I write this U.B.I. (useless bit of information), oops, sorry, Tid Bit, on this rarely, if ever, thought about activity and procedure.

The dead weight tester we utilize is the property of the National Museum of Science and Technology who generously make it available to us for the testing of either our, or their, gauges. Essentially the device is a hydraulic pump which permits oil, under pressure generated by the screwing in of a "ram", to pressurize the Bourdon tube in the gauge under test and so "make the gauge work". But how on earth would that, alone, give you any indication of the accuracy of the reading on the gauge? Ah, herein lies the kicker. While the pressurizing "ram" is being screwed in, it, in addition to the gauge, is pressurizing a small vertically mounted piston, on top of which is a flat circular disc. By placing extremely accurate and graduated brass weights on top of the disc, higher and higher ram oil pressure is required to make the piston rise. At the point at which the pressure is sufficiently high to begin to make the piston rise with its calibrated weight on top, the reading on the gauge is noted. If the gauge is accurate, the indicated pressure on the gauge should equal that indicated on



The dead weight test rig. No. 1 is the FILL/TEST selector handle - in the FILL position (handle vertical) oil can be added to the oil reservoir and ram cylinder; in the TEST position (handle horizontal, as shown) oil under pressure can be pushed up to the gauge under test. No. 2 is the knurled turning knob of the pressurizing ram screw. No. 3 is the body containing the piston - the flat disc on top supports the calibrated brass weights. No. 4 is the oil reservoir. No. 5 is the gauge under test. Photo by Pierre Ozorák.

the brass weight, or weights. These circular brass weights come in five graduated masses equating to pressures of 5 PSI, 10 PSI, 20 PSI, 50 PSI and 100 PSI. We've got a whole box of them, much too heavy to lift by hand.

Nitty-Gritty Department

If you're lucky, when carrying out this procedure, the gauge hand reading will always be equal to the total mass of the brass weights all the way up the gauge. If you're a little less lucky, the gauge reading will be "off" a few pounds at, for example, 10 or 15 PSI increments. If the amount of error in the gauge reading is "linear" throughout its operating range, it's no big deal. You may even choose to leave it alone if it is only a pound or two, or you may choose to remove the hand from the gauge and reset it so the gauge reads "bang on". Sometimes this can be a bit tricky when trying to put the hand (needle) back on its shaft while the gauge is under pressure.

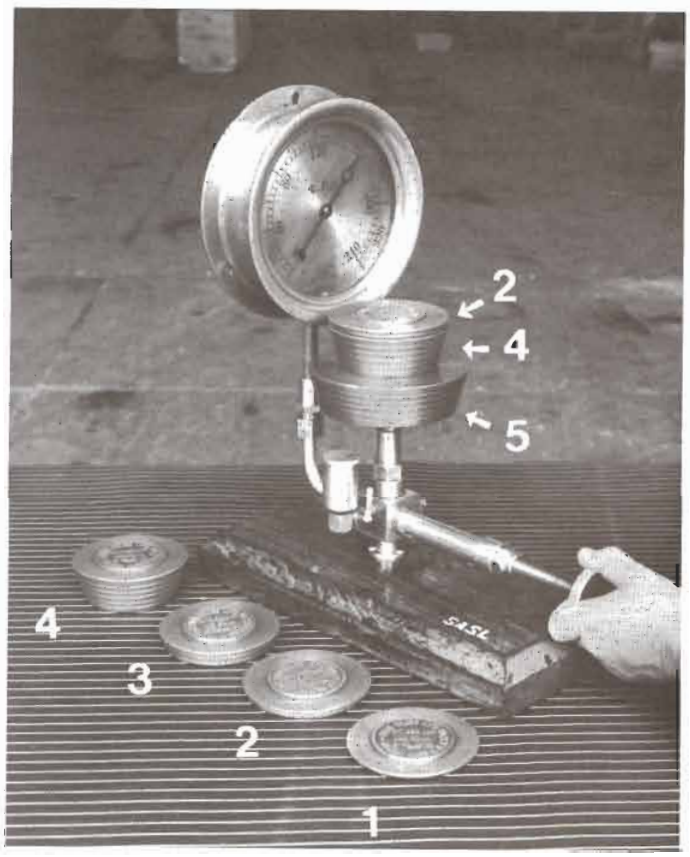
And then there are cases when the error is "non linear", that is to say it reads high at some points and low at others. In these cases the gauge mechanism, Bourdon tube, hair spring, quadrant gear and all, must be removed, examined for damage, cleaned, adjusted and repaired as necessary to see if the gauge can be made to give accurate readings. I've bumped into the odd one that, with my limited knowledge and facilities, can't be made workable. Such a gauge, if it's a nice looking brass job, becomes a conversation piece on a wall or shelf to impress the even less knowledgeable.

During the actual testing of a gauge two people are involved. One puts the appropriate weights on the disc, screws the "ram" in or out, "spins" the disc, and watches, very carefully watches, for the instant when the piston rises. At this precise instant he (or she) shouts: "She's up", and the other person takes note of the pressure indicated by the gauge hand at that instant. This information is then noted on a form and the test is repeated at, for example, a 10 or 15 PSI higher setting. This procedure is repeated over and over until the entire working range of the gauge has been examined and the form has been filled in. When complete, the form should indicate all the points (pressures) where a test was made and whether the gauge indication, at that point, was correct, high, or low, and if high or low by what amount. The form is now ready for the signatures of the test crew and it, along with the appropriate pressure vessel certificate, is placed in a location near the pressure vessel.

I'll bet most of those reading this diatribe had no idea when they saw former C.P. locomotives 1201 or 1057 or 136 running along that someone had to do all this to each and every gauge in the cab - while all they had to do was press their shutter release.

Want to run steam? There's a lot more to it than meets the eye and jobs to be done you never thought about. Want to get involved? Come and see me - we've got metal work jobs, woodwork jobs, welding and cutting jobs, mechanical jobs, cleaning and polishing jobs, sanding and painting jobs - jobs, jobs, jobs - the list goes on, and not nearly enough people to do it all.

If you can't figure out how to "gauge" your time to include BRS shop activities, give me a call - perhaps we can solve your "weighty" problem. One thing about it, BRS shop activities are "calibrated" to take the "pressure" off you in today's "pumped up" world. Cheers! Dunc.



This shows our beautiful old brass gauge under test. Note that the three weights on top of the disc (2 = 10 PSI, 4 = 50 PSI, 5 = 100 PSI) are equal to 160 PSI which is the reading on the gauge! How about that! Items 1, 2, 3 and 4 are weights corresponding to 5, 10, 20 and 50 PSI respectively. Note the lovely old style "C.P.R." lettering on the gauge. That's the author's hand twiddling the knurled knob. (Photo by Pierre Ozorák)

A Postscript

Confused? Well I apparently succeeded in confusing at least one member over statements I made in my June 1993 ***Branchline*** *Tid Bit regarding modern C.P. steam power with domeless boilers. Not all engines in each of the "modern" classes I wrote about on Page 9 of that issue had domeless boilers, nor did I intend to imply they did. Unfortunately this is what was read into my all too casual and non-specific remarks. What I should have written was that: "the following "modern" C.P. steam locomotives had domeless boilers", and were built prior to the G5 (1200-series) engines, excluding 1200 and 1201:*

- *The modern 5400-series 2-8-2s of Class P2h to P2j, engines 5417 to 5461, a total of 45 engines*
- *The 5900-series 2-10-4s of Class T1b, engines 5920 to 5929, a total of 10 engines ***
- *2800-series 4-6-4s of Class H1c to H1e, engines 2820 to 2864, a total of 45 engines*
- *2400-series 4-6-2s of Class G3h, engines 2418 to 2462, a total of 45 engines.*

** *The 10 class T1b 2-10-4s of 1938 were originally designed with domeless boilers, however, a change of mind in the Motive Power Department took place just before the construction period, and domes were applied. The subsequent six 2-10-4s of Class T1c (1949) did have domeless boilers.*

I might have included the 4-4-4 "Jubilee" engines of the F2a and F1a classes as well, but didn't. The 25 engines of these two classes were all built with domeless boilers.

This means that C.P. had a total of 160 "modern" engines with domeless boilers, all built and operated prior to the "production" or "contracted out" (to MLW and CLC) G5 class 1200s, excluding the two prototypes, Nos. 1200 and 1201, built at the Company's Angus Shops, which is the point I was trying to make in the article.

In addition, I made a faux-pas by including the "modern" 2300-series 4-6-2s in my sweeping statement. None of the 2300s, modern or otherwise, were built with domeless boilers. I'm going to have to write Tid Bits at some time other than the last minute, in a hurry, late in the evening to meet the ***Branchline*** *deadline, and do a little homework first instead of relying on a tiring memory at the last minute. My apologies!* Φ

Down by the Shop by Philip B. Jago

Maintenance

Maintenance is a pre-requisite to the efficient and effective use and operation of any object - be it animate or otherwise, with the frequency of maintenance largely dictated by such factors as environment, composition and use.

Maintenance is something that confronts all of us on a daily basis and varies from something as relatively minor as remembering to keep the toaster free of crumbs to something as significant as remembering to keep the automobile or heating system properly tuned.

One can forgo or defer a lot of maintenance but, ultimately, forgone or deferred maintenance has a way of enacting an expensive toll on those who subscribe to such foolishness.

All of this is to say that, for rail preservationists, it is one thing to preserve and restore an object, it is another to ensure that said object is properly maintained lest one watch the fruits of years of labour disappear in a bloom of dryrot or exfoliating rust.

Maintenance is time consuming; it is resource consuming; it can limit one's scope of activities with respect to the preservation and acquisition of new artifacts and rolling stock. It is also an excellent reality check in terms of limiting an organization's expectations to realistic levels.

Why such a concern with maintenance? Well, since spring break-up, members of BRS have been involved in the maintenance of just one piece of rolling stock - Official Car No. 27, built by Canadian Pacific in 1907 and restored by the BRS over the period between 1979 and 1985.

During that more than half-decade, Car 27 was literally rebuilt from the wheels up and was indeed a handsome site when all of the work was declared well and duly finished.

Yet, another eight years later, we have found ourselves in a desperate battle to preserve the gains of 1980s as we have been hard-pressed to repaint the car's sheathing and reseal the joint between the lower roof of the car and its many clerestory windows. Were we to have waited much longer, we would have been confronted with rotting siding and a leaking roof - recipes for disaster and the ultimate self-destruction of the car.

And so we have been hard at it. The work is neither as complicated nor as time-consuming as the actual restoration project. It involves the stripping of the paint using an electric stripper, and the application of new paint and lettering. It involves ensuring that this job is on a "par" with the standards set during the original restoration project, something that all of us should remember when faced with a similar challenge.

For all that it is or is not, however, the work on Car No. 27 has meant that we have been unable to pursue any new "restoration" projects. By this, I mean finishing our former CP wooden caboose which now sports a primer paint that shows the effects of one too many winters that it should was not designed to withstand. Let us not even mention starting the restoration of our famous Jordan Spreader before there is nothing left to restore. Why this difficulty? Well, human resources can only go so far. Unless you have enough resources to carry out both maintenance and restoration, you are going to have to make some hard decisions. In our case, it was relatively easy, maintain your gains before getting carried away with the next restoration/ preservation project, lest you just exchange one rotten hulk for another one, with a zero difference on the balance sheet.

But we have to do this maintenance, as surely as we had to reboiler our steam crane or perform running repairs to ex-CP No. 1201 and passenger cars when we operated steam excursions on behalf of the National Museum of Science and Technology.

We are not alone in this exercise. The good denizens of the National Museum of Science and Technology are heavily into maintenance. Only this means redoing the roofs on their passenger cars which used to be hauled by 1201. Until a decision on the fate of these cars is taken, they have to be maintained or they will ultimately leave the site as flat cars, not what anyone would intend. Their progress has also been slowed by a lack of sufficient human resources to carry out both maintenance and other artifact restoration. It is a too familiar refrain.

A study in concentration: George Viens (left) and BRS President David Stremes apply new lettering to ex-TNVR Business Car No. 27 as part of a major maintenance program for the circa 1907 former CPR Superintendent's Car. Ongoing maintenance can be as important as the initial restoration project and almost as time-consuming. For instance, just the re-lettering of the car has managed to occupy approximately 10 "person-Saturdays" of volunteer time - quite a bit when one considers the relative shortness of the working season in Canada. Photo by Philip Jago.

To others in similar circumstances, I would remind you that today's successful restoration will require you to think about the development of some form of maintenance plan to ensure the longevity of your accomplishments. After all, you have invested considerable time and money to preserve an historic object. You want to ensure that this is permanent. Not establishing a maintenance program is a sure-fire way of seeing your accomplishments wasted.

In the beginning, this maintenance plan may not have to be detailed. We must make sure, however, that it is followed and practised. Let's return to my introduction and my overview on the frequency of maintenance. How we handle the various elements of environment, materials and use can go a long way to helping our maintenance, with the key one being environment. For those of us blessed with indoor storage, the degree of maintenance will be considerably different that those such as BRS who have outdoor storage. This applies similarly to materials and operations. Ask anyone with canvas roofs and wooden equipment about how much maintenance is required when compared to all steel equipment. What about organizations with wood-clad stations as opposed to those who have preserved a masonry structure? Obviously factors such as these can have a major impact on the maintenance plan.

How many rail preservation organizations have thought about maintenance? How many organizations have a maintenance program? How many would be willing to share the details of their program with others who have not had the time to develop such a plan? How many would be willing to share their experiences through such organizations as the Canadian Committee on Railway Heritage mentioned elsewhere in this issue, and through the pages of **Branchline**?

From a different perspective, how much basic maintenance did you assist with this year? Did you do anything? Could you have done more? Would you do more, knowing that you enjoy seeing well-restored structures, artifacts or pieces of equipment but they must be maintained to survive for others to enjoy?

In Ottawa or wherever, there's lots of maintenance to do, come out and lend a hand. Φ

National Transportation Agency News

CN AND CP APPLY TO ABANDON TRACKAGE AS PART OF OTTAWA VALLEY CONSOLIDATION: In the July-August Branchline we reported on CP's intent to abandon trackage as part of the CNCP Ottawa Valley Partnership. CN filed notice with the NTA that it intended to apply for authority to abandon that part of the Newmarket Subdivision between Dykstra (Mile 226.8) and Mile 228.9, all within the City of North Bay. Included with this notice was a request for an abridgement of the normal 90 day time period between filing a Notice of Intent, and the actual application for authority to abandon, to 45 days. CP had requested the same abridgement with their Notice of Intent, and on June 23 the Agency advised both CN and CP that their request had been granted.

CN and CP have now formally applied to abandon this trackage: CP on July 27, and CN on July 28. Both CP and CN have requested that in the event that the abandonment applications are approved, that the abandonment order take effect not before July 1, 1994, and at least three months after the approval of an agreement dated June 7, 1993 between CN and CP that would establish the CNCP Ottawa Valley. The three month time period is required to construct connections at De Beaujeu, Quebec, North Bay, and Yellieck, both in Ontario, prior to abandonment, and construction can not begin before April 1, 1994.

The section of railway line in CN's application was constructed by the Canadian Northern Ontario Railway Company and opened for traffic in October 1915. This company amalgamated with Canadian National Railways in June 1956.

CP's application is for much more trackage: mile 0.9 to 95.6, and mile 106.0 to 115.3 of the Chalk River Subdivision; and mile 0.0 to 71.2 of the North Bay Subdivision. The line from mile 0.9 to mile 17.1 of the Chalk River Subdivision was constructed by the Brockville and Ottawa Railway Company in the 1850s. The remainder of the lines were constructed by the Canada Central Railway Company in the early 1860s. The Brockville and Ottawa was amalgamated with the Canada Central in 1878, which in turn was amalgamated into the Canadian Pacific Railway in 1881.

CN AND CP PROVIDE DETAILS ON OTTAWA VALLEY PARTNERSHIP: CN and CP have filed with the NTA notice of an agreement dated June 7, 1993, which provides for the conveyance of portions of their respective lines in the Ottawa Valley to CNCP Ottawa Valley, a partnership of CN and CP. The CN lines to be conveyed to the partnership are:

- Alexandria Subdivision from mile 6.3 De Beaujeu to mile 72.78 Hawthorne (excluding support trackage and passing track at Glen Robertson, and access to the Vankleek Subdivision off either leg of the wye)
- Beachburg Subdivision from mile 12.4 Bells Junction to mile 215.4 Nipissing (excluding support trackage and passing track, and all track north of the passing track at Portage du Fort, including the Stone Consolidated Spur)
- Newmarket Subdivision from mile 217.9 Nipissing to mile 223.6 North Bay

The CP lines to be conveyed to the partnership are:

- Chalk River Subdivision from mile 95.6 Pembroke to mile 106.0 Camspur (excluding all track on the north side of the main track at mile 105.0)
- North Bay Subdivision from mile 71.2 Mattawa to mile 117.3 North Bay (excluding all track on the north side of the main track [excluding station] starting at the west switch at mile 72.27)
- Cartier Subdivision from mile 0.0 North Bay to mile 8.0 (excluding all track on the south side of the passing track in North Bay)

The Ottawa Terminal Joint Facility lines which are currently jointly owned by CN and CP and which are to be conveyed to the partnership are:

- Alexandria Subdivision from mile 72.73 to mile 76.43
- Beachburg Subdivision from mile 0.0 to mile 12.4
- Walkley Line from mile 0.0 to mile 5.83
- Freight Shed Lead from mile 0.0 to mile 3.23
- Ellwood Subdivision from mile 0.0 to 5.02
- Prescott Subdivision from mile 4.89 to 5.25

Further information about the Agreement are:

- CN and CP will operate their own trains over the jointly owned line and both parties will be able to compete for traffic anywhere on the Line and retain all revenues
- Each partner will pay a car mileage charge for its use of the Line based on operating, maintenance and borrowing costs
- Properties making up the Line will be owned and managed by the Partnership, which will employ a General Manager and a workforce
- The Partnership will be run by a board of Directors - three from CN, three from CP - who will appoint the General Manager
- Each partner will have the right to terminate the Agreement every 21 years, on two years notice, provided the other partner agrees to the termination
- The Agreement is conditional upon receipt of all requisite regulatory approvals, including necessary abandonment order
- The Agreement contains specific provisions governing the operation of VIA trains between De Beaujeu and Federal

CN WOULD LIKE TO ABANDON MONTREAL TRACKAGE: CN has filed a Notice of Intent that it intends to apply for authority to abandon the Harbour Branch Spur, from Mile 0.4 to Mile 1.3, and the entire St. Patrick Spur from Mile 0.0 to Mile 0.4.

CN REFUSED PERMISSION TO ABANDON SPUR IN ONTARIO: The NTA has reconsidered an application by CN to abandon the Burford Spur, running a total of 7.65 miles off mileage 22.18 of the Dundas Subdivision. The NTA, which ordered CN not to abandon the line 1990, is required to reconsider such orders every three years. The NTA ruled that abandonment of the spur would have a negative economic effect on the farming community served by Cargill, which receives supplies of fertilizer by rail. (Order 1993-R-206, July 8, 1993)

CN FILES FOR PERMISSION TO ABANDON SAINT RAYMOND SUBDIVISION: CN applied July 14 to abandon the Saint Raymond Subdivision in Quebec, from mileage 16.8 (Shannon) to mileage 36.5 (Saint Raymond).

CN RECEIVES PERMISSION TO ABANDON PART OF CHAPAIS SUBDIVISION: The NTA has reconsidered CN's application for abandonment authority for the Chapais Subdivision, from Franquet (mileage 72.06) to Chapais (mileage 169.4), which it had ordered not be abandoned in 1990. The NTA has now given CN permission to abandon from mileage 78.06 (near Grevet) to mileage 169.4 (Chapais). The remaining segment cannot be abandoned, but the abandonment application must be reviewed within three years from the Order Date. (Order 1993-R-211, July 12, 1993)

CN APPLIES TO ABANDON LINE IN NOVA SCOTIA: CN applied July 22 to abandon a portion of the Chester Subdivision, from mileage 4.9 (near Summit) to mileage 42.4 (Barry's Stillwater Marsh). This line was constructed by the Halifax and South Western Railway Company, under charter granted July 30, 1901, with service starting October 27, 1904. In June 1954, this company was amalgamated along with eleven other companies under the name "Canadian Northern Consolidated Railways", which was then amalgamated with the Canadian National Railway Company on June 11, 1956. The line's major shipper is now shipping via Halifax.

CP RECEIVES PERMISSION TO ABANDON SPUR IN QUEBEC: CP can abandon the Berthierville Spur, running 2.1 miles from Berthierville to mileage 44.0 of the Trois-Rivières Subdivision, 30 days from date of order. (Order 1993-R-251, August 3, 1993)

CN RECEIVES OK TO SELL TRURO-SYDNEY LINES IN CAPE BRETON: After holding a public hearing, the NTA has approved to the sale of CN's Truro-Sydney line to the Cape Breton and Central Nova Scotia Railway Limited (CB & CNS Railway), owned by RailTex. There were a number of intervenors at the hearing, most of whom opposed the sale for a number of reasons. Included in those opposed were unions that currently represent the current CN employees. While CN currently employs 111, the CB & CNS has indicated that it will need only 52 employees, and it will provide a right of first refusal interview to CN employees currently working on the Sydney-Truro line. Also of concern to many was what would happen if the CB & CNS ceases operation. CN has provided written confirmation that, in the event that the CB & CNS

ceased operations on the Truro-Sydney line, it "agrees to ensure the continuation of rail service on the Truro-Sydney provincial short-line." The NTA therefore approved the conveyance by sale of 113.98 miles of the Hopewell Subdivision between Truro and Havre Boucher, 113.90 miles of the Sydney Subdivision between Havre Boucher and Sydney, and 8 miles of the Oxford Subdivision between Stellarton and end of rail from CN to the CB & CNS Railway. The NTA retains jurisdiction over the Truro-Sydney line until the CB & CNS Railway becomes the owner/operator of the line as a provincial carrier. (Decision 498-R-1993, July 27, 1993) *[It appears that the CB & CNS will be purchasing six 2000-series C-630M units and five 1750-series RSC-14 units from CN.]*

VIA FILES EVIDENCE WITH NTA ON VOYAGEUR'S CLAIMS OF UNFAIR PRICING: VIA Rail Canada has filed evidence with the NTA as part of the on-going investigation into Voyageur Colonial's claim that VIA's off-peak pricing in the Corridor is unfair. Voyageur alleges that VIA's use of peak/off-peak pricing and increased frequencies have directly caused declining revenues, passenger carryings and profitability for the bus industry. VIA believes that these allegations are without foundation:

- VIA's pricing structure has increased the average fare charged, and shifted some traffic to less popular off-peak periods
- the use of off-peak pricing has increased coach passengers in the Corridor by 1.6%, coach revenue by 6.5% and average fare by 4.8% from 1990 to 1992
- the availability of off-peak seats has never exceeded 31% of total capacity
- the increased train frequencies added in 1992 covered their incremental cost and reduced VIA's subsidy by $530,000 annually
- VIA's yield (revenue per passenger mile) improved by 14.4% from 1989 to 1992 (VIA Latest News, July 22) Φ

A SELECTION OF PASSENGER CONSISTS

21 June 93
VIA #1 - "Canadian"
at Edmonton, Alberta

FP9Au 6300 *
F40PH-2 6450
Baggage 8610
Coach 8126
Coach 8123
Skyline 8502
Sleeper "Allan Manor"
Sleeper "Bell Manor"
Diner "Frontenac"
Sleeper "Mackenzie Manor"
Sleeper "Carleton Manor"
Sleeper "Dufferin Manor"
Dome-Obs.
"Assiniboine Park"

* The appearance of a FP9Au unit on the "Canadian" is believed to be the first occurrence in some two years, brought about by the failure of F40PH-2 6402.

---

26 July 93
VIA #16 - "Chaleur"
at Charny, Quebec

F40PH-2 6429
Baggage 8602
Coach 8115
Coach 8107
Skyline 8510
Sleeper "Ch. Salaberry"
Sleeper "Ch. Richelieu"
LRC-3 6921 *
LRC Club 3462 *
LRC Coach 3300 *
LRC Coach 3337 *

* Train 26 - "Frontenac" failed enroute and was pulled to Charny by VIA #16. CN M-420(W) 3514 pulled #26 to Quebec City, 2½ hours late.

25 June 93
VIA #133 - "Saguenay"
at Jonquière, Quebec

FP9Au 6312
Baggage 9624
Cafe-Coach 3215
Coach 5478
Coach 5444

---

24 July 93
VIA #143
at Senneterre, Quebec

FP9Au 6308
Baggage 9672
Baggage 9617
Coach 5487
Coach 5464
Coach Cafe-Lounge 3033
Sleeper "Edgeley"

---

31 July 93
VIA #2 - "Canadian"
at Vancouver, B.C.

F40PH-2 6401
F40PH-2 6458
F40PH-2 6403
Baggage 8605
Coach 8125
Coach 8117
Skyline 8515
Coach 8118 *
Skyline 8517 *
Sleeper "Hunter Manor" *
Sleeper "Lorne Manor" **
Sleeper "Blair Manor" **
Sleeper "Fraser Manor" **
Sleeper "Dufferin Manor"
Sleeper "Abbott Manor"
Diner "Fairholme"
Sleeper "Drummond Manor"
Sleeper "Carleton Manor"
Sleeper "Osler Manor"
Dome-Obs. "Glacier Park"

* To Jasper - equipment to #5 - "Skeena"
** To Jasper only

19 July 93
VIA #1 - "Canadian"
at Calgary, Alberta @

F40PH-2 6405
F40PH-2 6402
Baggage 8605
Coach 8125
Coach 8117
Skyline 8507
Sleeper "Rogers Manor"
Sleeper "Bell Manor"
Diner "Fairholme"
Sleeper "Drummond Manor"
Sleeper "Carleton Manor"
Sleeper "Osler Manor"
Dome Obs.
"Assiniboine Park"

@ Detoured via Calgary due to the derailment of 15 freight cars just east of Jasper, Alberta on July 18.

---

19 July 93
VIA #1B - "Canadian"
at Jasper, Alberta %

F40PH-2 6401
Coach 8122
Skyline 8509
Sleeper "Christie Manor"
Sleeper "Abbott Manor"
Sleeper "Blair Manor"
Sleeper "Cameron Manor"

% Would normally have been added to No. 1 from Toronto which was diverted via Calgary

---

20 July 93
ACR #1
at Sault Ste. Marie, Ont.

GP38-2 204
SGU 77
Baggage 309
Baggage 301
Coach 425
Coach 426

21 July 93
ACR #3
at Sault Ste. Marie, Ont.

GP38-2 201
GP38-2 205
GP38-2 200
Coach 5442
Coach 5441
Coach 5468
Coach 5474
Coach 5545
Coach 9302
Cafe-Coach 3243
Diner 505
Diner 504
Coach 5494
Coach 5495
Cafe-Coach 3236
Coach 5514
Coach 5512
Cafe-Coach 3230
Cafe-Coach 3210
Coach 5519
Coach 5571

---

30 July 93
Amtrak #60
at Montreal, Quebec

F40PH 265
Baggage 1138
Sleeper 2941
Sleeper 2452
Snack-Coach 3106
Coach 4643
Coach 4634
Coach 25100
Coach 25093

---

30 July 93
ONR #121 - "Northlander"
at North Bay, Ontario

FP7A 1501
EGU 204
Coach 603
Coach 601
Coach 600
Snack Car 700
Coach 611

1 August 93
VIA #278 (deadhead)
at Windsor, Ont. #

F40PH-2 6447
F40PH-2 6444
F40PH-2 6457
F40PH-2 6454
Coach 5584
Cafe-Coach 3207
Coach 5537
Cafe-Coach 3222
Coach 5448
Cafe-Coach 3251
Coach 5590
Coach 5531
Cafe-Coach 3220
Club Galley "Mount Royal Club"
Coach 5558
Coach 5471
Cafe-Coach 3246
Coach 5578
Coach 5499
Cafe-Coach 3200
Coach 5446
Coach 5616
Cafe-Coach 3240
Coach 5522

Return of equipment from Trains 73 and 273 - heavy traffic due to Caribana festivities, holiday weekend and the Detroit Tigers playing the Toronto Blue Jays in Toronto.

---

30 July 93
ONR #122 - "Northlander"
at North Bay, Ontario

FP7A 1520
EGU 202
Coach 614
Coach 602
Coach 606
Snack Car 702
Coach 609

(Thanks to Douglas Bardeau, Martin Berubé, James Brock, John Godfrey, Pierre Ozorák, Geoffrey Peters and André St-Amant)

Along the Right of Way

CN NORTH AMERICA

DERAILMENT CAUSES FIRE: On June 30, GP40-2L(W) 9427, a trailing unit on Train 204, derailed at a switch in the yard at Hornepayne, Ontario. The unit's fuel tank ruptured and the unit was quickly engulfed in flames. No. 9427 was gutted in the fire and was taken to Transcona Shops in Winnipeg for evaluation. Adjacent sister 9513 suffered heavy fire damage to its long hood, and sister 9518 suffered a burnt nose.

MAJOR OVERHAUL STARTED: Renovation work on the Montreal to Deux Montagnes (Quebec) commuter line shifted into high gear on July 2 with the cancellation of commuter service for eight weeks. Up to 60 cars of ballast have been spread per day and many lengths of continuous welded rail have been laid west of Val Royal. Major drainage work is being carried out at Mont Royal Station and lining work is underway in Mont Royal Tunnel. Most ballast trains have been powered by three 3500-series M-420(W) units, and SW1200RS 1298 has been utilized in the tunnel. Rush hour commuter service is scheduled to resume on August 30, with full service resuming on September 20. Several temporary bus routes have been established to minimize passenger inconvenience. During the work program, CN's Montreal to St-Jerome way freight 584 is detouring to St-Jerome over CP lines via Ste-Thérèse, usually powered by a 3500-series M-420(W) or a 7000-series GP9RM. (Tom Grumley)

DAYS NUMBERED: CN GE boxcabs 6715 and 6714 wait on the loop track at Val Royal, Quebec, for English Electrics 6716 and 6724 to head into Montreal on June 25, 1993. Photo by David Stremes.

HUMP SPILL: On July 11, GP38-2m 7500 and HBU-4 512 were damaged in an accident when in a collision at MacMillan Yard in Toronto. Both units will be forwarded to Transcona Shops for repairs.

CAB SLICED: On July 13, SD40 5042 collided with the boom of a contractor's ditchdigger east of Windsor, severely damaging the left side of 5042's cab. Fortunately there were no injuries to the crew. No. 5042 has been forwarded to Transcona Shops for repairs.

SD70s TESTED: In mid-July, GM SD70M demonstrators 7000 and 7001 were tested in Eastern Canada. The first test on July 16 comprised Nos. 7001 and 7000, CN Dynamometer Car 15100, and CN GP40-2L(W) 9426 on Train 231 between Montreal and Toronto at speeds up to 70 mph. The high-speed 9426 was in the consist for comparison testing with the radial trucks on the SD70Ms. The same units then travelled from Toronto for Halifax on Train 208 on July 17 and from Halifax to Montreal on Train 207 on July 19.

On July 22, adhesion tests were carried out in Montreal with CN SD40-2(W) 5329, SD70M 7000 and Dynamometer Car 15100 'tugging' SD40-2(W)s 5324 and 5310 and SD70M 7001. The two demonstrator units and Dynamometer Car 15100 departed Montreal on July 23 for Toronto, with GP40-2L(W) 9662 shut down, hauling a 7,200 ton train. Nos. 7000 and 7001 departed Toronto on July 25, enroute to Chicago.

RAILWAY 'DAZE': On July 17, almost new GE Dash 8-40CM 2446 took part in Railway 'Daze' at Rainy River, Ontario.

FAMILY PICNIC: Also on July 17, SD40u 6003 was on display for Family Days at Garneau, Quebec. As well, a 5 car 'pull-pull' passenger extra operated from Garneau to Lac-aux-Sables for the "Festival des Sportifs". The consist included SD40u 6003, VIA coach 5584, CN (STCUM) commuter coaches 5063, 5062 and 5064, VIA coach 5522 and CN M-420(W) 3554. (André St-Amant)

DERAILMENT FORCES DETOURS: On July 18, 15 freight cars derailed at the east gate of Jasper National Park. The derailment forced the detour of VIA Rail's "Canadian" over CP Rail lines from Edmonton to Kamloops via Calgary on July 19. As well, four westbound and two eastbound freights travelled the same route. CN trains detoured included (loads/empties):

#413 with Dash 8-40CMs 2427, 2411, 2417 and 2420 (96/6);
#203 with GP40-2L(W)s 9432, 9509 and 9560, plus SD40 5036 and SD50F 5456 (74/11);
#201 with GP40-2L(W)s 9446, 9573, 9542, 9525 and 9524 (69/6);
#201 with SD60F 5539 and SD40-2(W) 5293 (81/5);
#262 with GP40-2L(W)s 9551, 9499 and 9580 (42/6);
#264 with GP40-2L(W)s 9436, 9482, 9617 and 9568 (64/0).

TO THE SCRAPPER: The following retired units were moved to Sidbec-Feruni (Contrecoeur, Quebec) for scrapping on July 23: SW1200RS's 1232, 1233, 1262, 1264, 1265, 1268, 1288, 1289, 1290 and 1306; SW1200 7732; SW900 7933. All units had been through AMF for removal of paint containing PCBs.

HEAVY RAINS CAUSE WASHOUTS IN NORTHERN ONTARIO: Torrential rains on July 27 (5½" in 2 hours) caused 16 washouts over a 13 mile stretch of the Redditt Subdivision in Northern Ontario, knocking out the transcontinental line for a week. Several freight trains and VIA Rail's "Canadian" were detoured via Thunder Bay, and several freights were routed through Chicago.

One of the eastbound trains detoured via Chicago was powered between Chicago and Montreal by CN SD40 5222, DW&P SD40 5909 and CN SD40 5015, arriving in Montreal on August 2. The 5909 then worked to Toronto, Hornepayne and Winnipeg before returning home to Pokegama, Wisconsin. The 5909 spent a week in Canada and completely circled the Great Lakes, believed to be the first DW&P unit to do so.

'OLDIE' VISITS MONTREAL: August 4th's Train 325 from Selkirk (New York) to Montreal was powered by CN SD40-2(W) 5342 and Conrail SD50 6820, the latter experiencing problems enroute. Conrail GP10 (upgraded GP9) 7525 was borrowed from a work train near Massena, New York, to assist on the balance of the trip to Montreal. Return train 326 on August 5 (104 loads,10 empties, 11939 tons) was headed by CN SD40-2(W) 5329, Conrail SD60 6860, dead Conrail SD50 6820, and Conrail GP10 7525 working her heart out.

SARNIA TUNNEL DEVELOPMENTS: The first train of tunnel segments was moved to the Port Huron-Sarnia tunnel site on July 29. To follow on August 15 and 22 will be special trains carrying the tunnel boring machine. Both trains are expected to include Company Service Car "Coureur des Bois" and Track Inspection Car "Sandford Fleming".

LATE NEWS: As we go to press (August 10) it has been learned that the Ontario Northland Railway will finally take over operation of CN's Kapuskasing Sub. (Cochrane to Hearst - 129.1 miles) and the 22.4-mile Pagwa spur from Hearst to Calstock, as of 00:01, August 15, 1993.

CP Rail System

25 YEARS AGO: In July 1968, Canadian Pacific adopted a new set of international names for its multi-modal spectrum of services ... CP Rail, CP Air, CP Transport, CP Express, CP Ships, CP Hotels and CP Telecommunications. It also introduced a new symbol ... a portion of a square to represent stability, a segment of a circle to suggest global activities, and a triangle to denote motion and movement.

In the fall of 1968, C-424s 4239 and 4242 embarked on a cross-Canada publicity trip. The units, resplendent in brilliant red with white-stripped noses, were followed by a green newsprint car, a black covered hopper, a yellow insulated car, an aluminum refrigerator car, two red boxcars, a red gondola, a red flat, and a yellow caboose. How time flies!

ANNIVERSARY CELEBRATED: Newport, Vermont, celebrated its

75th anniversary on July 10 and 11. Attending the celebrations was CP Rail System GP38-2 3125, a stranger to Newport. (Bruce Chapman)

FIBRE OPTICS CABLE LAYING COMPLETED: On July 3, GP38-2s 3079 and 3097 were released from cable train duties on the Canadian Atlantic Railway. Both units are equipped with pacesetters for slow speed operation. (Bruce Chapman)

HEAVY RAIN WREAKS HAVOC: In late-June, heavy rains caused major flooding in Minnesota, Iowa and Wisconsin, forcing CP/Soo to detour trains over the Wisconsin Central and the Chicago & North Western. All cars and locomotives had to be removed from Soo Line's St. Paul Yard in late-June as water inundated the yard and shop facilities.

In late-July, the American Association of Railroads stated that flooding in the U.S. midwest had washed out 100 miles of track, flooded another 500 miles and inflicted $200 million US in damage.

Heavy rains in Winnipeg, Manitoba, during the third week of July resulted in the closure of the diesel shop drop pit and wheel machine due to high water.

On July 27, torrential rains caused CP Rail's Nipigon Subdivision to be severed in eight locations, forcing CP to detour several freights over a four day period. Ten trains were detoured over Conrail lines through Buffalo to and from Chicago, and four trains were routed over the Wisconsin Central via Sault Ste. Marie, Ontario, to provide connections to CP's U.S. trackage. (Bruce Chapman and Dale Whitmee)

COACH BORROWED: Former CP coach 1700 was borrowed from the Canadian Museum of Rail Travel in Cranbrook, B.C., for CP's Family Days in Coquitlam. The car departed Coquitlam on a way freight on July 14. (Bruce Chapman)

STRANGER IN ALBERTA: Soo SD39 6240 (nee M&NS 40) was worked into Canada in mid-July, working to Moose Jaw on Train 571, to Calgary on Train 467, to Edmonton and return on Trains 963 and 964, and then back home. (Bruce Chapman)

SD60MACs TESTED: In late-July, Burlington Northern/General Motors SD60MACs 9500 and 9503 were tested on a grain train between Moose Jaw and Coquitlam and return. The two AC-motored units were accompanied by AAR Test Car 112, EMD Test Car ET840, CP SD40-2F 9020 and CP SD40-2 6064.

After the tests, the 9500 and the test cars returned home, and 9503 was worked to Montreal for adhesion tests on the M&O Subdivision at Rigaud, Quebec, on August 5 and 6. CP SD40-1 5405 and SD40-2s 5475, 5476 and 5479 were utilized to generate sufficient retarding force to measure the adhesion of the 9503 and CP SD40-2 6000. Mechanical Test Car 66 and the National Research Council's former CP Dynamometer Car 62 were utilized in the tests.

Nos. 6000 and 9503 were moved to Windsor Station on August 9 for inspection by officials. (Bruce Chapman)

IN NEW IMAGE: At press time, 11 Soo units had been repainted into the new CP Rail System logo and scheme: GP38-2s 4404 and 4406; SD40s 740, 741 and 6404; SD40A 6407; SD40-2s 777, 778, 779, 6603 and 6607. The units no longer carry any Soo identification. (Bruce Chapman)

POSTSCRIPT TO STORY: The last train to Waterloo, Ontario, did not run on April 30 ("Last Train to Waterloo - July/August 1993 Branchline). Much to everyone's surprise, CANBAR had a load of British Columbia lumber brought into its plant on June 17, and then another was delivered July 5! On the evening of July 6, CP SW1200RS's 8162 and 8161 retrieved the last empty centre beam flatcar - the last run to Waterloo. The NTA order of abandonment took effect on July 31, 1993.

The first diesel on the GRR/LE&N was in 1954 when S-3 6515 was tested, unsuccessfully. While the article indicated that responsibilities for hauling freight were jointly shared by the diesels and electrics until 1961, no diesels were in freight service until October 2, 1961. (Chris Stacey and George Roth)

VIA

ANOTHER ISLAND COLLISION: On July 12, RDC-1s 6135 and 6133 on Courtenay to Victoria (British Columbia) train 198 collided with a logging truck at a private crossing at Mud Bay (mile 121.4 of CP Rail's Victoria Sub.). While none of the 27 passengers on the train was injured, the damage to the front end of No. 6135 was considerable. The train was rescued by a CP Rail unit, with the 6135 moved to the Vancouver Maintenance Centre for evaluation. The logging truck driver was charged for failing to stop at the crossing.

No. 6135 had been removed from storage in Toronto in March 1993 to replace sister 6134 which was severely damaged in an accident with a tanker truck near Nanaimo on February 16, 1993. Island services are being handled by RDC-1s 6133 and 6148. (Dale Whitmee)

FIFTIETH ANNIVERSARY: Central Station in downtown Montreal marked its 50th anniversary on July 16th. The station was constructed by Canadian National Railways on the site of the old Canadian Northern Tunnel Terminal and opened in July 1943.

ELSEWHERE

CN STEAM LOCOMOTIVE TO REMAIN IN KAMLOOPS: On June 1, Kamloops City Council resolved that CN 2-8-0 No. 2141 will remain on display in Kamloops. The 2-8-0 was donated to the people of Kamloops by CN in 1960. Over the years, in spite of occasional painting, its appearance had deteriorated. Although not fenced, it suffered vandalism and theft (bell hacksawed from its harp).

The engine has been the subject of recent debate since an Alberta-based railway society asked City Council to donate the locomotive to them. Fearful that No. 2141 might leave the province, the West Coast Railway Association also put in a bid. All this provoked an impressive reaction from local rail oriented groups, preservationists, etc., all emphatic in their opposition to any proposal to dispose of an important part of the City's railway heritage.

City Council has requested the Kamloops Heritage Advisory Committee initiate the organization of a Locomotive No. 2141 Society for the purpose of developing a strategy and program for the upkeep, restoration and possible relocation of the locomotive with the City. The City also wishes to obtain CN's abandoned downtown station, which has been declared a National Heritage Site by the Federal Government. Many of the local groups wish to see it develop into a Heritage Railway Museum, and feel it would be a logical place to display a refurbished 2141, coupled to the now restored CN cattle car and van located elsewhere in Kamloops. (Bert Hyde)

CN Light Consolidation No. 2141, Class M-3-d, at Riverside Park in Kamloops in 1962. She is the sole survivor of a class of 25 built by CLC in 1912. Photo by Bob Webster, collection of Bert Hyde.

PRAIRIE DOG CENTRAL RE-ENACTS HISTORIC TRIP: On June 26, history was re-enacted as the "Prairie Dog Central" hauled a special charter excursion from Winnipeg to Winnipeg Beach, Manitoba. The trip was sponsored by a Winnipeg consultant on behalf of a tourism campaign to promote Winnipeg Beach and was done to re-enact the daily picnic excursions once operated by CP between Winnipeg and the popular tourism retreat. In the good era, CPR records indicate that up to 40,000 passengers could be taken out for sun, fun and sand on holiday weekends. The trip used CP Rail's Winnipeg Beach Subdivision and was precedent setting in that it marked the first time for steam on the line since the "Prairie Dog" hauled then-Prime Minister Pierre Trudeau on a special run to Selkirk during the Manitoba Centennial.

The "Prairie Dog Central", hauled by 4-4-0 No. 3 (Dubs, April 1882, née CP No. 22:1) is now owned by City of Winnipeg Hydro and operated by the Vintage Locomotive Society in regular excursion service over Canadian National's Oak Point Subdivision between St. James (Winnipeg) and Grosse Isle, Manitoba. (Winnipeg Free Press, 27/06/93, thanks to Jim Lewis)

'BROAD GAUGE' TRACK LAID: New displays about the Brockville and Ottawa Railway Company and its Brockville railway tunnel have been installed inside the south portal of the Brockville Tunnel. A section of 5' 6" gauge track has been laid to the south entrance and into the tunnel for a short distance (might this be the only 5' 6" gauge track in Canada?)

The display panels were financed through a local appeal and a small provincial grant.

The Brockville and Ottawa Railway Company was chartered in 1853 to build from Brockville, Ontario, to the Ottawa River at Arnprior. It was later extended to Sand Point and today forms part of CP Rail System's Chalk River Subdivision and the Brockville Subdivision. (Kingston Rail)

DERAILMENT CUTS POWER: On June 28, the derailment of six box cars at mileage 51 of the Southern Railway of British Columbia (near Abbotsford) knocked out power to three BC Hydro substations, leaving about 20,000 upper Fraser Valley residents without electricity for three to ten hours. (Dale Whitmee)

CARS PAINTED: Alberta Prairie Steam Excursions operated a Dominion Day Special from Stettler to Rowley, Alberta. The consist of the train that day was all in the CN inspired green, black and yellow. Behind 2-8-0 No. 41 was water car 80946, coaches 6603 and 7279, observation 663045, coaches 5080 and 4628, combine 2808, former sleeper 1001 and caboose 903717. (James Brock)

Alberta Prairie 2-8-0 No. 41 approaches Scollard, Alberta, with Train #2 on July 1, 1993. Photo by James Brock.

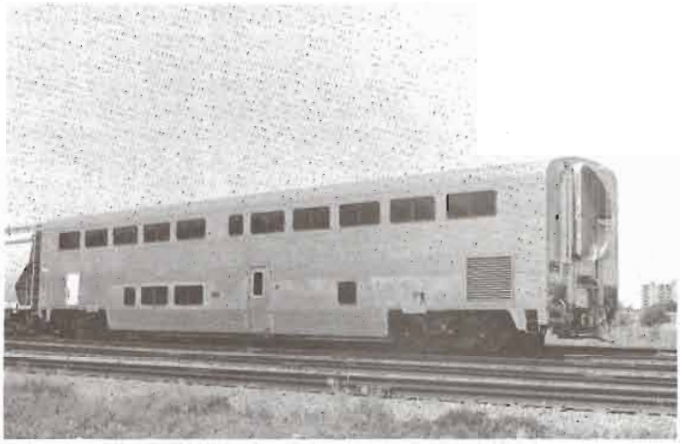
"BLACK BOX" DECISION: On July 8, the FRA in the United States published a final ruling requiring the use of "black box" event recorders in the first locomotive of all trains operated faster than 29 mph after January 16, 1995. Carriers will have to preserve and periodically inspect event recorders already in use after November 5, 1993, to record speed, braking, throttle position and other operating data for use in accident investigations. The FRA's rule also requires that all locomotives operated above 29 mph have recorders measuring eight operating characteristics within 18 months after the rule takes effect. Several thousand locomotives presently have recorders that measure only time, speed and distance travelled. (Bruce Chapman)

SAFETY TRAIN VISITS CSXT LINES IN SOUTHWESTERN ONTARIO: On July 20, CSXT's Detroit Division Safety Train travelled through Sarnia, Wallaceburg, Chatham and Windsor before returning to Detroit. The four-car special stopped where employees were located to provide the employees with a meal and a safety patch. The consist included GP38 2015, and work cars 982906, 985513 (diner), 985375 (former baggage) and 940700 (coach). (Doug Wilson)

CAIRN ERECTED: The Canadian Army has erected a stone cairn at Canoe River, B.C., to commemorate the soldiers killed in the head-on collision of a westbound troop train with the eastbound "Continental" there on November 21, 1950. The collision was the result of an incorrectly copied train order. The cairn is on a fairly flat spot with easy road access. (Jim Johnston)

FOR REPAIRS: Central Western Railway's ex-Conrail GP9 7438 was in CP's Aylth Shop in Calgary during the third week of July for wheel turning. (James Brock)

FOR CLIMATE TESTING: On July 24, Amtrak Superliner Sleeper 32072, the third of 49 being constructed by Bombardier, was delivered to the National Research Council in Ottawa for hot and cold temperature testing. (Ray Farand)



New Amtrak Superliner Sleeper 32072 at CN's Walkley Yard in Ottawa on July 24, 1993, enroute to the National Research Council's laboratory for 'climate' testing. Photo by David Stremes.

'F' UNITS CARRY ON: Ontario Northland's "Northlander" between Toronto and Cochrane, Ontario, is normally powered by either FP7A 1501 or 1520, the last serviceable units of 22 FP7As acquired between 1951 and 1953. Retired sister 1502 is undergoing a rebuild at the North Bay Shops which will include the installation of a 2,075 hp Caterpillar engine. Sisters 1509 and 1521 are scheduled for the same treatment.

AMTRAK DETOURED: On August 4, six freight cars derailed on CN's line between Rouses Point, New York, and Cantic, Quebec, forcing Amtrak's northbound "Adirondack" on August 4 to utilize CP's former Napierville Junction line from Rouses Point to Delson, and thence to the CP/CN interchange at Parsley in Montreal to access Central Station. The southbound edition of the "Adirondack" on August 5, took the same detour. (John Godfrey)

Former VIA FPA-4 6771, operating on the Cuyahoga Valley Line in Ohio, has been repainted into a grey and blue scheme similar to that on former D&H PA-4 Nos. 16-19. The privately owned unit was last painted as Western Maryland 305. Photo by Frank Vollhardt, Jr.

TRANSIT'S SHARE DOWN: A new study has disclosed that BC Transit's share of commuters in Greater Vancouver has dropped 13% since the $2 billion SkyTrain, the advanced light rapid transit system, opened in 1986. It seems most commuters prefer their automobiles, in spite of a significant increase in the time and distance of the average drive since 1985. Φ

Motive Power and Equipment Scene

Our thanks to Stephane Bisson, Bruce Chapman, Doug Cummings, Herb Dixon, Jim Johnston, Pierre Ozorák, Mark Perry, Geoffrey Peters, George Spall, David Stremes, Ian Walker and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the **Canadian Trackside Guide 1993**, eg. (p1-44).

CN REMANUFACTURED UNITS FROM AMF: GP9RM 'mother' 7272 (nee 4208, serial A1242) and GP9 Slug 272 (nee 4212, serial A1246) were released on July 7 and assigned to MacMillan Yard in Toronto for maintenance; GP9RM 'mother' 7273 (nee 4374, serial A1280) and GP9 Slug 273 (nee 4595, serial A1334) were released on July 8 and assigned to Transcona Yard in Winnipeg for maintenance.

To follow by the end of 1993 will be GP9RM 'mother' Nos. 7274-7280 and GP9 slug Nos. 274-281.

CN STORED SERVICEABLE:
- RSC-14s 1754, 1757, 1758, 1760, 1764 and 1765 (at Moncton);
- GMD1s 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay);
- C-630Ms 2003*, 2015*, 2016*, 2022*, 2028*, 2029*, 2032*, 2034*, 2035* and 2039* (at Moncton).

CN STORED UNSERVICEABLE (* added since last issue):
- SW1200RS 1384 (accident);
- C-630Ms 2004 and 2043 (failures);
- RS-18s 3627, 3675 and 3842;
- GP9 4289, 4290, 4452, 4459, 4466*, 4467, 4470, 4520 and 4585 (for rebuild program).

RETURNED TO SERVICE: (p1-17) GP38-2(W) 4766 after repairs to damage caused by a washout near Levan, Manitoba, on June 6, 1992.

PURCHASED: (p1-19) In 1978, Ontario Hydro purchased 20 SD40-2(W) units (Nos. 5294-5313) to provide motive power for Ontario Hydro coal trains on CN. Subsequently 5294-5302 were purchased by CN. On June 1, 1993, sisters 5303, 5304 and 5305 were purchased from Ontario Hydro, leaving only sisters 5306-5313 owned by Ontario Hydro.

SOLD: (p1-7) SW1200RS 1259 (GMD Serial A1031, built 1/57) has been sold to the Alberta Prairie Steam Tours Ltd. The unit was delivered to the Central Western Railway the first week of August.

TRANSFERRED: On July 1, the 36 GP40-2L(W) units assigned to Winnipeg were transferred to Montreal for maintenance. Included were Nos. 9488-9499, 9576, 9577, 9579-9587, 9590-9592, 9600-9602 and 9607-9613. With the transfer, all 272 remaining GP40-2L(W) amd GP40-2(W) units are assigned to Montreal.

STEEL CABOOSE TRANSACTIONS:
- 79217 to Pailing Industries Ltd., Hamilton, Ontario;
- 79223 to a private individual in Bowmanville, Ontario;
- 79411, 79537 and 79547 delivered to a private individual at Kamloops for movement to Chase, B.C.;
- 79592 to Bayfield Furniture Mart, Barrie, Ontario;
- 79682 delivered to a private individual at Chilliwack for movement to Abbotsford, B.C.;
- 79743 to a private individual in Saint-Phillipe de Laprairie, Quebec;
- 79760 to Musée de la Lare, Rivière-Blanche, Quebec.

RELEASED:
- CN GP9RM 'mothers' 7272 and 7273, and GP9 slugs 272 and 273 (see above);
- CN Class Z-5-a steeplecab electric 6727 was released on June 28 after cab and truck upgrading;
- Kennecott Copper GP39-2 799 was released June 29 after an overhaul and the addition of an air conditioning unit on top of its extended height cab (increasing overall height to 17' 7");
- Retired CN SW1200RS's 1204, 1210 and 1290 and SW900 7933 were released after being stripped of paint prior to disposition (all were shipped to Sidbec-Feruni in Contrecoeur on July 23 for scrapping);
- CN GMD1-B 1421 after wreck repairs resulting from a collision at Joffre, Quebec;
- CN GP9RMs 4034 and 7082 were released after main generator repairs;
- Helm Leasing SD40 3105 (ex-Union Pacific) after repairs - shipped to Dakota, Minnesota & Eastern Railroad for service.

WORK IN PROGRESS OR PENDING at press time:
- CN SW1200RS 1362 awaiting fire damage repairs;
- CN SW1200RS 1388 for repainting;
- CN GP9RMs 4027 and 7022, GP40-2L(W) 9553, and SD40u's 6002 and 6009 for repairs;
- Copper Basin Railway's former Kennecott Copper GP39-2s 791 and 796 having their extended height cab and short hood 'standardized', plus engine and truck overhauls;
- 12 CN GP9 units in various stages of being remanufactured into 'Mothers' 7274-7279 and Slugs 274-279;
- Abitibi-Price's former CN SW1200RS 1254 undergoing an air brake upgrade and various modifications, plus receiving new paint;
- Former CN SW900 7939, sold to Fletcher Challenge in British Columbia, receiving roller bearings and new paint;
- Canac International's former CN SW1200RS 1303, and SW900s 7909 and 7920 undergoing repairs and/or modifications;
- 18 Helm Leasing former Union Pacific SD40 units arrived in June for various repairs. Nine were formerly Missouri Pacific 3007, 3010, 3023, 3064, 4057 [ex-3057], 4060 [ex-3060], 4061 [ex-3061], 4062 [ex-3062], and 4066 [ex-3066]; and nine were nee Union Pacific 3006, 3015, 3060, 3066, 3087, 3093, 3099, 3105 and 3120 (3105 was the first completed);
- Quebec North Shore & Labrador SD40-2s 226, 230, 231, 244, 252 and 264 arrived by boat in June for major overhauls which will see the installation of a Woodward microprocessor and cab and short hood upgrades (No. 252 entered the shop on June 21). Sisters 232, 233, 239 and 240 will follow in the fall;
- Helm Leasing's former CSXT GP38-2 2597 arrived in June for repairs.

UPGRADED: (p1-52) CP SD40s 5508 and 5520 have been upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor. They were released from Ogden Shops in Calgary on July 9 and June 16 respectively in the new 'Dual-flag' livery. Sisters 5501 (wreck damaged), 5509 and 5559 are undergoing similar upgrading.

OVERHAUL DELAYED: (p1-50) Former Norfolk Southern SD40-2 3253 entered Ogden Shops in June for overhaul and renumbering to CP 5484. With the upcoming holiday shutdown, the unit was rescheduled for after the shop shutdown and returned to service as 3253.

NOTE: Units 5475-5483 were released from Ogden Shops with 12-inch high-reflective road numbers on the end of the high short hood. These nine units have been/will be retrofitted with 12-inch road numbers on the end of the long hood as well, and Nos. 5484 and 5485 will carry the road numbers on both hood ends as well when outshopped.

RETIRED: M-630s 4508, 4550, 4551 and 4568, and M-636s 4725 and 4731 were retired on July 26, 26, 16, 16, 16 and 26 respectively.

RETURNED TO SERVICE: M-630 4565 and GP35 5004.

UNITS STORED SERVICEABLE (* added since last issue):
- CP GP9u's 1541*, 1558*, 1560*, 1566*, 1576*, 1603*, 1618* and 1633*;
- CP GP35s 5005, 5006, 5008, 5010-5013;
- D&H RS-11 5009;
- D&H RS-36s 5022 and 5023;
- CP SW8s 6700*, 6701 and 6708;
- CP SW900s 6712, 6719 and 6720*;
- CP RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044;
- SW1200RS's 8124* and 8129*.

UNITS STORED UNSERVICEABLE (* added since last issue):
- CP GP7u 1500 (accident);
- CP GP9u 1517 (accident);
- CP RS-18s 1827 and 1863 (accidents);
- SOO GP40s 2015*, 2025*, 2033*, 2035*, 2045*, 2046* and 2066*;
- SOO GP38-2s 4440* and 4507* (accidents);

- CP GP35s 5007 and 5009 (accidents);
- CP SD40s 5501, 5509 and 5559* (rebuild program);
- CP RS-23s 8018, 8020, 8022*, 8030, 8032 and 8039 (failures);
- CP SW1200RS 8160 (fire).

RENUMBERED: D&H GP38-2 7314 and 7323 have been renumbered 7308 and 7310 respectively. Remaining to be renumbered are 224 to 7305 and 7324 to 7311.

STRIPPED: M-630 4567 and M-636 4715 have given up their event recorder and lead equipment which will be reapplied to SD40 units (5500-5564 series).

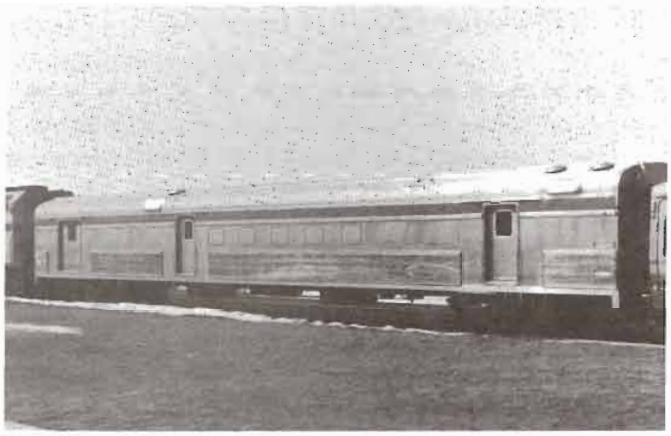
NOSE-DOOR WINDOW ADDED: SD40-2F 9024 has had a nose-door window added to improve visibility for the crew. Plans are to add the nose-door window to all 25 "Red Barns".

VIA

'HEP' PROGRAM UPDATE: Between mid-May and press time, the rebuild of 11 additional former CP Rail stainless steel cars in the HEP 1 contract was completed by AMF (141 of 157 planned conversions are completed). Released were: Coaches 8100 and 8109 [series complete]; Sleepers "Chateau Dollier" (8208), "Chateau Iberville" (8209), "Chateau Latour" (8212) and "Chateau Lauzon" (8213); Diners "Emerald" (8407) and "Wascana" (8417) [series complete]; Baggage Cars 8612 and 8613; Dome-Observation "Waterton Park" (8717).

Undergoing rebuild at AMF at press time were the following 16 cars: Baggage car 615; "Chateau" sleepers Argenson, Brule, Cadillac, Denonville, Dollard, Jolliet and Maisonneuve; "Manor" sleepers Amherst, Cornwall, Dunsmuir, Hearne, Macdonald and Sherwood; Dome-Observations "Kokanee Park" and "Laurentide Park". The last conversion is scheduled for completion in December 1993.

CONTRACT AWARDED TO AMF: AMF will complete the renovation of 10 former U.S.-owned stainless steel cars to head end power that were 'stranded' when Septa Rail went into bankruptcy in early 1993. Septa Rail had been awarded a contract to refurbish and convert to head-end power 24 cars for long distance services - 14 were completed. The uncompleted cars are 8130, 8131, 8134, 8135, 8137, 8140, 8142, 8143, 8145 and 8146. Five of the conversions are expected to be completed in 1993, with the remainder to be completed by the end of March 1994.



One of six former Union Pacific RPO cars operated by VIA (Nos. 8618-8623). They, along with eight coaches, were renovated at Septa Rail prior to its closure in the spring of 1993. Note that the cars lack the usual stainless steel fluting on the sides. Photo by David Stremes.

FOR SALE: On behalf of VIA Rail, CANAC International has offered the following cars for sale:
- Tempo Cafe-Coaches 352, 354;
- Tempo Coaches 370, 372;
- Club Galley 662;
- Cafe Lounges 751, 753, 754;
- "E" Sleepers 1110, 1111, 1116, 1119, 1123, 1134, 1150, 1154, 1161;
- "Green" Sleepers 1164, 1173, 1174, 1175, 1179, 1180;
- Diner 1341;
- "Bay" Sleepers 2023, 2024, 2025;
- Cafe-Bar Lounges 2503, 2505*;
- Cafe Coach Lounges 3034, 3035, 3037;
- Cafe-Coaches 3241, 3242, 3245 and 3253;
- Coaches 5437, 5447, 5488, 5506, 5532, 5569, 5582, 5594, 5595*, 5596, 5603, 5611, 5618, 5623*, 5628*, 5642, 5652, 5654;
- Dayniters 5728, 5732, 5733, 5735-5743, 5746, 5747, 5750, 5751, 5752;
- Baggage-Coach 9300, 9303;
- Baggage Cars 9613, 9618, 9623, 9628, 9630, 9632, 9636, 9637, 9640, 9654, 9665.

* Cars 2505, 5595, 5623 and 5628 leased to BC Rail for excursion service between North Vancouver and Squamish.

BCRAIL

LAST OF CLASS SOLD: (p1-81) C-425s 802 and 811, the last of 12 former Erie Lackawanna units built in 1964 and acquired by BC Rail in 1976, have been sold to the Mohawk, Adirondack & Northern. Sisters 803 to 806 were sold to the MA&N in 1991/92. The two additional units will be moving from North Vancouver to Buffalo for movement to the Lackawanna Valley in Scranton, Pennsylvania, an operation recently taken over by the Genessee 'family' of which MA&N is a part. Plans are to repaint two of the C-425s in their former Erie Lackawanna colours. At press time, Nos. 802 and 811 were blocked behind pickets on the strikebound BC Rail.

ELSEWHERE

RETIRED: (p1-97) With the recent arrival of GE B23-S7 demonstrator 2002 on the Roberval & Saguenay Railway, the R&S has retired C-420 Nos. 36 and 40 (nee Long Island 216 and 206).

The revised R&S roster includes nine units: RS-18 Nos. 24 and 25; M-420TR Nos. 26 and 27; C-420 Nos. 33 and 41; B23-S7 Nos. 50, 51 and 52, plus GE B23-S7 demonstrators 2000 and 2002.

GONE STATESIDE: Former Quebec North Shore & Labrador GP9 151 (GMD Serial A930, built 4/56) was acquired by Century Locomotive Parts in Lachine, Quebec, in 1991. The unit recently had its short hood chopped and has been sold by Canada Allied Diesel (same location as Century Locomotive Parts) to the Owego & Harford Railroad as its No. 151. The O&H began operations on May 1, 1992, over 27.6 miles of line formerly operated by the Tioga Central Railway between Owego and North Harford in upstate New York. No. 151 arrived at its new home on July 2.

Owego and Harford GP9 151 (nee QNS&L 151) after an overhaul by Canada Allied Diesel, which included the chopping of the short hood. Photographed by Pierre Ozorák on June 29, 1993, prior to delivery.

ON THE INDUSTRIAL SCENE

AILING UNIT DONATED: (p2-1) Fletcher Challenge Canada has donated its ailing former Delaware & Hudson ALCO RS-3 No. 4097 to the West Coast Railway Association in Squamish, B.C. No. 4097 had been moved from its base in Elk Falls on Vancouver Island to the BC Rail shops in Squamish for evaluation. Repairs were deemed to be too expensive and the decision was made to donate the unit to the WCRA.

While awaiting the arrival of former CN SW900 7939 from AMF (see above), Fletcher Challenge has leased Titan Rail Services NW2 No. 102 that had been leased by Canadian Occidental Petroleum in North Vancouver.

ON THE PRESERVED SCENE

MUSEUM ADDITION: (p3-16, 3-29) Former CN F7Au 9169 (GMD Serial A217, built 6/51 as CN F7A 9042) has been acquired by the Central British Columbia Railway & Forest Industry Museum in Prince George, B.C., from Gladstone Rail-Tie Inc. in Edmonton.

CABOOSE MOVED: (p3-17) Former CP wooden caboose 436714, built in 1920, was recently relocated from the west end of Princeton, B.C., to a location next to the iron bridge on the main highway towards the east end of the city. The caboose is utilized by the Princeton and District Chamber of Commerce as a tourist information booth.

ADDED TO MUSEUM COLLECTION: (p3-18) The Revelstoke (B.C.) Railway Museum has acquired four pieces of work equipment from CP Rail System. Recently acquired and stored outside are flanger 400573 (ex-Nelson, rebuilt from steel boxcar 245600), snowplow 401027 (ex-Revelstoke, built 1931), spreader 402811 (ex-Cranbrook, built 1913), and wooden flat/stores car 404116. Housed in the museum is former CP 2-8-2 5468 and former CP business car No. 4.

VINTAGE CAR FOUND: Former CN business car No. 32 has been found in the community of Cooking Lake, 30 kilometres east of Edmonton, Alberta. The car was built by Barney & Smith in 1874/75 for the Pullman Company as a 10-section buffet sleeper "Moncton", and was renamed "Dalhousie" in July, 1875. The sleeper was sold to the Intercolonial Railway in 1886 and retained the name "Dalhousie". In 1915 the car became Canadian Government Railway business car No. 48. When absorbed into the Canadian National Railways in 1919 the business car became No. 33 (first) and was renumbered 32 (second) in 1951 and operated as No. 32 until being retired in September 1959.

Negotiations are underway for the movement of the car to a museum. Unfortunately, the vintage car has long since lost its trucks, however, many of the interior fixtures are intact. (History of CN Passenger Equipment, edited by Gay Lepkey and Brian West, soon to be published)

TENDER RELOCATED: (p3-25) Former Burlington Northern Vanderbilt work tender X1827 (from a Great Northern R2 Class articulated locomotive) has been acquired by BC Rail and moved from a storage location in Calgary to BC Rail's North Vancouver facility.

MOVED UNDER STEAM: (p3-25) In late-July, former CN 4-8-2 6060 and its auxiliary tender 6060B were moved from storage in Calgary for movement to the Alberta Railway Museum in Edmonton. No. 6060 made the move from Calgary to Calder Yard in Edmonton under steam on the rear of a CN grain train on July 28 and was moved to the museum behind GP38-2 4713 and GP38-2(W) 4799 on July 29.

Ownership of 6060 was transferred from the province of Alberta to the Rocky Mountain Rail Society in 1992. Over the July 31-August 2 weekend, the Alberta Railway Museum's former CN 4-6-0 1392 was doubleheaded with 6060 on the Museum grounds.

MUSEUM ADDITIONS: (p3-38) The Flin Flon Museum in Flin Flon, Manitoba, has acquired Hudson Bay Mining & Smelting's former CN wood caboose 78919, and former CN ore car 341324.

PRESERVED: CN steel caboose 79304, built by Hawker Siddeley and CN in 1967, has been displayed in a park along the Saskatchewan River in The Pas, Manitoba, since 1992.

NOT WANTED: (p3-77) Former CN RS-18 3659 was donated to the City of Campbellton, New Brunswick, in 1991 for future display in a park. No longer wanted by the city, the unit was moved from CN's yard in Campbellton to Montreal in mid-July. The unit appears destined to be scrapped.

FORMER P.G.E. SLEEPER TO COME HOME: (p3-94) In 1937, the Pacific Great Eastern Railway purchased steel 10 section interurban sleeper #167 - "Scottsburg" from the Interstate Public Service Railway of Indiana, and renamed the car "Clinton". In turn PGE converted the car to an 8-section, 1 compartment car. The car was sold in 1965 to Mayrand Laing and was moved to the Puget Sound Railway Historical Association in Snoqualmie, Washington.

Mr. Laing passed away on May 9, 1993, and his widow has donated the car to the West Coast Railway Association. The WCRA will be working on a special fundraiser to cover the cost of shipping the sole surviving sleeping car off the Interstate Public Service Railway of Indiana to the WCRA's new museum in Squamish, B.C.

CAN YOU HELP?

The staffs of the B.C. Mining Museum in Britannia Beach (BCMM) and the Matsqui-Sumas-Abbotsford Museum Society in Abbotsford (MSASM) are seeking additional information on two locomotives:

1) (p3-3) The BCMM has a 24-inch gauge Mancha 4-wheel battery-electric "Little Tramer" unit which they acquired in 1974. The manufacturers of the batteries used in the unit (Gould and Staticon) were contacted for further details without success. Might any of our readers know of a list or roster of Mancha (Chicago, Illinois) production?

2) (p3-2) The MSAMS has a 30-inch gauge ElectromobilE (sic) 4-wheel battery-electric unit with a chain drive which they acquired in September 1992 from Clayburn Industries (their No. 5). The unit was built in 1920. Might any of our readers know details of the manufacturer of "ElectromobilE"?

Kindly forward any information or suggestions to Mervyn T. Green, #35-7740 Abercrombie Drive, Richmond, B.C., V6Y 3G6. Thank you.

Book Review

Cinders and Saltwater, The Story of Atlantic Canada's Railways. Shirley E. Woods, 1992, Nimbus Publishing Limited, Halifax, Nova Scotia. ISBN 1-55109-027-9, 228 pages, 65 illustrations, 8½"x11".

For serious students of Canada's railways, Shirley Woods' book Cinders and Saltwater, The Story of Atlantic Canada's Railways is a "must-have". Mr. Woods, described as a "long-time railway enthusiast with fond memories of travelling by train", has managed to knit together a fascinating combination of primary and secondary sources to produce what must be regarded as a benchmark anthology of the history of railways in Canada's Atlantic provinces.

The book is not a boring collection of corporate histories. Instead, it is a clever blending together of the construction and operation of Atlantic Canada's railways. Cinders and Saltwater dwells at length on the economic, social and political circumstances surrounding railway development in the region and is a fascinating account of lies, political chicanery, subterfuge, and human and social drama.

The text is full of a number of anecdotes. Some of them are humorous. For instance, there is the story of dock workers wondering what all the fuss was about when a particularly heavy box was dropped into the Halifax Harbour during World War I ... unbeknownst to them, it carried gold bullion destined in special "Fish" trains bound for the Mint in Ottawa. Some of the anecdotes deal with political patronage, such as political rivalries and influence peddling in the construction of many of the lines, especially prior to the turn-of-the century. Others notes are tragic. Certainly, the last message tapped out by Intercolonial operator Vincent Graham prior to the great Halifax explosion of 1917, will go down for all time in the annals of Canadian rail history. "Hold up the train. Ammunition Ship afire in Harbour and will explode; Guess this will be my last message. Good bye boys." Some notes are technical such as details on how the locomotive "Samson" was fired from the smoke box end in a very unconventional and uncomfortable fashion.

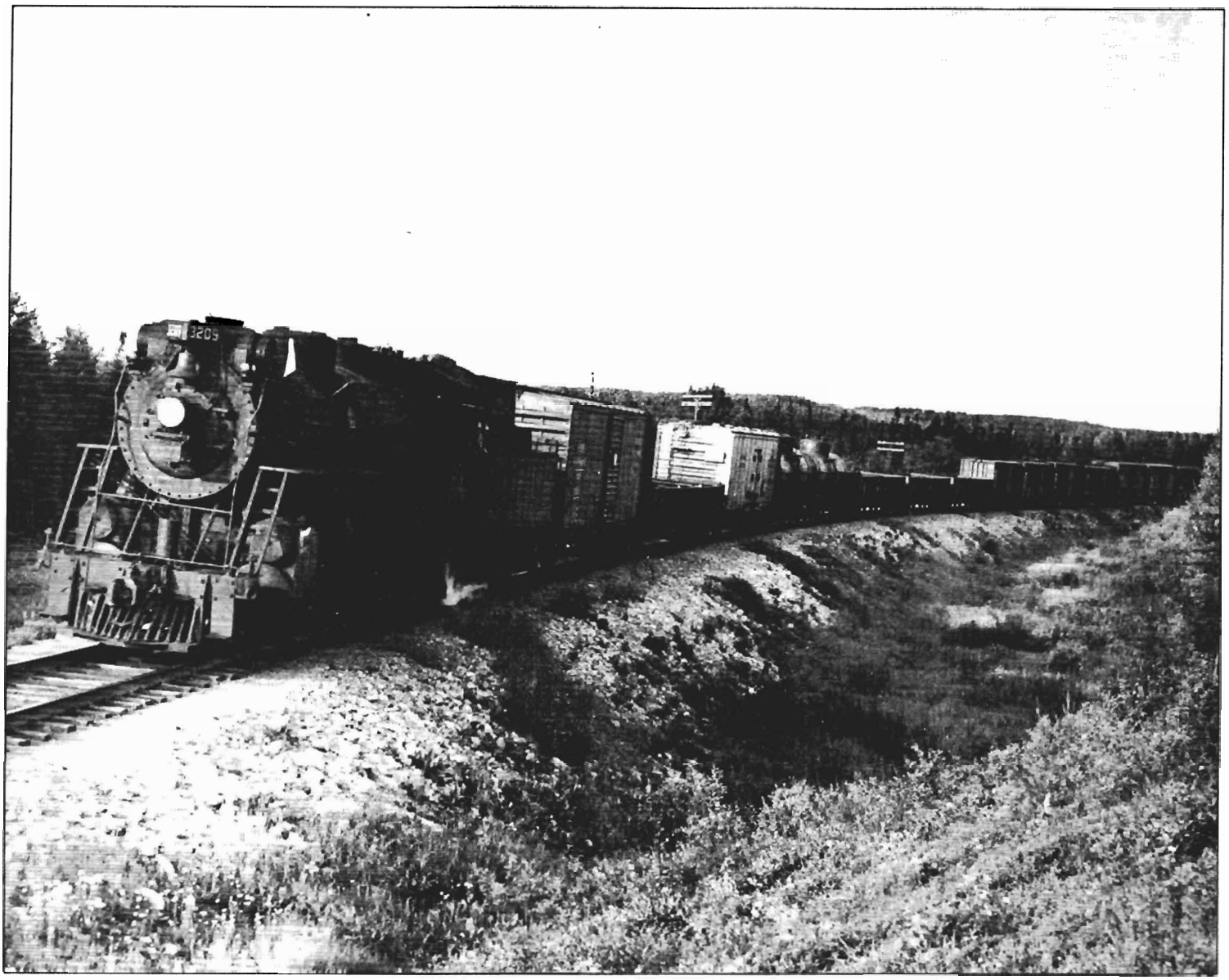
Students of motive power will be impressed with the pictures of early locomotives and I was particularly astounded by the number of British industrial locomotives that found their way to the Maritimes, especially on Cape Breton Island.

Flaws such as they are appear to be largely in writing style. At times, it becomes awkward and ponderous. Fortunately, this does not occur too often but it does detract. There are a few problems with dates, notably the death of Sir John A. Macdonald, Canada's first prime minister.

Probably, the biggest fault with the book lies with the concluding chapter which deals with the period 1946-1992. Other than dealing with the steam to diesel transition, it gives short shrift to a variety of issues that - although not as colourful as the early days - should have rated more attention. For instance, the closure of CN hotels in the region; the closure of the Moncton Shops; the abandonment of railways in P.E.I. and Newfoundland. Mr. Woods might also have looked at the ongoing abandonment of branch lines in Nova Scotia and New Brunswick. Instead, the best we have is an overview of the VIA Rail cutbacks of 1990 and, in that information, there are no surprises. Such, however, is the problem of writing contemporary history.

Cinders and Saltwater first crossed my desk in November of 1992 and I must apologize for the tardiness of this review. At the same time, I must say that I have been impressed enough with the book to have read it three times now and still I continue to glean new information from it - especially of the anecdotal variety.

Cinders and Saltwater is available from the Society's "Sales Desk Service" at $24.95 plus $3.00 for shipping and handling, plus $1.96 GST if shipped to a Canadian address. (Reviewed by Philip B. Jago)



REMEMBER WHEN?: CNR Mikado 3209 (Class S-1-a, CLC 1916) handles an Extra West into Armstrong, Ontario, on August 7, 1955. The brakeman will soon climb down and run ahead to get the yard lead switch. Its 112.2 mile run over the Kowkash Subdivision from Nakina will soon be complete, three and half hours over the road without a hitch. Check those outside-braced wooden boxcars. Photo by Robert E. Wanner.

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