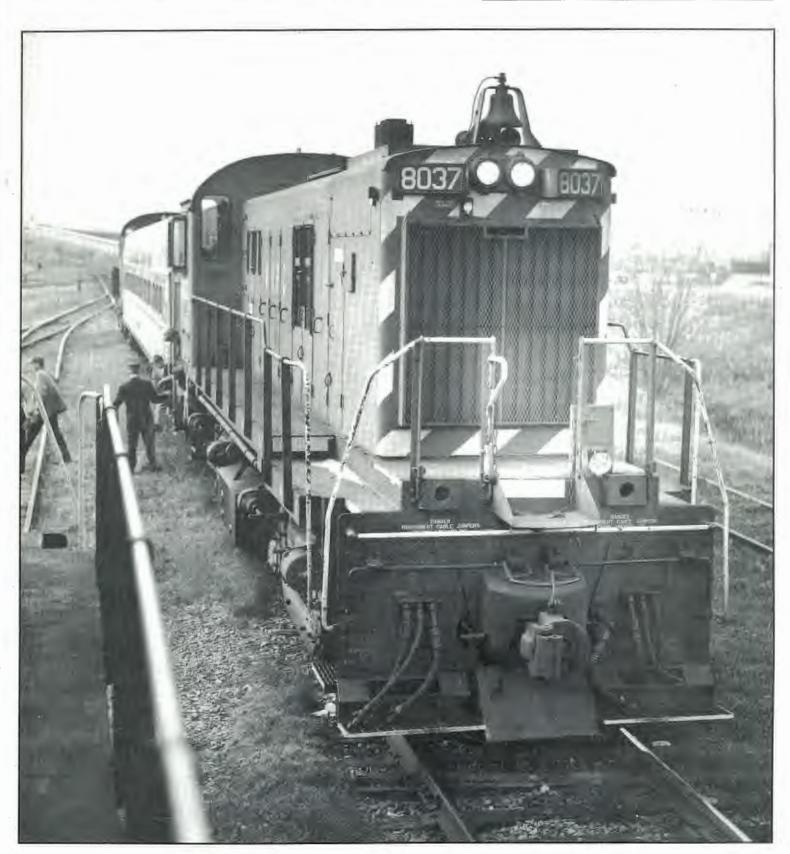
Branchline CANADA'S RAIL NEWSMAGAZINE

Windsor & Hantsport Update West Coast Express Compressed Air



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 twicemonthly 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; \$26.00 in U.S. funds for addresses in the U.S.; \$45.00 in Canadian funds for addresses outside North America (surface delivery); \$60.00 in Canadian funds for air mail delivery.

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. 9611 = expiry with the November 1996 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

We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible $5\frac{1}{4}$ " or $3\frac{1}{2}$ " 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 Quadraprint Inc., Ottawa, Ontario.





ON SHEET	
Information Line	3
National Transportation Agency News	5
The Windsor and Hantsport, One Year Later	6
The Long-Awaited "West Coast Express"	10
Waterloo-St. Jacobs Gears for Spring Opening	12
On Museums	13
Tid Bits - Air (II)	14
It's Later Than You Think	17
Letters to the Editor	18
Photo Corner	20
Along the Right of Way	22
The Motive Power and Equipment Scene	24
BRS "Sales Desk Service"	28

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.

Our next meeting will be on **Tuesday**, Feb**ruary 6**, **1996** - John Frayne will give us a slide presentation entitled "From Main Line to Scrap Line" - a look back to the end of steam.

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. The next informal slide night will be **Tuesday**, **February 20**, **1996**.

Equipment restoration/maintenance takes place every Saturday at the rear of the National Museum of Science and Technology in Ottawa. There is always plenty to keep one busy year round. Come out and lend a hand.

AGM '96: The Annual General Meeting of the Bytown Railway Society was held on January 2, 1996, at the auditorium of the Canadian Red Cross, Alta Vista Drive, Ottawa, ON. An election of officers took place as indicated below.

No nominations from the members were received by either the nominating committee chairman (John Frayne), or by any 1995 member of the executive. Similarly, there were no nominations from the floor.

The 1995 Executive Secretary, George McNeill, tendered his resignation. The Executive expressed its thanks to George for his dedicated service to the Society. Raymond Farand agreed to move from his '95 Directorship position to become the Society's 1996 Executive Secretary. Member Bob. Cummins agreed to let his name stand for election to the vacant Director position (and was elected by acclamation). All other members of the '95 executive allowed their names to stand for re-election, although the President and Vice President switched roles. The 1996 executive of the Bytown Railway Society is as follows:

President - Duncan H. du Fresne; Vice-President - David P. Stremes; Executive Secretary - Raymond Farand; Treasurer - Leslie C. Goodwin; Directors - Robert Cummins, Jean-Louis Ozorák and Earl W. Roberts; Past President - Paul J. Bown.

Long time member Earl Roberts, Managing Editor of Branchline, originator of the Society's very popular Canadian Trackelede Guide, steam crew supervisor, and tireless BRS worker in so many facets of Society activities, was honoured by the executive committee at this AGM with a Lifetime Membership, an honour he now shares with Bill Williams and Duncan du Fresne. (Duncan du Fresne)

On the Cover: Windsor and Hantsport RS-23 8()37 (nee CP 8037) pauses at Windsor, Nova Scotia, for 'anniversary trip' passengers to unload from leased VIA coach 8143 on October 21, 1995. Photo by Gary W. Ness.

Press date for this issue was January 22 Deadline for the March issue is February 16

Information Line



FACELIFT FOR HAMILTON STATION: Now closed, CN's station in Hamilton has found an unexpected benefactor in the form of a Torontobased movie company that wants to do about \$1 million in restoration to get the building presentable for the shooting of a railroad action segment. The footage will be shot for the film "Long Kiss Goodnight" starring Geena Davis and Samuel L. Jackson. The film company and the local heritage planning department are working together to ensure that all of the important historical details and the character of the building are preserved. Details of the movie are sketchy, however, the train sequence involves Davis being chased through the station and ending with her jumping out a window.

Canadian National is still looking to sell the station. A deal involving Asian developers recently fell through but lately CN has received several serious inquiries including one from a local developer and one from National Steel Car. The latter is running at near capacity in terms of production and is looking for additional manufacturing space. What it would do with the station building has yet to be determined.

Ironically, while the National Steel Car considers buying the Hamilton station, it has also issued temporary layoff notices to 2,000 workers effective in March 1996. It has been intimated that the notices are nothing more than an attempt to wring concessions from its union during preliminary contract talks. (Hamilton Spectator, 12/12/95, 05/01/96 and 06/01/96, thanks to Clive Spate)

COMPANY EXPERIMENTS WITH PUMPS TO STOP SINK HOLE: Canadian National is trying to eliminate a 140-year-old operating problem by pumping it away. At issue is the track through the Copetown Cut where the company's Dundas Subdivision climbs the Niagara Escarpment. The line passes over a sink hole, requiring a 30 km/hour slow order, in effect since the line was built. By pumping out the water, CN hopes to stabilize the track bed. At the moment, water is flowing out at the rate of 150 gallons per minute. If pumping is not successful, the company will revert to the status quo or consider some form of bridge. (Hamilton Spectator, 19/12/95, thanks to Rick Mannen)

STOCK PURCHASE SHOWS EXECUTIVES BELIEVE IN COMPANY: CN President Paul Tellier and two of his executives obviously have confidence in their newly privatized operation. Tellier has acquired 16,388 shares while corporate vice-president Robert Walker has 38,000 shares and James Foote, investor relations vice-president, has 15,000. Other executives have made similarly large purchases although Tullio Cedraschi, president and chief executive of CN's Investment Division, reported buying no stock during the initial public offering. (Edmonton Journal, 22/12/95, thanks to Harold Lake)

RIVERS ELIMINATED AS CREW CHANGE CENTRE: Effective January 25, Canadian National will no longer use Rivers, Manitoba, as a crew change point, thus ending a practice that dates back to 1905. The spot is being eliminated, meaning that the first crew change point west of Winnipeg will be Melville, Saskatchewan. The town is lamenting the loss but realizes that it is all part of the new way of doing things. Railway crews are not that happy, either. From Winnipeg to Melville is 288 miles, making for a very long day, especially if you are on freight. (Winnipeg Free Press, 31/12/95, thanks to Jim Lewis)

VANKLEEK SUBDIVISION FOR SALE: Canadian National has its Vankleek Subdivision up for sale. The 20-mile line links Glen Robertson (on the Alexandria Subdivision) with Hawkesbury, Ontario. Also included is the 4.4-mile L'Original spur between Hawkesbury and L'Original, Ontario, over a portion of the one-time Canadian Northern L'Original Subdivision. The CNoR trackage was part of that company's

main line between Montreal and Toronto/Vancouver. Service is now offered on a 6-day-a-week basis by a road switcher out of Coteau. Quebec. The Vankleek Subdivision was built by J.R. Booth, legendary lumber king of the Ottawa Valley. Booth also built the Alexandria Subdivision as the Canada Atlantic Railway and the Ottawa, Amprior and Parry Sound Railway, connecting Ottawa with Depot Harbour. Ontario. Part of this line survives as the Renfrew Subdivision operated by CN under contract with the Regional Municipality of Ottawa-Carleton.

This is only one of several lines CN wants to sell. Another likely candidate is the line between Matapedia and Gaspé, Quebec, involving the Cascapedia and Chandler Subdivisions. (Globe and Mail, 05/01/96, also merci à Michel Tremblay)

PENSIONERS UPSET ABOUT LOSING OUT IN STOCK PURCHASE: CN pensioners are hopping mad that they were not allowed to pre-buy shares in Canadian National before the company offered them for sale to the general public. That shouldn't be such a big deal except they had been notified by the underwriters that they were eligible for the pre-buy. When they went to buy the shares, they learned that there were none available as, in the interim, everything had been snapped up either by employees or the general public. All of this shouldn't be too disturbing except that shares have gone up by \$4.00 in value. (Winnipeg Free Press, 08/01/96, thanks to Jim Lewis)

GTW LOSES ITS BID TO IMPORT CANADIAN ENGINEERS: The Brotherhood of Locomotive Engineers, and the Grand Trunk Railroad remain locked in a contract negotiation struggle exacerbated by the company's failure to win Labor Department approval to bring Canadian engineers to work on U.S. rail lines.

Negotiations between the BLE and the GTW, the U.S. subsidiary of Canadian National Railways, have been ongoing for three years without reaching an agreement as GTW attempts to overhaul its operations and integrate some operations into the parent system. (Knight-Ridder, 12/01/96)

LOCOMOTIVE MAINTENANCE SHOPS TO BE CONSOLIDATED: Canadian National will consolidate three underutilized locomotive maintenance shops in Eastern Canada to save \$25 million annually. The consolidation will see a net reduction of 202 jobs, and will be implemented over several months.

The number of employees engaged in locomotive maintenance at Gordon Yard (Moncton) will be reduced from 133 to 10, the number at Taschereau Yard (Montreal) will be reduced from 255 to 25, and the number at Macmillan Yard (Toronto) will be increased from 187 to 333. There will be smaller adjustments in Western Canada with an increase of 19 positions in Winnipeg and a reduction of 5 positions in Edmonton. Nine support positions in supply management will also be reduced.

CN said the consolidation has become necessary because of changes in technology, changes in continental trade flows, and in Eastern Canada changes in the market shares flowing from highwaysupported competition.

The consolidation of local maintenance shops follows a pattern set by U.S. peer group railways. As the range over which modern locomotives can operate without servicing expands, the number of shops needed to maintain them declines. CN's five primarily locomotive maintenance shops in Canada are operating at an average of 45 per cent of capacity.

Montreal and Moncton will become servicing centres, with Eastern maintenance consolidated at Toronto. The choice of Toronto was in part driven by its emergence as the operational hub of the rail industry in Eastern Canada because of its position on both east-west rail routes and the rapidly expanding north-south trade flows. CN indicated it is economically advantageous to maintain locomotives at the hub rather than hundreds of miles away at other points. Toronto is also the centre of intermodal rail transport operations in Canada, the rail industry's primary response to the intense competition from highway supported carriers in Eastern Canada. Also, the density of train operations is

higher in the area around Toronto and the existing shop there is better equipped. Consolidation at Toronto does not require significant capital expenditures as would be the case at Montreal or Moncton.

A review of CN's locomotive shop in Battle Creek, Michigan, will be undertaken later this year. (CN Press Release, 22/01/96)



OWEN SOUND ENTERS NEGOTIATIONS OVER PURCHASE OF ABANDONED OWEN SOUND SUBDIVISION: The town of Owen Sound will join Grey and Dufferin counties in negotiations for the purchase of CP Rail System's recently abandoned Owen Sound Subdivision. Few details have been released about the project although the municipality claims that the purchase has nothing to do with a proposal by Ontario Midwestern Rail Ltd. to re-activate the Owen Sound Sub. as a short line. (Owen Sound Sun Times, 05/12/95)

IRON HIGHWAY TESTS SLATED FOR APRIL OF 1996: CP Rail System will test the Iron Highway intermodal system between Montreal and Toronto during April 1996. If the train, which uses a locomotivepowered series of continuous platforms, is successful, then the company is prepared to invest "hundreds of millions of dollars" in the technology, said a spokesperson for CP.

The Iron Highway permits quick loading and unloading of standard, non-reinforced highway trailers of any length onto railcars without cranes or costly terminals. It can run at passenger-train speeds and allow the railway to operate shorter, more frequent truckcompetitive trains. Later production models will not require a locomotive and will have motive power distributed throughout the train platforms.

Two test trains will be used and CP has signed agreements with 14 major trucking lines to haul their trailers. Each train will make two trips daily on a 7-hour one-way schedule. The company will guarantee an arrival of 15 minutes within the scheduled time. A successful Iron Highway system could place a serious dent in the 1.2 to 1.5 million truck movements between Canada's two largest cities. (Financial Post, 27/12/95)

RAILWAYS LOOK TO 1996 WITH GUARDED OPTIMISM: The year 1995 will be remembered by both Canadian National and CP Rail System as a time that saw a lengthy strike, the abolition of the Crows Nest Pass Freight Rate, the privatization of Canadian National (no longer the people's railway) and CP Rail System's decision to follow its traffic base westward by relocating head office operations to Calgary. Both companies hope that 1996 will be less tumultuous. Indeed, both feel that it could be a good year with the only major event now being the passage of the new Canadian Transportation Act, legislation which will allow speedier rail rationalization. Groups worried about the year are the railway unions and their fear is more job losses. (Financial Post, 02/01/96)

GRAIN OPERATIONS CONSOLIDATED TO WINNIPEG: CP Rail System has announced that it will consolidate its Canadian and U.S. grain transportation operations in Winnipeg, Manitoba. The American operations are now based in Minneapolis, Minnesota. (Globe and Mail, 05/01/96)

OTHER INDUSTRY NEWS

BC TAKES MAJOR LOSS ON LOCOMOTIVE RESALE: In 1982, the province of British Columbia purchased five GP9 locomotives from the Quebec, North Shore and Labrador Railway, for a commuter service that was to get underway fairly quickly. The units were sent to North Bay and stored at the Ontario Northland shops there. As time went on, the commuter project failed to materialize although the BC government invested \$1.3 million in updating and refurbishing the first generation diesels. Come the 1990s and the realization of commuter rail in Vancouver and the engines no longer fit with the game plan. Instead,

the BC Government purchased five brand-new F59PHI units from General Motors in London, leaving the ex-QNSL units more than surplus to requirements. Now, \$2.5 million later, the Government has sold the units to Andrew Merrilees Ltd. for \$65,000. Two of the five units have since been sold to the New Brunswick Southern Railway. (Vancouver Province, 10/12/95)

BRANDT ROAD RAIL SELLS UNIT TO AUSTRALIA: Brandt Road Rail Corporation of Regina, Saskatchewan, has announced the first overseas sale of its unique road/rail truck. The unit is going to the V-Line Freight Railway in Australia, a system of parallel branchlines converging on Melbourne. The company bought the unit because of its ability to easily shift from one line to another as opposed to a conventional locomotive which would have to shift from line to line via Melbourne. (Canadian Press, 12/12/95)

FARMERS PROTEST PROPOSED SALE OF GRAIN CARS: The Saskatchewan Association of Rural Municipalities is spearheading a drive to stop a recommendation that the federal government sell off its 13,000 car fleet of grain hoppers to Canada's major railways. An alternative package, which would see ownership go to the farmers, is being advocated. (Western Producer, 14/12/95, thanks to Rick Mannen)

UNION DISPUTE DELAYS CONTRACT TALKS AT BC RAIL: Contract talks with BC Rail's 1,500 employees are being held up by the company's application to reorganize the unions representing the employees. Provincially-owned BC Rail wants to reduce the number of unions from seven to three but can't do this until a decision is handed down by the British Columbia Labour Relations Board. (Canadian Press, 14/12/95)

WESTERN FARMERS CALL FOR FREIGHT SURCHARGES TO SUPPORT SHORT LINES: Delegates to a meeting of the Saskatchewan Wheat Pool have called for a special surcharge on all grain shipments to help defray the costs of starting up short lines in the province. The farmers agreed to the 10 cent a tonne levy, as prescribed by the new Canadian Transportation Act. (The Western Producer, 14/12/95, thanks to Rick Mannen)

FARMERS CONFRONT GOVERNMENT OVER PEI RAILS TO TRAILS PLANS: Farmers in Prince Edward Island want to block provincial government attempts to convert the province's abandoned rail rights-of-way into recreational trails. One farmer, near Dunstaffnace, north of Charlottetown, erected a temporary barrier across a planned trail passing through his property. The government agreed to re-route the trail in this instance but both sides indicate that the dispute is far from over. The farmers claim that the land should revert to them. (Canadian Press, 18/12/95)

BOMBARDIER LANDS COMMUTER CAR CONTRACT: Bombardier, Inc. has won a \$50-million (CAD) contract to supply 26 bi-level commuter coaches to the Southern California Regional Railway Authority. Delivery of the coaches, to be built at Bombardier's Thunder Bay (Ontario) plant, will be over six months starting in March 1997. Bombardier has previously built over 100 bi-level coaches for the railway authority.

TORONTO AXES PROPOSED GARBAGE TRAIN TO NORTHERN ONTARIO; TRASH MAY GO TO UTAH: Metro Toronto Council will not go ahead with plans to rail haul garbage to the northern Ontario community of Kirkland Lake. The scheme would have seen trainloads of garbage being handled by Canadian National and the Ontario Northland Railway, with the final destination being the abandoned Adams Mine in Kirkland Lake. The project fell through after it was revealed that it would cost \$535 million to develop the site to handle garbage. Kirkland Lake residents were also opposed to the plan, fearing that the local groundwater would be contaminated.

Laidlaw Inc. has bid to haul up to one million tonnes of Toronto garbage a year by rail to its giant landfill site west of Salt Lake City, Utah, a location that has received full U.S. environmental approvals and is already in operation. The bid could be worth up to \$55-million US a

year over the life of a 40-year contract. CP Rail System, Laidlaw's biggest shareholder, would carry the garbage by rail as far as Kansas City, and bring back low-sulphur coal from Utah. "We can be extremely competitive from a pricing standpoint, Laidlaw president James Bullock said. "We will have the opportunity to back-haul coal to the eastern U.S. on the same rail system we'll use for Metro's garbage." Laidlaw's bid is one of several being considered by Metro Council. (Toronto Star, 21/12/95, and Globe & Mail, 12/01/96))

KLEIN WANTS TO MAKE ALBERTA "CANADA'S RAIL HUB": Still enthusiastic over the move of CP Rail's headquarters to Calgary, Alberta, Premier Ralph Klein wants to make the province Canada's transportation hub. Said Klein, "We now see ... a huge movement of railway activity into this province, both CN and CP." The premier cautioned, however, that any further developments would be influenced by how quickly Alberta reduces its taxes on diesel fuel. It's "important to make that tax competitive," said Klein. He has directed government officials to develop a plan for rolling back fuel taxes. (Edmonton Sun, 21/12/95, thanks to Harold Lake)

NEW GRAIN TERMINAL FOR ROBERTS BANK: A new grain terminal will be built on Canada's west coast. A joint venture involving the Saskatchewan Wheat Pool and Cargill Ltd. will see the construction of a \$175 million grain terminal at Roberts Bank, just outside of Vancouver. The new facility will be located on 64 acres of land and will be served by Canadian National, CP Rail System and the Burlington Northern railways. Construction is expected to begin in late-1996 for operation starting in April 1999. (Vancouver Sun, 23/12/95, thanks to Dale Whitmee)

'TECHNICAL PROBLEMS' FORCE WITHDRAWAL OF COMMUTER TRAINS: On December 20, all service on the STCUM's Montreal/Deux-Montagnes commuter line was suspended due to continuing problems with the 58 new Bombardier-built multiple unit cars which entered service on October 26, 1995.

Bombardier and GE officials identified two problems in a news conference on December 21: snow was leaking into the housing of the auxiliary power system, and moisture from heavy snow was penetrating the insulation around the General Electric-built traction motors. Over the Christmas holidays, all 116 traction motors were returned to the GE plant in Erie, Pennsylvania, where they were built, for the addition of two additional layers of insulation. Test trains were operated early in January, and full service resumed on January 8, with trains covering the 19-mile line in 35 to 40 minutes. (The Gazette, 20/12/95 and 05/01/96, thanks to Gus Portelance)

CUTBACKS AT ONTARIO NORTHLAND: A total of 330 jobs, out of 1,300 jobs are being cut from the Ontario Northland Transportation Commission (ONTC) as the agency struggles to cope with a \$10 million cut in provincial funding. The ONTC is offering early retirement to 250 employees. Eighty jobs will be eliminated when Ontario Northland shuts down its NorOntair airline. The transport commission provides ferry, rail and air services to Northern Ontario. (Toronto Star, 28/12/95, thanks to Bryce Lee)

TH&B STATION RENOVATION JOB, LATE AND OVER-BUDGET: It seemed a good idea at the time: increase commuter rail service to Hamilton, restore its TH&B terminal to its former art deco glory, and turn the whole thing into an intermodal commuter facility. The task hasn't been easy. First, new rail infra-structure had to be built. Not that difficult really, but still time-consuming. Then the station: no problem until you start to open up a facility whose maintenance had been neglected for a number of years. You can make a silk purse out of a sow's ear, but it is a costly and time-consuming effort. In this particular instance, the project is \$2 million over budget (approximately 20%) and four months late. Finally, there is the question of extra trains. That could be a wait. When the project was first conceived, Ontario's Golden Horseshoe was booming. Along came the worse recession since the 1930s, an export-driven "jobless" recovery, and debt-laden governments. Combine them all together and you have a recipe for no trains or the status quo at least. Thus the station will be redone and it will be opened but don't look for the investment to pay off in terms of

extra service. Indeed the critics will howl for some time to come about the need for the project. But, as the chair of the Regional Government says, down the road it will be all worthwhile, "The station is a part of the renaissance of downtown Hamilton. I still see it as a critical part of downtown viability." (Hamilton Spectator, 03/01/96, thanks to Clive Spate)

NRHS CHAIRMAN & CAREER RAILROADER V. ALLAN VAUGHN DIES: V. Allan Vaughn, Chairman of the Board of Directors of the National Railway Historical Society died in Oak Park, Illinois, on January 14, 1996, at the age of 61 after a brief illness.

Vaughn was a member of the NRHS for 40 years, and served as chairman of the over 21,000 member organization since 1983. He was President of the Society from 1977 to 1983; Vice President-Public Relations from 1969 to 1976; and Central Region Vice President,

During his tenure as President of the NRHS, Vaughn brought the Society from the "addressograph age" into the "computer age". As Chairman of the Board, Vaughn was appointed by each succeeding president as Director of Membership Records, administering records of members and the Society's over 165 chapters in the U.S., Canada and the United Kingdom. Vaughn was also instrumental in the formation of the NRHS library and remained one of its strongest supporters.

Vaughn's railway career spanned 37 years with the Chicago Great Western and the Chicago & North Western. (NRHS Press Release. 17/01/96) Φ

National Transportation Agency News

CANADIAN NATIONAL APPLIES TO ABANDON PART OF OTTAWA VALLEY ROUTE: CN applied to the NTA on December 12, 1995, for authority to abandon the Beachburg Subdivision, from mile 89.2 (Pembroke) to mile 215.36 (Nipissing); and the Newmarket Subdivision, from mile 233.4 (Yellek) to mile 310.5 (Capreol). Both these sections of trackage were constructed by the Canadian Northern Ontario Railway Company, and opened for traffic in 1915.

ABANDONMENT AUTHORITY RESCINDED FOR CN AND CP LINES IN THE OTTAWA VALLEY: Following the termination of the CNCP Ottawa Valley Partnership, both CN and CP applied to the NTA for, and were granted, rescission of abandonment authorities that were part of the planned joint operation. CP's authority to abandon the Chalk River Subdivision from mile 106.0 (Camspur) to mile 115.3 (Chalk River), and the North Bay Subdivision from mile 0.0 (Chalk River) to mile 71.2 (Mattawa) was rescinded by Order 1995-R-516 dated December 19, 1995. CN's authority to abandon the Newmarket Subdivision from mile 226.8 (Dykstra) to 228.9 (North Bay) was similarly rescinded by Order 1995-R-517 dated December 19, 1995.

CANADIAN NATIONAL RECEIVES PERMISSION TO ABANDON PART OF THE CAYUGA SUBDIVISION IN SOUTHERN ONTARIO: CN has received permission to abandon the Cayuga Subdivision from mile 22.0 (Feeder West) to mile 54.07 (Nelles Corners); and from mile 62.67 (Jarvis) to mile 81.0 (Delhi), including the Simcoe Spur from mile 0.0 to mile 0.95, thirty days from the date of this Order. The same subdivision from mile 54.07 (Nelles Corners) to mile 62.67 (Jarvis) can be abandoned one year from date of this Order. This will allow the companies served by this portion of track to make alternate shipping arrangements, or discuss a possible shortline operation. The Cayuga Subdivision was constructed by the Canada Air Line Railway Company, and opened for traffic in 1873, later becoming part of the CN family in 1923. (Order 1995-R-525, 29/12/95)

The Windsor and Hantsport, One Year Later

By Gary W. Ness (All photographs by the author)

The Windsor and Hantsport Railway (WHR), successor to Canadian Pacific's Dominion and Atlantic Railway, took time out to celebrate its first birthday on Saturday, October 21, 1995. The birthday party, similar in format to the company's inaugural ceremonies at Hantsport, Nova Scotia, on October 1, 1994 (Branchline, January 1995), was held at its new maintenance shops and headquarters in Windsor.

More than 100 people, including politicians from all levels of government, investors, management personnel, employees, interested members of the public and children, were on hand for the occasion with the company laying on a number of events including clowns, face painting, a barbecue, train rides and a live band.

Before the ceremony, the guests toured the company's new shop building where RS-23 No. 8042 was strategically parked over the pit to avoid any mishaps. The need for this facility is what really prompted the decision to move from Hantsport to Windsor.

The Hantsport Yard was too cramped and lacked adequate space for an indoor maintenance facility. Alternatives in the form of converting nearby apple warehouses there were rejected as being impractical, thus the decision to move the headquarters to Windsor and build the facility in the middle of the wye there. The actual move took place on October 14, 1995.

For the ceremony, a low podium was erected on the north side of the new shops with RS-23 No. 8046¹ in position opposite it. The agenda included the introduction of the platform guests and railway employees (following which the latter flanked the stage), brief speeches from the platform guests and, finally, the unveiling of a large sign on the side of the new shops. The sign

is strategically located to catch the eye of passers-by on adjacent Highway 101. For its official unveiling, it was draped in a large blue tarpaulin which was supposed to drop away when the correct rope was pulled. Unfortunately, the release malfunctioned. For several anxious moments it appeared that it might be an embarrassing moment, however, the intervention of Mother Nature in the form of a strong gust of wind suddenly lifted the cover up and back, revealing the sign. Surely, there are few unveilings which can match such drama.

The building was officially christened when Caroline Schmidt (daughter of Iron Road President Bob Schmidt) and her Uncle Kent Schmidt broke a large bottle of champagne against a 4-foot piece of "I" beam, specially leaning on the side of the new building. After this, it was time for a free barbecue, served by the local Lions Club. The meal was followed by free train rides.

For the special excursions, the WHR borrowed VIA Coach No. 8143, sandwiching it between units 8036 and 8037 in order to run a pull/pull operation. The first and third trips of the day went east from Windsor to Mantua while the second and fourth trips headed westward. The second run, to Akins crossing at the west side of Falmouth, was staged specifically to accommodate a Halifax news-crew from Atlantic Television who wanted scenic footage for the evening news. A long "S" curve at Falmouth is an ideal spot as is a long straight approaching the Akins crossing of Highway No. 1. In all, the evening broadcast devoted five minutes to the WHR.

The fourth trip left Windsor after the crowds had left. It carried an employee-only group to Grand Pré where visitors had the opportunity to visit the National Historic Park there.



May 12, 1995, finds RS-23s 8042 and 8038 powering the way freight westbound to New Minas and Port Williams with a string of loaded grain hoppers.



ABOVE: For its second trip on October 21, 1995, the "Anniversary Express" is seen westbound out of Windsor behind RS-23 8036. Sister 8037 brings up the rear.

RIGHT: Inspection Train: August 30, 1994, finds RS-23 8038 easing the first WHR way freight forward on the Co-op Atlantic siding at New Minas. From left to right are Brakeman Peter Laing. Iron Road President Bob Schmidt, WHR President Dan Sabin, and Investor Jeff Pohanka.

A Productive and Eventful First Year

The WHR has had a very productive and eventful first year. From the beginning, the Iron Road folks and local investors were convinced that the former DAR line had great potential as a short line operation. The potential first became apparent on the second day of operation (August 30, 1994) when the company ran its first way freight to New Minas. I took various photographs of that train. On board were Iron Road President Bob Schmidt and WHR President Dan Sabin. The two gentlemen obtained a first hand view of the line west of Hantsport, riding on the pilot of RS-23 No. 8038.

The job had nearly finished its switching duties for the day at New Minas and I was in the midst of taking a last photo prior to the train's return to Hantsport when I was startled by a tap on the shoulder. It came from a man who had quietly walked up from the nearby Co-op Atlantic building.

He asked when the new company was taking over. He was in luck, I told him, not only had the new company taken over, but the new chief officers were there in person.

"Good", he said. "We want them to refurbish the ShurGain siding in Greenwich. We've been after CP to do it and they won't."

He then stopped the train and a discussion took place with Schmidt and Sabin. They arranged to meet later in Greenwich (Port Williams on the railway map) to inspect both the siding and back track, a spur at the rear of the site.

The inspection revealed that both tracks had sunk out of sight in mud and weeds. Within weeks, however, the siding was rebuilt with 1,200 feet of new rails and all new ties. A new contract was signed to ship over 1,000 carloads of grain to the reactivated site, with the first cars arriving in late December 19942. Until that time, ShurGain was unloading cars in the Burnside Industrial Park in Dartmouth, near Halifax, and trucking the grain to the Annapolis Valley.



The early unexpected revival of the Greenwich site was a good omen for things yet to come. When Iron Road acquired the DAR, they had three regular customers - Fundy Gypsum (the primary shipper), Co-op Atlantic (grain shipments) and Hostess-Frito-Lay (vegetable oil shipments for potato chip production), the latter two in New Minas. During the one-year anniversary celebrations, Bob Schmidt noted that the WHR now serves nine customers with good prospects for more. The railway's traffic base has expanded to include additional grain traffic plus pulp wood shipments. The pulpwood cars are loaded at Windsor (the logs arrive by truck and are scaled on site), and shipped to customers in Maine, Quebec, and Niagara Falls.

Reclaiming the Past, Tracks Relaid on the WHR

On September 1, 1995, a WHR maintenance-of-way crew quietly replaced the trackage between New Minas and mile 55, a total distance of just under three miles. The relay project means that the WHR can now serve Nova Scotia Woods Co-op, a pulp wood shipper at the eastern boundary of Kentville.

Is this re-establishment of service a glimpse of things to come? There have been serious discussions about extending the line back into Kentville and perhaps even as far as Kingston (a further 24 miles). It is difficult to separate fact from rumour but some suggestions have it that the line, if relaid through Kentville, will follow a curving arc along the Cornwallis River (along the northern boundary of the old yard). Such a plan, if implemented, would leave a major portion of the old yard accessible for development by the town.

Ironically, some in Kentville are opposed to a return of the railway line. They would prefer to see the land developed for commercial use without realizing the positive impacts of getting trucks off the road. Proponents also argue that the return of rail would assist in the development of the Kentville industrial park.

Railway to the Stars

Amidst all the new business developments, the WHR has found time to be in the movies as increasingly Nova Scotia becomes a popular spot for Hollywood film productions. During four days in June of 1995, the WHR became a focus for excited fans when a movie train was run in conjunction with the shooting of "TIBS" or Two if by Sea, a tale of kidnapping.

The movie company rented VIA F40PH-2 No. 6435, Sleepers "Chateau Maisonneuve", "Chateau Dollier", and "Chateau LaSalle" and Coaches 8144 and 8147. The equipment was altered cosmetically with large decals to look superficially like Amtrak equipment, but still retaining VIA colours. (The sleepers were numbered Amtrak 5656, 3145 and 7872 respectively). Added to

the varnish were the WHR's ex-GTW 89-foot intermodal flat car No. 57905 and ex-CP wide vision caboose No. 434678. The flat carried a large electrical generator and other equipment.

The train was used in a number of sequences beginning on June 23 at Hantsport with its station sign board changed to Narragansett. On June 25, a chase scene was filmed with the final action taking place at Wolfville on June 26 with the Nesbitt-Burns building there substituting as the station. The real station, located on the opposite side of the tracks is now a library. During the filming, its upstairs was used to house movie extras and crew.

For the film, Coach 8144 became the "hero3" car and was used for shooting most of the scenes featuring the inside of the train. To light the scenes properly, platforms were mounted on the outside of the car, using slings over the roof to support a metal

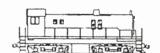
> grid-work mounted beneath the car's floor. This grid was covered with plywood and projected at least four feet beyond the normal side profile. The extra width meant that railway maintenance crews had to widen the right-ofway at numerous spots by chopping down encroaching undergrowth.

> The movie makers rented large numbers of mobile homes to serve as dressing rooms for the "stars". In addition to their use for camera and equipment storage during "shoots", the VIA sleeping cars were used as air-conditioned dressing and waiting rooms when it was not possible to have easy access to the mobile homes

> The chase scene attracted lots of attention when it was advertised that the Windsor causeway, featuring Highway 101 and the parallel WHR rail line, would be the site used for a high speed pursuit of the train by a long string of police vehicles. The scene was shot on Sunday, providing ample opportunity for many fans to show up, hoping for a glimpse of the stars. The train was rolled back and forth over the two-mile course several times with the police cars, lights flashing and sirens blaring, in hot pursuit. Cameras inside the coach were aimed at the actors with a background view of the highway and police cars in hot pursuit.

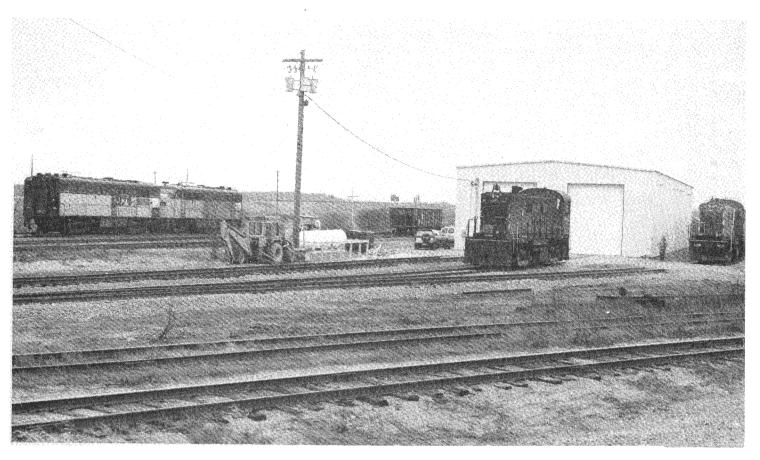






LEFT ABOVE: "Amtrak" F40PH-2 6435 pauses at "Narragansett" (really Hantsport) with the movie train on June 25, 1995, while wiring, cameras and lighting is readied inside the "Hero" car immediately behind the sleeper.

LEFT: The movie train at Falmouth, enroute to Windsor on June 25, 1995.



The new two-track shop at Windsor. Note former VIA FPA-4 6786 and FPB-4 6867 on the left. RS-23 8042 sits in front of the shop while recentlyarrived ex-CP RS-23 8034, still lettered CP Rail, awaits attention beside the shop.

Keeping the Fans on their Toes

Although the WHR had a number of accomplishments during the past year, the one attracting the most attention from the rail enthusiast community involved the purchase of five retired FPA-4 units (6761, 6763, 6765, 6783 and 6786) and three retired FPB-4 units (6861, 6862 and 6867) from VIA Rail Canada. Why were these units purchased? Railfans dreamed of an A-B-A combination on a gypsum train but the company was more down-to-earth, stating that the A units would be used for parts for the RS-23s and speculating that the B units might be sandwiched between the 8000s. Even the latter idea has proven impractical as the units are in worse mechanical shape than anticipated.

At time of writing only 6786 and 6867 had arrived from Montreal. No. 6786 was the first and was delivered to VIA's Halifax Maintenance Centre where it was stripped of various parts which were used to repair RS-23 No. 8046. No. 6867 has not been cannibalized but will require an enormous amount of work to be made operational which seems to be the goal of railway management. It is also understood that the shell of the 6786 will go to a museum for static display. Both units are now stored at Windsor on a siding near the shop, their VIA lettering covered by black rectangles carrying white WHRC lettering and numbers.

In terms of final notes on the FPA-4s, CP Rail System is supposed to send four more RS-23s to the WHR in a unit-for-unit trade for four of the VIA units, with 8034 the first of the RS-23s to arrive on the WHR. CP will utilize the four VIA units as a source of spare parts for its aging fleet of RS-18u units (6761, 6783 and 6861 were delivered to CP's St. Luc Yard in Montreal in mid-January). No. 6763 has been sold to an individual in Houston, Texas; No. 6862 has been acquired by a private individual and has been shipped to the Monticello Railway Museum in Monticello, Illinois. It appears that No. 6765 will go to CP Rail System.

Conclusion

If the future is anything like year one, then the WHR is guaranteed of a long and healthy future. Who knows? Maybe some day, the line will be re-opened to its former length and Yarmouth will once again echo to the sound of train whistles.

I especially wish to thank Jim Taylor, WHR's General Manager, for his assistance with this article.

1 No. 8046 is the only unit painted in the Windsor and Hantsport's maroon colour scheme. Unfortunately it does not have an event recorder, thus it cannot be operated as a leading unit. It serves as a middle unit on lashups for hauling the gypsum trains.

² During the initial days of the new service, it was common to see 35-40 grain hoppers in the W&HR's Windsor Yard. This was due to a backlog of loaded cars stored in CN's Rockingham Yard (Halifax) over the Holiday Period plus the backlog of cars that accumulated as the shipper waited to divert the traffic to Greenwich. All the cars could not be delivered to the ShurGain site at the same time, so Windsor became the new holding yard. Even now it is commonplace for wayfreights to arrive at the ShurGain siding with long cuts of loaded grain hoppers.

³ In case you are wondering, the name "hero" car seems to have arisen from the fact that, in some instances, some unlucky people. usually camera-men, have been required to ride on the outside of the car - a precarious situation at best! Luckily that was not required here.



The Long-Awaited "West Coast Express"

West Coast Express Cab Car No. 103 leads a west-bound training trip through Ruskin, British Columbia, (mileage 93.8) in this October 22, 1995, shot. F59PHI No. 902 is on the rear, pushing a consist of all control cab coaches.

Long-awaited commuter train service arrived in British Columbia on November 1, 1995, with the official start of BC Transit's new "West Coast Express". Operating over CP's Cascade Subdivision, five trains in each direction serve customers at seven stations from Mission City through to Vancouver's downtown Waterfront station on weekdays. The trains run westbound from Mission in the morning and eastbound from downtown in the afternoon, a distance of 65 kilometres.

Five trainsets are operated in push-pull fashion, each powered by one of five new GM F59PHI locomotives (Nos. 901-905). By spring 1996, all of the 28 new Bombardier bi-level coaches (8 control cab coaches, 5 "Express-O Cars" and 15 coaches) will be in service. Extra features on these coaches include bicycle racks, cellular phones, computer plug-ins, work stations, and onboard cappuccino service. All equipment is painted in a cream, burgundy and yellow scheme.

From announcement of the new service to start-up was a short 18 months. As a result, there were delays in the arrival of some of the WCE equipment, and operation started up with four of the trains utilizing leased GO Transit bi-level coaches. All but one of the F59PHI locomotives had arrived in time, and GO Transit F59PH 560 filled in as the fifth unit for a few weeks. A normal trainset ranges from four to six coaches.

Before service started, CP upgraded their Cascade Subdivision, installing CTC on the double track between Pitt River and Mission, and the single track between Second Narrows and Vancouver. CP also won the contract to provide the operating

crews for this service, and in an innovative arrangement, there are actually six crews assigned to this service. A standby crew arrives first to position equipment at the station for the first departures. and then to ensure there are no delays due to crew illness, wait until the last train has left, then go off-duty.

Trains operate westbound in the morning, and eastbound in the afternoon, with equipment laying over in Mission during the week. The locomotive is positioned on the east end of the train.

VIA's Vancouver Maintenance Centre (VMC) won the contract to service the WCE equipment. On a scheduled basis, a trainset leaves Mission about 19:45 on Friday and deadheads to the VMC for maintenance, with a return on Sunday afternoon. VIA will also supply a F40PH-2 unit when a WCE unit requires repairs.

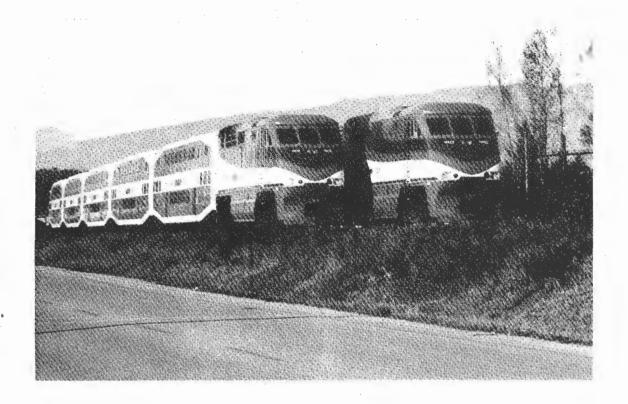
Prior to official start-up, WCE operated free service for three days, to work out any operating bugs, and to allow commuters to sample the service.

To encourage commuters, they can park their cars at parking lots at six stations for \$1.00 per day (with almost 1,700 spots), and cyclists can use a secured locker for \$1.00 per day, or \$45 for three months. With a 77-minute journey from Mission, commuters from there are expected to save over 45 minutes on their commute. A one-way adult fare from Mission to Vancouver is \$7.00, but a 28 Day pass is \$210.00.

Annual ridership is projected to reach 2.4 to 2.9 million by the spring of 1997.

(Information and photographs provided by Kevin Dunk)

WEST COAST EXPRESS													
19	17	15	13	11	Milo		STATIONS		10	12	14	16	18
06 58	06 33	06 13	05 53	05 28	87.0	Dρ	MISSION CITY	Ar	17 32	18 02	18 32	19 02	19 32
07 17	06 52	06 32	06 12	05 47	102.8	1	PORT HANEY		17 13	17 43	18 13	18 43	19 13
07 24	06 59	06 39	06 19	05 54	106.4		MAPLE MEADOWS		17 06	17 36	18 06	18 36	19 06
07 28	07 03	06 43	06 23	05 58	107.3		PITT MEADOWS		17 02	17 32	18 02	18 32	19 02
07 36	07 11	06 51	06 31	06 06	111.9		PORT COQUITLAM		16 54	17 24	17 54	18 24	18 54
07 41	07 16	06 56	06 36	06 11	113.4		COQUITLAM CENTRE		16 49	17 19	17 49	18 19	18 49
07 49	07 24	07 04	06 44	06 19	115.6		PORT MOODY		16 41	17 11	17 41	18 11	18 41
08 15	07 50	07 30	07 10	06 45	129.1	Ar	WATERFRONT	Dρ	16 15	16 45	17 15	17 45	18 15



West Coast Express' first meet: WCE No. 902 meets WCE No. 901 on a dead-head move to Mission, at Albion, B.C., on October 29, 1995. In normal operation, WCE trains never meet on the mainline.





West Coast Express F59PHI No. 903 is seen at the Mission, British Columbia, layover yard on October 29, 1995, with a consist of leased GO Transit equipment (coaches 2016, 2020, 2017, 2011, and Control Cab Coach 224).

Full Steam Ahead Waterloo-St. Jacobs Gears for Spring Opening

By CHRIS STACEY

(All Photographs by the Author)

Attention all doubters, the Waterloo-St. Jacobs Railway (WSJR) is about to become reality, with activities gearing towards a spring launch. The company is building a new station at the intersection of Erb and Caroline streets, at mileage 2 of what was Canadian National's former Waterloo Spur. The 'old' Waterloo station is now under renovation by the City of Waterloo and will become a restaurant. It is about 500 yards from the new station, nearer to Kitchener.

The WSJR line starts at Kitchener Station (mile 62.7 of CN's Guelph Sub.) and runs for 11.8 miles to Elmira where it ends at the Uniroyal Chemical plant.

The new station is ideally located in 'uptown' Waterloo within yards of the Seagram Museum, the Canadian Clay and Glass Gallery, the Waterloo Square shopping mall and excellent parking. Trains leaving the station will pass over a small trestle as they enter Waterloo Park and then go through the campus of Waterloo University.

The first major stopping point for the train will become the Waterloo, St. Jacobs Farmer's Market and factory outlet mall. Then it's only a short run across open fields, a picturesque trestle, and a Mennonite farm to the major tourist town of St. Jacobs. At St. Jacobs, the WSJR has its first piece of rolling stock on display, ex-Canadian National Track Geometry Car 15000, a 1923 product of Canada Car & Foundry built as CN '12-1' sleeper "Jellicoe".

Leaving St. Jacobs, the line crosses the Conestogo River on a steel bridge (Branchline, July/August 1994) and then crosses several open fields before finally arriving in the industrial section of Elmira. Initially, service to Elmira will be limited to special occasions like the maple syrup festival. The train will primarily operate between Waterloo and St. Jacobs.

Back at the Waterloo end of the line, there is the potential to run the train right into Kitchener thus allowing a direct connection with VIA trains between Toronto and London. If the Guelph Subdivision was ever operated as a shortline, all sorts of



CN Track Geometry Car 15000, the WSJR's first piece of rolling stock, is seen at St. Jacobs. The company has plans to operate with two F7 locomotives purchased from the United States and will haul ex-VIA Rail coaches. The WSJR has purchased VIA cafe-coach 3211, coaches 5467, 5485, 5504 and 5622, and baggage cars 9614 and 9630. All motive power and rolling stock will be painted in a burgundy and gold scheme.



Coming soon, the Waterloo-St. Jacobs Railway. Will this logo adorn the noses of company's F units?



The new Waterloo Station, with the Seagram Museum in the background. The closer track to the station is a siding which makes use of the last remnant of CP Rail's Waterloo Subdivision, formerly the Grand River Railway which was abandoned in the spring of 1993 (Branchline, July/August



The 'old' Waterloo Station, soon to become a restaurant.

On Museums

By HUGH HUNTTING

Ed. note: February is heritage month. Typically, the February issue includes articles or essays on equipment or building preservation or restoration.

In March 1995, I had occasion to visit Winnipeg, Manitoba, during which time I went to Assinboine Park where I had the sad experience of observing the remains of Canadian National 4-8-2 No. 6043.

The 6043 is, perhaps, not the best example of its class. Most of these engines had straight running boards, direct motion on the valve gear and Vanderbilt tenders. The 6043, by contrast, had indirect motion. Any engine so-equipped appears to have a game leg or as if the entire running gear is about to violently disengage itself.

Regardless of my personal taste in steam locomotive aesthetics, in 1960 this engine was the last steam engine in regular service into Winnipeg on Canadian National and, as such, deserves a spot in the historical record of Canadian steam locomotion.

The condition of this exhibit was reminiscent of the way in which the corpses of criminals or heretics in Medieval times were hung outside to rot in public places. The engine has been stripped of all boiler and cylinder jacketing. The bell, whistle, air compressor, reverse gear, headlight and anything else which could be carted off have been removed. As if to add insult to injury, the pathetic remaining shell of the engine appeared to have been freshly painted!

At this point, the kindest thing to do for the remains of this exhibit is to cut it up for scrap, it being nothing more than a disagreeable blemish on the otherwise attractive setting of Assinboine Park.

This is a sad statement of the City of Winnipeg's apparent lack of concern for its historical exhibits or heritage, quite apart from the fact that a great deal of expense was incurred in moving the locomotive to that location in the first place. Moreover, one cannot help but feel that the condition of the engine can only have a negative effect on Canadian National's corporate image.

Unfortunately, the City of Winnipeg is not the only culprit when it comes to the neglect of railroad equipment exhibits. I note the condition of ex-Canadian National 4-8-4 No. 6200 in front of the National Museum of Science and Technology in Ottawa. Several years ago, I visited the Canadian Railway Museum in Delson, Quebec, finding many of the exhibits out-of-doors, rotting in the sun. The place looked like a scrap yard. Needless to say, I have never been back.

Those organizations or individuals who wish to preserve and display locomotives or rolling stock would be well advised to visit the National Railway Museum at York, England. Upon entering the building, it becomes immediately apparent that the English care a great deal about their railway heritage. The exhibits in this facility are in superb condition and the setting provided for them is immaculate and well-lit with windows and skylights. The presentation is such that those who are indifferent to railways cannot help but be impressed.

It is recognized that to provide the kind of facility described above costs a great deal of money, probably considerably more than most individuals or private organizations can afford here in Canada. Moreover, a single central museum is not practical in this country because of the sheer size of Canada and the expense of travelling, all of which would render the museum unavailable to most of the population. However, whether one considers a large central museum or a series of individual exhibits in various locations, one thing is certainly clear: railroad equipment, locomotives and rolling stock, must be kept indoors where it can be protected from vandals and weather.

I would like to think that we in Canada, a country which owes its very existence to railroads, care more about our history and railroad heritage than we have indicated to date. In contrast, I would like, at this juncture, to mention the town of Chapleau, Ontario, where Canadian Pacific Class P2 (2-8-2) 5433 is on display. Despite the fact that the engine is displayed outdoors, it is apparent that the town has gone to considerable trouble to maintain it. The locomotive is in immaculate condition. This is surely an example of what can be done with a limited budget if enough people care.

I understand that 4-4-0 "Countess of Dufferin" presently resides in Winnipeg's Union Station, stripped of some of its brass. I can only hope it remains under cover and that it does not fall into the irresponsible clutches of some well-meaning group or, God forbid, it is destined to suffer the same fate as the 6043. Φ

THE REGISTER BOOK

LONDON, ONTARIO: The Forest City Railway Society will hold its 22nd Annual Slide Trade and Sale Day on March 23 from 13:00 to 17:00 at All Saints Church, Hamilton at Inkerman, Admission \$2. Dealers welcome - for rates contact lan Platt, RR #3, Ingersoll, ON, N5C 3J6, or at (519) 438-3330.

MISSISSAUGA, ONTARIO: The Toronto & York Division of the CRHA will hold its 21st Annual Toronto Model Railway Show on March 30 (11:00 to 18:00) and March 31 (10:00 to 17:00), at the International Centre, 6900 Airport Road, Building 6, facing street entrance 'A'. Adults \$8; Seniors \$5; Children 6-12 \$4, Children 5 and under free. Operating layouts, movies, live steam, and more. Information from Jack Bell at (416) 249-4563.

BURNABY, B.C.: The 14th Annual Western Rails Railroadiana and Model Railroad Show will be held on March 17 at 9523 Cameron Street. Information from Paul Roy at (604) 420-1292.

ENGLAND AND WALES: 14 day coach tour (April 4 to 17, 1996) visiting most of the preserved steam railways plus The National Railway Museum. Also many other themes. B&B accommodation, \$1,900 CAD double occupancy, \$2,200 single occupancy, excluding air fare. Information from Seasons Tours, 9 Abbots Green, Croydon, CR0 5BL, England.

LINDSAY, ONTARIO: The Lindsay & District Model Engineers will hold its 22nd Annual Lindsay Model Railway Show on April 13 (11:00 to 17:00) and April 14 (12:00 to 16:30), at Victoria Park Armoury, 210 Kent Street West. Adults \$4; Seniors and Students \$2; Children \$1. Featuring new HO and G scale operating layouts. Information from Box 452, Lindsay, ON, K9V 4S5, or from Wayne Lamb at (705) 324-9865, or from Eric Potter at (705) 328-3749.

KINGSTON, ONTARIO: The Kingston Division of the CRHA, with the Corporation of the City of Kingston, will hold the 7th annual Rail-O-Rama on April 20 (11:00 to 17:00) and April 21 (10:00 to 16:00), at the Portsmouth Olympic Harbour, 53 Yonge Street. Adults \$4; Seniors and Students \$2; Children (6-16) \$1. Information from Gary Haggart, 109 Fairview Road, Kingston, ON, K7M 3B2. Telephone (613) 548-3294, fax (613) 548-1689, e-mail haggartg@limestone.kosane.com.

BRAMPTON, ONTARIO: The Platelayers Society will hold the third "Great British Train Show" on April 27 (10:00 to 17:00) and April 28 (10:00 to 16:00), at the Jim Archdekin Recreation Centre, 292 Conestoga Drive. Adults \$4; Children and Seniors \$2; Family of four \$10. Operating layouts, dealers specializing in British railway products, static displays, free parking. Information from Peter Scrimshaw at (905) 458-8967.

Air (II)

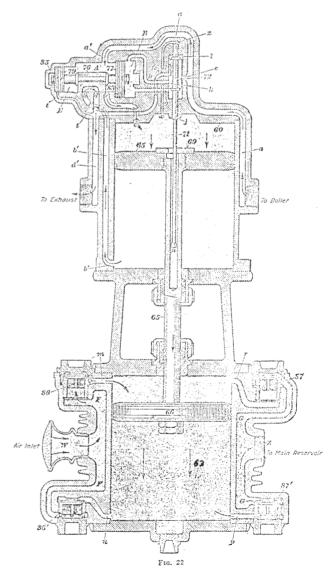
In the January 1996 **Branchline**, I introduced the subject of compressed air, its use on steam locomotives, and the inventor of the air brake, George Westinghouse. Now we're going to look a little deeper into the subject of air, compressed air that is, and how we get it.

Obviously the basic ingredient of the whole air system is the air compressor, in this case a steam driven air compressor. Nowadays when anyone thinks about an air compressor their mind conjures up the image of the gasoline or diesel powered compressor hooked onto the back of a truck, and the jack hammers that go with it, being dragged to some location or other to create holes in our roadways. Or they consider the electric motor powered versions that each and every automotive service station has to provide compressed air for tire inflation. These are but two of many examples of modern day air compressors and they have one thing in common, - they are powered by an engine or motor that rotates. In some cases even the compressor rotates, that is to say, internally, it does not have pistons in cylinders. In the case of the steam locomotive air compressor, however, it does not rotate, nor does the integrally built steam engine that drives it. Let's see how it works.

Fig. 21

Right from the start Westinghouse conceived the compressor as a single unit affair with a steam cylinder on top of an air cylinder with the pistons in each cylinder joined together by a common piston rod. A relatively simple steam operating/reversing valve arrangement provides for steam admission to, and exhaust from, both sides of the piston in the single cylinder steam engine "end" of the machine. In modern day parlance one would say that his design was based on the "kiss" principle, that is; "Keep It Simple, Stupid", and simple it was. In the December 1995 Branchline I wrote about the internal lubrication of the steam locomotive, and I won't repeat it here, but that article describes just how the hydrostatic lubricator lubricates such things as the steam cylinder of the air compressor.

Westinghouse produced three models of the single cylinder air compressor. The most "modern" of the three was an 11" model, and the National Museum of Science and Technology's Shay No. 3 is equipped with one of these. The "11 inch" designation refers to the diameter of the bore of both steam and air cylinders. The two smaller single cylinder compressors have an 8" bore, and a $9\frac{1}{2}$ " diameter bore. I'm not old enough to have worked with the 8" machine but I certainly worked with the $9\frac{1}{2}$ ". This pump was referred to (disdainfully, but correctly) by many in my railroad days as a "bicycle pump". It was a bit of a pain due to its limited capacity, especially when asked to produce volumes of air beyond



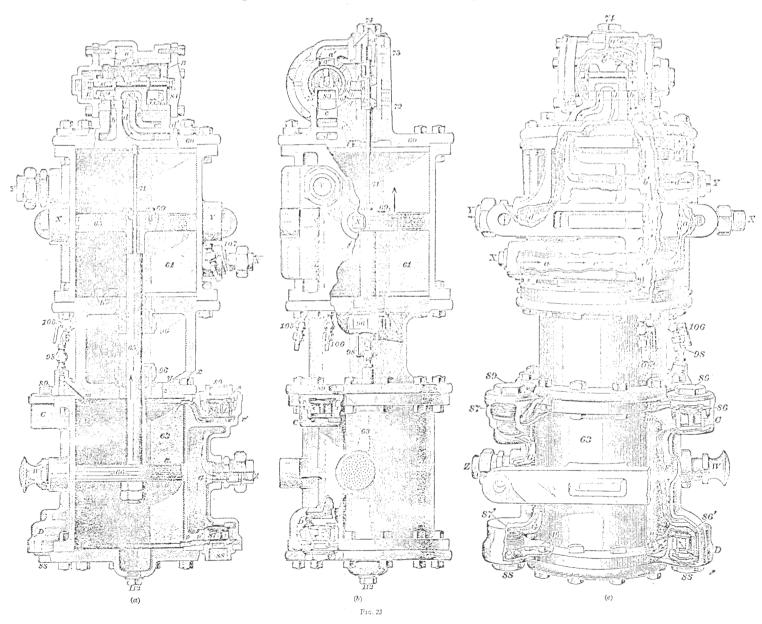
its design capabilities and had no doubt, by my time, outlived its realistic life span. However, the C.P., ever conscious of keeping costs down, still kept some in service on older motive power engaged in less demanding work that had, themselves, only a few years left to go (and might have been scrapped earlier by other roads). Nevertheless, I have to give C.P. credit for replacing single cylinder compressors on older motive power that were still in "front line service" during the late-1930s and throughout the 1940s. The replacement, by the way, was the $8\frac{1}{2}$ " "cross compound" compressor. More about this machine later.

The 11" compressor, mentioned above, was also in difficulty during the exceptionally high traffic levels imposed on the railroads during, and immediately following the second World War. One way C.N. (and other roads, but not C.P.) found to get around this problem was to install two 11" compressors, or two 9½" models, side by side on some of their older power (example: ex-C.N.R. 4-6-0 #1112 at the Smiths Falls Railway Museum). There was a better way of course and that was to move up to the cross compound compressor.

In the accompanying cut away views, Figure 23 (a), (b), and (c), courtesy of the International Textbook Company (International Correspondence Schools), you are looking at an 11" compressor. View (a) is from the front, view (b) from the side and view (c) from the from the back (the side against the locomotive).

As mentioned earlier, the upper cylinder and piston are the "steam engine end" of the compressor, and the lower cylinder and piston are the "air compressor end" and, as stated, they are joined together by a common piston rod. And now, for the sake of ease of explanation and clarity, I am going to ask you to refer to drawings Fig. 21 and Fig. 22. Don't despair, while this "educational" compressor may not look the same as the 11" compressor illustrated in Figure 23, it does make for much easier understanding of the internal workings of the thing.

Figure 21 illustrates the "up" movement of the pistons and Figure 22, the "down" movement. On the top of the steam cylinder (head) is the main steam (slide) valve (76), and the reversing valve (72). The reversing valve is actuated by the long rod (71) which is encased in the hollow centre of the piston rod. As the piston moves up and down the reversing rod's shoulder (j) near its top end, and "button" (u) at its bottom end, make contact with reversing plate (69) on the top side of the steam piston. This contact imparts short movements to the rod which, at each end of the stroke, actuates reversing valve (72). As reversing valve (72) is moved back and forth it either admits live steam to chamber "B", or allows "exhaust" steam to escape from Chamber (B), thus causing the back and forth movement of the main steam valve (76) which, in turn, causes live steam to either enter, or be exhausted from, the compressor's steam cylinder resulting in the piston's up



and down movement. Look Mom, no flywheels, camshafts or crankshafts! Ain't technology marvellous!

Now, while all this is going on the compressor's air piston is moving up and down simultaneously with its steam counterpart. The "air end" cylinder is designed with 4 valves, - 2 intake and 2 discharge. In Fig. 21 the piston is moving up and compressing the air trapped inside the cylinder (which had previously entered the cylinder through valve 86 on the previous down stroke). It is also forcing this compressed air out to the main reservoir through discharge valve 87. At the same time, the upward movement of the piston is causing a vacuum in the bottom part of the cylinder. This vacuum causes intake valve 86' to open and permit air, at atmospheric pressure, to be admitted to the cylinder through air cleaner "W" and passage "F". When the air piston reaches the top of its stroke the process is reversed. That is to say intake valve 86' and discharge valve 87 will close and intake valve 86 and discharge valve 87' will open. And on and on it goes until such time as the pressure in the main reservoir(s) reaches the setting of the governor. More about the governor in a moment. In Figure 22 the steam/air pistons are moving downward and the compressor is doing exactly what it was doing in Figure 21, except in reverse order.

To better understand what is going on, especially in the "steam end", pay particular attention to the relative positions of the reversing and steam valves in the two Figures. Note how both valves have moved to the opposite ends of their travel and how they have opened and closed off internal ports and passages allowing steam to be admitted and exhausted. This should provide you with a pretty good understanding of just how the compressor's "engine" works.

Oh, yes, now let's get back to the governor. This is the one component I haven't described yet. Let's examine one in its simplest form, the type S single pressure governor. Basically the governor allows steam to flow from the boiler to the "steam end" of the compressor and then shut off that steam (stop the compressor) when the air pressure in the main reservoir(s) reaches the maximum pressure "setting" of the governor. This pressure, by the way, was 130 pounds per square inch (PSI) for a passenger engine, and 110 PSI for a freight engine in the steam

The accompanying drawing (Fig.11) shows a cut-away view of the type S governor. Note the heavy coil spring (41) with the adjusting nut on top (40), in the upper half of the governor. By screwing down on this nut, thus increasing the pressure on the spring, results in an increase in the main reservoir pressure. Conversely, by slackening off on nut 40, thereby reducing the pressure on the spring, the air pressure in the reservoir(s) will decrease. Here's how this happens. Below the spring assembly a small needle valve (b) either closes off, or permits main reservoir air to flow downward to the steam valve piston (28). Main reservoir air enters the governor through connection Z, as indicated, where it flows under diaphragm (34) to operate the needle valve. Thus we have spring pressure on top of the needle valve and main reservoir pressure below. When main reservoir air pressure exceeds that required to overcome the spring pressure, the spring is forced up causing the needle valve to open allowing air to flow, downward, on top of the steam valve piston, shutting off steam valve (26), and preventing the flow of steam from the boiler to the compressor, thus stopping the compressor. When the main reservoir air pressure falls off, the force of spring (41), now greater than the air pressure, will close the needle valve. This closure will cause steam valve piston (28) to rise, as the result of the upward pressure of spring (31) on its lower side, and the absence of any air pressure on its upper side. The rising steam valve piston will cause the main steam valve (26) to reopen and, once again, start the compressor. In practice the compressor doesn't actually start and stop, it's really always in motion,

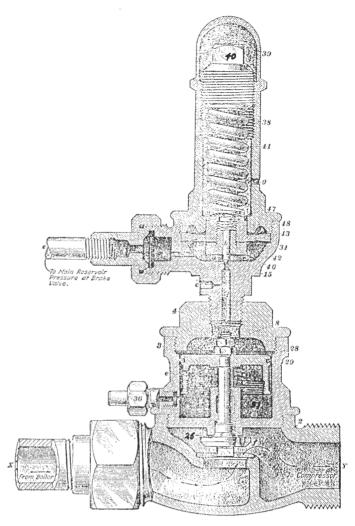


Fig. 11

sometimes very slowly, a small amount of air leakage takes care of that. However, take a sizeable amount of air out of the main reservoir(s) and the governor will open the steam valve fully and the compressor will run wide open. This happens, for example, when "pumping up" a train which has no air in the brake pipe or car reservoirs.

This governor is the simplest to understand, but only one of several designs. The National Museum of Science and Technology Shay No. 3, for example, has an SD type "Duplex" governor with two air portions, adjusted for low and high air pressure. The point is, and for our purposes here if you can understand the simple one, you've got it!

One further word about these single cylinder air compressors. I believe most readers know something about how a railway snow plow, and Jordan Spreader functions. These big machines, while pushed by a locomotive, use compressed air in great gulps because their plow blades (wings, flangers, ice cutters) are moved up and down and in and out by compressed air moving pistons in fairly large cylinders. A steam locomotive working with one of these machines that is equipped with nothing more than a "bicycle pump", is severely handicapped for the little compressor will be running wide open almost all of the time the spreader/plow is in operation where a lot of blade movements are required. As a result the spreader or plow will not be able to get sufficient volumes of air to operate efficiently and the job will take longer while the crew waits for adequate air. Of course this problem is not a problem at all when the locomotive is equipped with a larger compressor, or more than one compressor, or one

equipped with the previously mentioned "cross compound" compressor. And herein lies a tale. Any steam locomotive air compressor operates completely on an "on demand" basis, that is when more air is required the compressor speeds up, and when less air is required it slows down. Its operation is completely independent from, and not related to, the road speed of the locomotive. By contrast, when our hard working Jordan Spreader is being propelled slowly by a diesel-electric locomotive unit, the unit's engine, or "prime mover", may only be in throttle position Run 1 or 2, possibly 3, and producing much less compressed air than that required by the Spreader. Of course, if the Spreader is into something offering great resistance for long distances, then the diesel unit's engine may be in Run 8, in which case maximum volumes of air will be available. The point is the diesel unit's air compressor is coupled to the crankshaft of the prime mover and therefore its output is directly related to crankshaft RPM's. Consequently a lot of slow "over the road" speed operation at low engine RPM's, along with a heavy demand for air, will bring the work to a halt in order to "pump up" the air in depleted reservoirs. So you see a steam locomotive can do something better than a

diesel. Alas, this problem was solved by equipping the Jordan Spreader with its own diesel-hydraulic pump set up with smaller cylinders and pistons to accommodate hydraulics rather than pneumatics. Result?, it works like a hot damn! Good bye steam, hello diesel.

I hope what I've written in this article will be of some benefit to those interested in the mechanics of railway technology. Certainly I've not gone into great detail, and purposely so, Branchline isn't that kind of magazine. Nevertheless, the foregoing "thumbnail sketch" of the steam locomotive's single cylinder air compressor should provide the average reader with a better understanding of the mysterious contraption that thumps and hisses away on the side, or front end, of North American steam power. To those of us acquainted with steam power, that thumping and hissing is a "railroady" and soothing sound and one that is never forgotten.

I've mentioned the cross compound steam air compressor three times in this article, and, oops, now four times, and if you read the next issue of Branchline I'll be telling you something about this important advance in steam locomotive technology. Φ

It's Later Than You Think "Making sure that your Railroad Collection Survives You."

By JOHN THOMPSON

The following article is not on the cheeriest of topics but it's an important one: making sure that your railroad collection survives vou.

Three factors led to my writing on this subject. First, the sudden deaths of two longtime railfan friends in 1994. Second, the viewing of a small portion of the photo collection of the late Aubrey Mattingly, a senior member of the Bytown Railway Society, at its new location in the Smith Falls Railway Museum. Third, recently coming across an article in the November 1984 issue of Branchline by Duncan du Fresne on the question of providing for one's collection after one's life is over.

Since newer readers will not have read Dunc's article, I thought that I'd offer my own thoughts on the subject. While most of us, understandably, put death at the backs of our minds, and hope to reach if not exceed the proverbial three score and ten, the reality is that all of us are only a heartbeat away from Having said that, it is important for everyone, regardless of age, to have wills drawn up that clearly specify our wishes for the disposition of our collections so that those who come after us may benefit from our endeavours.

This is particularly important for railfans such as myself who are bachelors without any immediate family. I must confess that, despite being 50-ish, I didn't draw up a will of any sort until a couple of years ago. I suppose part of the procrastination was due to a superstitious belief that if I had a will, I would immediately "buy the farm" in a traffic accident or contract a fatal illness.

However, I've become more fatalistic as I've grown older and I finally decided that I didn't want my collection tossed in the garbage upon my unexpected demise. Therefore, I wrote out a will, leaving all of my railroad collection - slides, negatives, photos, books, publications and hardware to a long standing railfan friend. I know that he will see that my collection is well cared for. The handwritten will was passed on to my lawyer to be properly drawn up and he retains a copy and acts as my executor.

There are, of course, other avenues to follow in making arrangements for the perpetuation of your collection. You can donate it to a responsible archives such as those of BRS, the Smiths Falls Railway Museum, the National Museum of Science and Technology, the National Archives, the Provincial Archives or some other museum or organization that will guarantee to care for

your collection and make it available for further use.

You may decide to have your collection sold, in part or in whole, after your death, either to provide for your family or for a cash donation to your favourite railfan organization. If this is your choice, try to obtain a commitment from a railfan friend or acquaintance to handle the evaluation and sale of your material, working in association with your lawyer and/or executor.

I suspect that most non-railfans wouldn't have a clue as to the value of our collections or how to go about selling them for top dollar. I can't stress too much the importance of leaving a will, or at least a signed and preferably witnessed letter outlining your wishes concerning your collection. It's no good saying, "Oh well, my wife will know what to do with my collection when I go." Suppose you and your wife perish simultaneously in an accident? A tragic scenario, but it can and does happen.

You may think, "My collection is nothing special, no different from what other people have." This may be. However, most of us who have been in the hobby for any length of time have photos that are unique or at any rate very rare: an event that nobody else photographed or at least from a different vantage point than everyone else, be it locomotive, car, track or building. In addition, you may have out of print books and other publications that would represent a valuable addition to someone's library. The reality is that railways are a fast-changing subject, and what is commonplace today is irreplaceable tomorrow.

Anyone who has seriously photographed railways has gotten hot, cold, wet, dirty, tired and frustrated in the process. The results have often been worth the effort and it's nice to know that others will benefit after one is gone, enjoying one's slides at railfan gatherings and, perhaps, seeing one's photos in Branchline or other railfan publication.

Take an objective look at your collection and decide about its future value for posterity in whole or in part. Make the appropriate arrangements, in writing. It's never too soon. As Dunc wrote over a decade ago, we, as railfans, have what amounts to a moral obligation to do so, in our roles as recorders of the railway and transit scene and as custodians of related printed material and artifacts.

Think about it. Φ

Letters to the Editor

TO SET THE RECORD STRAIGHT: I realize there is the likelihood a correction has already been made but in case not ... better late than never.

In the June 1993 Branchline an review is highlighted in the "Letters to the Editor" section of the D&H 2-8-0 locomotive that blew up at Turcot (Montreal) as being No. 1051. To set the record straight, it was No. 1057. No doubt gremlins got into the type. [signed ... J. Norman Lowe, Brockville, Ontario]

EARLIEST MEMORIES OF RAILFANNING: The article on North Bend, B.C., by David Meridew in the September 1995 Branchline and Les Kozma's follow-up in the November 1995 issue really brought back some of my earliest memories of railfanning.

At the end of the steam era on CP in the early to mid-1950s I spent many weekends in North Bend with my father, Stewart E. Ferguson. He was the official watch inspector for the CPR, CNR, BCER and PGE. In reality most of his business was with the CPR. Every second of third weekend we would travel to North Bend on an evening passenger train out of Vancouver on his pass to "the Bend" to "catch" the crews that worked from Kamloops to North Bend and those that seldom got into Vancouver to have their watches inspected. As I recall our train was usually pulled by one the 2700-series Pacifics.

Upon arrival in North Bend we would put up in the railroad hotel. Our room was usually one of the two above the main entrance. I usually stayed awake for a few hours to listen for the steam locomotives as they whistled for the block south of town. I have vivid memories of them pulling past the station under moonlight, however I don't recall how I stayed awake.

The next morning, Saturday, my father would set up shop in the vard office which adjoined the hotel to the north and begin inspecting watches. I would usually hang around for a while and then take off to find my friend Russell Grant, son of yardmaster "Buster" Grant. As youngsters will do, we roughed? around the town and got into all sorts of things. We never failed to turn up at trackside when we heard a steam whistle and would position ourselves trackside to watch the action. Our favourites were the passenger trains, usually pulled by the 2700s and a few 2800s as I recall. We would try to be close to the spot where the engine would stop so we could watch the engineer oiling the motion. Those engines were spotless.

Occasionally the yard engine crew would offer a ride around the yard and perhaps to the roundhouse - we were in heaven. I recall seeing 5300s, 3600s and 5200s in the roundhouse and on the shop leads. From the clearing behind the roundhouse, we would try to spot the CNR engines across the river in Boston Bar, usually with not much success, although we could see smoke and hear whistles.

In steam days, North Bend was quite isolated. The Trans Canada Highway across the river was definitely not "Trans" as it didn't cross the Rockies and you drove the part through the Fraser Canyon at great personal risk. As a result, my father often acted as a courier at birthday times and at Christmas. My father and my uncle operated a jewellery store on Seymour Street in Vancouver just two blocks from the CPR Station. The Vancouverbased railroaders all had their watches inspected, cleaned and serviced here and often purchased gifts at Christmas. For those working at North Bend and on work trains, etc., my father would take orders for a "special" gift for Christmas or a birthday. He would look through his stock and sometimes shop around town to acquire the right gift as described by the railroader. At Christmas time particularly we would have two or three extra "grips" on the early December trips bulging with special Christmas gifts. I don't

think he ever charged extra for this service - it was just one of the things he did.

Inevitably, diesels arrived and gradually our trips to North Bend tapered off. Many men were laid off and facilities were closed. "Buster" Grant remained yardmaster at North Bend and they retired the job when he retired. His son Russell Grant went to work for the CPR and we lost track of one another. I eventually spent a summer after high school graduation in the Coach Yard at Drake Street in Vancouver cleaning coaches under the supervision of a gentleman named Johnny Dry. At the end of the summer I was told there was a job if I wanted it. I wanted to join the running trades but poor eyesight prevented that so I went to Technical College to become a draftsman. But the railroad bug had bitten and I have never escaped its grasp and I don't regret it for a minute!

Hope you find my ramblings of interest. Keep up the good work in Branchline. [signed ... Grant L. Ferguson, North Vancouver, BC] P.S. Check Omer Lavallée's Canadian Pacific Steam Locomotives for a shot of a 4-4-0 on the North Bend turntable.

THOUGHTS \mathbf{RE} THE DECEMBER SOME Congratulations and thanks, once more, to Dunc du Fresne for his explanation of the hydrostatic lubricator. I always knew what it was, and what it did, but never HOW it worked!

Note the nose door on the FP9A on the cover. EMD-built power had the door handle on the outside, but GMD had to move it inside, as per order of the Canadian Transport Commission.

I question the utility of the feedwater header on CN 4-6-4T No. 47. It could not have generated any significant amount of exhaust steam, since the locomotive was standing still so much of

Just what are the significant savings the Bay expects with its own containers? No doubt there will be a lower freight rate, but will it be enough for the carrying charges on the boxes? I suggest this is really a return to Plan 3 intermodal: [signed ... F.H. Howard, White Rock, BC]

A CORRECTION TO THE CORRECTION: This regards John Thompson's correction item in the Letters to the Editor column in the January Branchline.

CN's Midland Sub. does junction with the Newmarket Sub. at "Midland Jct". "Midland Jct" is the name designated to the switch location where the Midland Sub. comes off the Newmarket Sub. It also serves as the west wye switch for the Orillia wye. This switch is located within the City of Orillia, just off the Front Street crossing and is marked with a 6" x 24" sign with the CN 'noodle' and the words "Midland Jct".

All trains (Nos. 544 and 719), maintenance crews, and the patrol foreman on the Midland Sub. received their OCS or TOP using "Midland Jct" as the originating or terminating point on the subdivision. Trains receiving two sets of orders (one Midland/one Newmarket, or vice-versa) had to call the Rail Traffic Controller with their time clear of "Midland Jct".

Orillia Station is located to the east of the "Midland Jct" switch on the opposite side of Front Street and is a separate entity to Canadian National receiving station name sign status on Newmarket Sub. orders only. [signed ... Randy Zwier, Owen Sound, ON]

YANKEES IN KING ARTHUR'S COURT: In the December issue, you were kind enough to publish an enquiry of mine concerning the origins of what seemed to be semi-derelict North American type passenger equipment that I had seen at the Midland Railway Centre on a recent visit to the U.K.

An answer was not long in coming, courtesy of my old friend Ray Corley, rail historian and traction guru extraordinaire. Ray sent along photocopies of an article on the subject that appeared in a un-named British periodical. Apparently what I saw were the remains of the first Pullman sleeping cars ever to run on British railways. One of the three, named "Midland", was in fact the very first: it was also the first appearance in the U.K. of a car with swivelling four-wheel trucks. Prior to this date and for some years afterwards, most British passenger equipment ran on three pairs of wheels rigidly attached to the frame: this could be got away with because of the relatively short length of the coaches. The Pullmans, of course, were much longer, measuring some 58 feet over the sills.

The arrival of the "Midland" was a direct result of a 1872 visit to the Pullman plant made by the Midland Railway's general manager. The car was shipped over in crates and reassembled at the Midland's Derby works: others soon followed so that by June of 1874, a complete train could be put in service between London and the northern city of Bradford. Most of the cars remained in service until the early years of this century when they were relegated to the storage shed role that they have to this day.

It is a tribute to the quality of their construction that they are still instantly recognizable despite years of exposure to the vagaries of the English climate. [signed ... R. John Corby, Gloucester, ON] Φ

Coming Soon Canadian Trackside Guide 1996

The expanded 1996 edition of the Canadian Trackside Guide will be available in late-March. This, our 15th edition, will contain approximately 620 updated and expanded 51/2" x 81/2" pages, and will be current to late-February 1996.

The only comprehensive guide to Canadian railways:

- Locomotives of Canadian National, CP Rail System, VIA. Regionals and Industrials
- Preserved equipment Cabooses
- Urban Rail Transit

LRC Coach 3325

- Passenger Cars
- Radio frequencies
- Non-revenue equipment
- All CN, CP and VIA train numbers and routes
- Detailed divisional maps and subdivision listings for all Canadian railways and their U.S. components, including station names and mileposts, radio frequencies, talking detectors, siding lengths, location of crossovers and wyes, and more.
- Maps of major cities detailing rail lines.

Order your copy today direct from the Society for shipping in late-March: \$17.95 plus \$3.50 shipping and handling. Add \$1.50 GST for shipping to a Canadian address. For U.S. orders, kindly remit in U.S. funds to cover additional shipping charges.

A SELECTION OF PASSENGER CONSISTS

17 December 1995 VIA #15 - "Ocean" at Halifax, Nova Scotia	22 December 1995 ONR 697 - "Northlander" at Toronto, Ontario	27 December 1995 VIA #616 - "Chaleur" at St-Lambert, Quebec	29 December 1995 VIA #71 - "Trillium" at London, Ontario	10 January 1996 Amtrak #97 - "Maple Leaf" at Niagara Falls, Ontario
F40PH-2 6433	FP7A 1520	F40PH-2 6422	F40PH-2 6400	VIA F40PH-2 6401 (rescue unit)
F40PH-2 6432	EGU 203	F40PH-2 6424	HEP-li Club 4002	F40PH 228
Baggage 8621	Coach 601	Baggage 8622	HEP-II Coach 4123	Coach 21085
Coach 8138	Snack Car 702	Coach 8109	HEP-II Coach 4119	Coach 21056
Coach 8142	Coach 604	Coach 8103	HEP-II Coach 4120	Coach 21267
Coach 8133	Coach 600	Coach 8119	HEP-II Coach 4118	Coach 21242
Skyline 8506	Coach 615	Skyline 8501		Coach 21072
Coach 8147	Coach 606	Slpr. "Chateau Rouville"		Cafe 20021
Coach 8102		Slpr. "Chateau Rigaud"	1 January 1996	
Diner "Wascana"		Slpr. "Elgin Manor"	VIA #73 - "Point Pelee"	
Slpr. "Chateau Marquette"	26 December 1995	Slpr. "Draper Manor"	at London, Ontario	26 December 1995
Slpr. "Chateau Dollier"	ONR #697 - "Northlander"	Dome-Obs. "Waterton Park"		VIA #693 - "Hudson Bay"
Slpr. "Chateau !berville"	at Toronto, Ontario	*****	F40PH-2 6448	at Winnipeg, Manitoba
Slpr. "Chateau Papineau"	FP7Au 2000		F40PH-2 6453	, ,
Slpr. "Chateau Montcalm"	EGU 204	23 December 1995	SGU 15494	CN SD50F 5413
Slpr. "Chateau Argenson"	Coach 603	VIA #2 - "Canadian"	Club "York Club"	FP9Au 6301
Slpr. "Thompson Manor"	Snack Car 703	at Vancouver, BC	Coach 5448	SGU 15484
Slpr. "Chateau Closse"	Coach 602		Cafe-Coach 3220	SGU 15483
Slpr. "Chateau Bienville"	Coach 609	F40PH-2 6454	Coach 5537	Baggage 9649
Dome-Obs. "Banff Park"	Coach 611	F40PH-2 6439	Cafe-Coach 3219	Coach 5617
*****	Coach 614	Baggage 8609	Coach 5581	Cafe Lounge 755
		Coach 8112	Cafe-Coach 3240	Sleeper "Enfield"
3 January 1996		Coach 8125	Coach 5499	
VIA #601 - "Saguenay"	27 December 1995	Skyline 8512	Cafe-Coach 3237	
at Ahuntsic, Quebec	VIA #603 - "Abitibi"	Coach 8115		1 January 1996
	at Ptaux-Trembles, QC	Skyline 8502		VIA #67 - "Metropolis"
FP9Au 6313		Sleeper "Cameron Manor"	21 January 1996	at Kingston, Ontario
FP9Au 6311	FP9Au 6312	Sleeper "Macdonald Manor"	VIA #73 - "Point Felee"	
Baggage 9672	FP9Au 6308	Sleeper "Brant Manor"	at London, Ontario	LRC-2 6909
Cafe-Coach 3224	Baggage 9617	Diner "Frontenac"		LRC Club 3469
Cafe-Coach 3252	Coach 5487	Sleeper "Drummond Manor"	F40PH-2 6424	LRC Coach 3320
Coach 5449	Cafe-Coach 3251	Sleeper "Sherwood Manor"	HEP-II Club 4002	LRC Coach 3374
Cafe-Coach 3200	Coach 5464	Sleeper "Allan Manor"	HEP-II Coach 4120	LRC Coach 3358
	Cafe-Coach 3217	Dome-Obs.	LRC Coach 3338	LRC Coach 3345
	Sleeper "Edmundston"	"Strathcona Park"	LRC Coach 3362	LRC Club 3473
			LRC Coach 3341	F40PH-2 6409

(Thanks to Douglas Bardeau, Ken Jones, Bill Linley, Pierre Ozorák, Jeff Parker and André St-Amant)

Photo Corner

Buffalo & Pittsburgh No. 457 (former SP SD45E 7566), fresh out of AMF, passes through Lachine, Quebec, behind three CN 7000-series GP9RM units in November 1995. While at AMF the unit's 20 cylinder engine was replaced with a 16 cylinder engine. Photo by Tom Patterson.





In early-November 1995, BC Rail RDC-2 No. BC-23 (ex-VIA 6211, nee CP 9112) is readied at North Vancouver for a made-for-television production of "X-Files". On November 15, BC-23 was taken to a siding at Porteau Cove, BC, filled with methane gas and explosive charges and blown up. The result was aired on television on December 1. Photo by John Burbridge.

VIA Train 42 arrives in Ottawa on December 22, 1995. Behind F40PH-2 6423 is LRC club car 3473 and five HEP-II cars, the first occasion that more than two of the newly remanufactured former US-owned coaches operated into Ottawa at a time. Photo by David Stremes.



Toronto Transit Commission PCC streetcar 4606 is southbound on Broadview Avenue near Dundas on the 504-King route on May 5, 1995. No. 4606 was built in 1951 as Class A-8 No. 4536 and was rebuilt and renumbered 4606 in 1989. Alas, the 4606 and 16 rebuilt sisters made their last runs between December 4 and 8, 1995, victims of ridership declines and related service cuts. Photo by Pierre Ozorák.



CP's one-of-a-kind RSD-17 No. 8921 -"Empress of Agincourt" teams up with RS-18 8738 on a transfer to Lambton Yard in Toronto in April 1974. She was retired in 1995. Photo by Ron Lipsett.



Along the Right of Way

CP EXTENDS HAMILTON SUBDIVISION: In early November 1995. CPRS' Goderich Subdivision between Hamilton and Guelph Junction (16.4 miles), Ontario, became mileage 60.4 to 76.8 of the Hamilton Subdivision. CN has significantly increased the rates that it charges CPRS for the use of its Oakville Subdivision, resulting in CPRS shifting a lot of its traffic from the Oakville Subdivision to its Hamilton Subdivision. CPRS has upgraded 16.4 miles of the former Goderich Subdivision but for now it retains 100 lb. jointed rail. The 5.5 miles of track that climbs the Niagara Escarpment between Hamilton Jct. and Waterdown North is described as "The best little roller coaster in Southern Ontario." (David Hooton)

BROKEN RAIL CAUSES DERAILMENT: On December 8, BC Rail derailed 26 cars and remotely-controlled Dash 9-44CWL 4643 at Mile 573.0 of the Chetwynd Subdivision (between Kennedy and Caswell, BC). The accident was blamed on very severe weather which caused a rail to break. No. 4643 suffered damage to the 'B' end, mostly pilot, coupler, carbody and truck damage. Repairs were carried out at Squamish Shops between December 21 and January 12. (Patrick O.

SANTA TRAIN: The second annual "Santa Train", powered by former CPR "Royal Hudson" 2860, was operated by BC Rail between North Vancouver and Squamish on December 16 and 17. Each day's train included: Power Car 76 - "Cheakamus River"; Coaches 5595 and 5652 (still in VIA paint - to be named "Brunswick" and "Capilano"); Coach "Porteau" (ex-5623); Cafe-Bar Lounge "Horseshoe Bay" (ex-2503); Coaches "Whistler" (ex-5582), "Chasm" (ex-5596), "Dragon" (ex-5618) and "Kelly Lake" (ex-5642); Cafe-Bar Lounge "Lions Bay" (ex-2505); Coaches "Birken" (ex-5437), "Seton" (ex-5594), "Exeter" (ex-5506) and "Sunset Beach" (ex-5628), for a total of 14 cars. Note: the name "Chasm" is misspelled by the railway as "Chasim". (Patrick O. Hind)

GIVE US RAIL YARD SAYS BRANTFORD: A freight yard may be too much for Burlington but the City of Brantford (Ontario) would be quite happy to have Canadian National relocate its Hamilton Yards there. CN lauded Brantford's enthusiasm but said that the city was too far from Hamilton to be considered as a viable option. (Hamilton Spectator, 20/12/95)

DERAILMENT: On December 20, a loaded gravel truck hit the side of the 14th car on CN Train 405 at a protected crossing in heavy fog, at mile 41.8 of the Edson Subdivision (west of Edmonton). A second gravel truck then hit the first from behind. In all, 32 cars were derailed, closing the mainline for two days. Nine of the derailed cars contained chemicals or diesel fuel. Fortunately, only two cars leaked with about 160,000 litres of diesel fuel spilled onto a frozen creek. The fuel was quickly contained.

On December 21, VIA's westbound "Canadian" was detoured over CP Rail System from Edmonton to Kamloops via Calgary. The consist included F40PH-2s 6454 and 6439, baggage 8609, coaches 8125, 8115 and 8112, Skyline 8502, sleeper "Brant Manor", diner "Frontenac", sleepers "Drummond Manor", "Sherwood Manor" and "Allan Manor", and dome-observation "Strathcona Park". As well, a few CN freights were detoured over CP Rail System lines. (Glenn Roemer)

CHRISTMAS SPECIAL: CP Rail System operated its 5th annual Christmas Special from Nanaimo to Wellington, BC, and return on December 23. The train included GP38AC units 3008, 3000 and 3004, cabooses 434371 and 434300, and GP38AC 3001. (Dale Whitmee)

MAJOR SLIDE: On January 10, BC Rail suffered a major slide between mileage 32.1 and 32.5 of the Tumbler Subdivision. Crews were dispatched with bulldozers to clear the slide. One 'Cat' with the operator slid over the bank into a ravine, sending the operator to hospital. The next day, Plow extra 758 with SD40-2 Nos. 758 and RCL745 were dispatched to mile 32.5. Unfortunately, when the 'Cat' went into the ravine it had taken out a rail which was not noticed.

When Plow Extra 758 hit the slide at approximately 30 mph, the plow derailed. As it derailed it reared up, hit the overhead wire (catenary), bounced back, veered off the 758 and went down the bank some 75 feet, landing upside down. Its three-man crew was badly shaken up and bruised. The 758 was badly derailed and was extensively damaged. The 745 also derailed with minor damage. (Patrick O. Hind)

VIA'S REMOTE SERVICES TO BE 'HEP'D': It is reported that VIA Rail's tri-weekly overnight "Abitibi" between Montreal and Senneterre. Quebec, will become a tri-weekly day train effective April 28, and will utilize stainless steel HEP equipment in place of former CN 'blue' equipment. As well, the Montreal-Jonquière "Saguenay" will utilize HEP equipment. Both trains will depart Montreal at 07:30 on Mondays. Wednesdays and Fridays and operate as a combined train as far as Hervey-Jonction. On Mondays and Wednesdays the "Abitibi" will terminate in Taschereau. On Saturdays the train will make a Senneterre to Cochrane and return trip. Departures to Montreal will be on Tuesdays, Thursdays and Sundays, with the "Abitibi" and "Saguenay" combining at Hervey-Jonction.

As well, plans are to convert the Winnipeg-Churchill "Hudson Bay" to HEP equipment, likely effective April 28 as well.

With the pending delivery of all 33 HEP-II cars, former CN 'blue' cars will be withdrawn from southwestern Ontario. With these changes, likely the only 'blue' cars remaining in service will be coach 5186, combines 7201 and 7209 and baggage 9631 assigned to mixed trains in northern Manitoba. (John Godfrey and others)

NEW ORE TRAIN: The first Wisconsin Central ore train from the Tilden Mine (Negaunee, MI) to Algoma Steel (Wawa, ON) operated in mid-January with Algoma Central Railway ore cars and an ACR caboose. The caboose was included to assess train handling on the grades. The hill from Eagle Mills to Marquette, Michigan, is approximately a 3% grade. The train is expected to haul 100,000 tons of ore per month, renewed on a monthly basis. In the past, ore was shipped by boat to Michipocoten (near Wawa). (Tom Weaver)

SNOWBOUND: Heavy snow, high winds and cold temperatures pummelled northern Ontario in mid-January. VIA's westbound "Canadian" stalled in a snowdrift east of Hornepayne on January 19. Two CN units were dispatched from Hornepayne but were unable to dislodge the 2-unit, 8-car "Canadian". Another three CN units were dispatched from Hornepayne. With seven units, the "Canadian" limped into Hornepayne some 12 hours behind schedule.

In addition, a CN freight train stalled at Armstrong, and two others stalled on the Caramat Sub. (between Hornepayne and Armstrong). Rail traffic in Thunder Bay was at a standstill.

MUSEUM ADDITION: The Manitoba Agricultural Museum in Austin, Manitoba, a small town about 11/2 hours' drive west of Winnipeg, is the proud owner of a narrow-gauge steam locomotive. The Museum believes it is a Vulcan dating from 1903 or 1908 which has sat in the bush since about 1915.

The locomotive was likely transported by sea from the eastern seaboard of the United States to Port Nelson, where the Nelson River enters Hudson Bay, and used in the construction of the Hudson Bay rail line beginning in 1912. The locomotive was one of about six used in building the line. Old photographs show boats dredging silt from the harbour and piling it along the shore. The silt was loaded on flat cars and pushed to the end of the tracks where it was dumped and used to extend the line. When the project was redirected to Churchill, the other locomotives were taken along to complete the job, but one, likely the one now in Austin, was left behind.

Restoration work has commenced, with the hope of making the locomotive operational. (Jim Sandilands)

The locomotive is likely former Hudson Bay Railway 0-4-0ST No. 1, built by Vulcan in May 1913, serial 2174]

BRIDGE BEING RAZED: In January, CN crews were busy demolishing the former Grand Trunk Pacific overpass over Main Street, south of Union Station in Winnipeg, Manitoba. Trains are now operating over a new overpass just to the south. (Zak Pritchard)

100 YEARS AGO: January 2, 1896: An important event in the history of the Brockville & Westport Railway occurred yesterday, namely the inaugural of a government mail service over the line. It was made the occasion of guite a demonstration, not only with the railway people but with the citizens of most of the villages along the road. A big mail was carried from Westport and villages along the route, and it arrived in the post office before eleven o'clock instead of at three as under the old stage system by the Copeland Bros. The post office inspector said he had always been greatly satisfied by the stage service, but the people along the route appealed for the change. (Brockville Recorder & Times, thanks to J. Norman Lowe)

SKYTRAIN MARKS 10th BIRTHDAY: January 3 marked 10 years of service for BC Transit's SkyTrain. The computer-controlled, crewless trains have safely carried 285 million riders since 1986, kept people out of automobiles and spurred development of new 'town centres'. On the negative side, the elevated line from Vancouver to North Surrey has cost provincial taxpayers \$1.3 billion to build.

SkyTrain's operating cost in 1995 was about \$35.5 million, with debt service costs of another \$143 million in 1995. BC Transit chair Derek Corrigan says Greater Vancouver should be celebrating a terrific rapidtransit system, but he says more people will have to ride SkyTrain to make it less expensive. (Vancouver Sun, 03/01/96, thanks to Dale Whitmee)

10 YEARS AGO IN BRANCHLINE

February 8, 1986, was a fateful day for 26 passengers and crew who died in a fiery head-on collision of VIA's eastbound combined "Super Continental" from Vancouver and "Skeena" from Prince Rupert (combined 'elephant-style' at Jasper), and westbound CN Rail 114-car freight #413 near Hinton, Alberta. Another 93 passengers were injured, many seriously. The loss of life was the most involving rail passengers in Canada is some 40 years.

The "Super Continental" consisted of FP7Au 6566 (ex-CP 1422, nee CP 4066), F9B 6633, stainless steel baggage 617, cafe-coach 3229, Skyline dome 513, and sleepers "Ennishore" and "Elcott". All except the sleepers are write-offs. Following the sleepers were FP9Au 6300 (which turned on its side), a steam generator, four passenger cars, and another steam generator.

The CN freight was powered by GP38-2(W) 5586, and SD40s 5104 and 5062, all assumed to be write-offs along with most of the 74 freight cars that derailed. Railway officials pointed to human error as the probable cause of the collision, which occurred some 1,000 feet beyond the CTC-controlled switch where the CN freight should have waited for the on-time passenger train.

On February 15, VIA's Montreal-bound "Ocean" (powered by FPA-4 6789 and F9B 6637) collided head-on with standing CN Rail freight #240 (powered by M-420(W) 2539 and 2504 and C-630M 2012) in a siding on the Drummondville Sub. 13 miles west of Levis, Quebec. Fortunately, the collision was at slow speed, however, 42 passengers were hurt and fire broke out in cafe-coach 3246 and spread to a Dayniter.

Both of these incidents, along with a derailment of CN #413 at Fort Langley, BC, shortly after the Hinton collision, prompted Transport Minister Mazankowski to summon, CN, CP and VIA officials to Ottawa to discuss the safety of railways in Canada.

FOR SALE

The Bytown Railway Society, Inc., offers for sale one dieselelectric generating set with the following specifications:

- AC Delco, General Motors (Detroit Allison) 2-cylinder, 2stroke diesel engine c/w raditator
- Generator model 2E 5399 M2
- 20KW 80%PF 230V 62.8A
- 25KVA, 3-Phae 60Hz @ 1200 RPM
- 13.3KW 80%PF 40 Hz@ 800 RPM

This unit is located in Ottawa and is offered on a "where is - as is" basis. While the Society has not set a price on the unit, all reasonable offers (cash, trade, etc.) will be considered. It is available for viewing upon request to the Society at (613) 745-1201, or by mail at P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. The Society has never operated this unit, however, it appears to be in rebuit condition (it was last used by CP Rail).

WANTED: Michael Livingston is looking for sources of Ontario industrial locomotive slides or photos for a book he plans to write. If you can assist, please write to Michael Livingston, 701-A Mililani Place, Kihei, Hawaii, 96753, USA.

WANTED: Wendell Lemon is looking for: 1) Good quality 135 mm 4x6 colour prints of leased locomotives on any Canadian railway, except for LMS locomotives currently on lease to CN. Will buy or trade colour shots from his own area; and 2) Large format black and white negatives of VIA LRC units. Roster shots only. Will buy or trade 6x7 quality negatives from my area. Please phone Wendell Lemon at (506) 856-8414 in the evening, or write to R.R. #1, Salibury Road, Moncton, NB, E1C 8J5.

Used Magazines For Sale

The Society has on hand single copies or multiple copies of various magazines:

- Trains from the 1960s to the 1990s
- Railroad from the 1950s to 1979
- Railfan (later Railfan & Railroad) from 1975 to 1995
- Passenger Train Journal from 1982 to the 1990s
- Canadian Rail from 1964 to 1971
- Railway Magazine (UK) from the 1960s to 1995
- Steam Railway (UK) for 1994 and 1995
- Locomotive & Railway Preservation from 1989 to 1995
- Canadian Pacific's Spanner from the 1960s

Some full-year sets are available.

We are offering these magazines at 50 cents for 1980 and later issues, and \$1.00 for pre-1980 issues.

For a listing of available copies, please write to:

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

If you have a specific want list, please let us know.

Proceeds from the sale of these magazines will go to offset the cost of hardbinding volumes of magazines for our archives.

The Motive Power and Equipment Scene

Many thanks to Martin Boston, Bruce Chapman, Ray Corley, Patrick Hind, David Hooton, Ken Lanovich, Bryce Lee, Roland Legault, Lon Marsh, Pierre Ozorák, Roger Steed and Tempo Jr.



REMANUFACTURED AT AMF:

- SD40u 6026 (nee 5123) delivered on December 21;
- * SD40u 6027 (nee 5113) delivered on December 29;
- SD40u 6028 (nee 5124) delivered on December 29.

UPGRADED TO CN SPECIFICATIONS AT AMF:

- SD40-2 5375 (ex-CN 6096, exx-UP 4096) delivered on December 19. RETIRED: (all suffered engine failures)
- SW1200RS 1326 on January 15;
- HR412 3589 on December 6;
- SD40 5152 and 5174 on January 15 and December 18 respectively;
- GP40-2L(W) 9517 on December 18.

RETURNED TO SERVICE: GMD1 1905 and 1915 at Thunder Bay. 24 CN UNITS STORED SERVICEABLE:

- GMD1m 1105, 1106, 1115, 1117, 1120, 1121, 1124 and 1130;
- GMD1 1904, 1907, 1908 and 1911;
- C-630M 2028 and 2033;
- M-636 2310, 2313, 2319, 2320, 2323, 2325, 2327, 2332, 2335 and 2338.

STORED UNSERVICEABLE:

- DW&P SD40 5909:
- CN GP40-2L(W) 9442

30 CN UNITS LÉASED TO UNION PACIFIC:

- SD40 5008, 5017, 5030, 5032, 5038, 5046, 5048, 5052, 5054, 5064, 5080, 5082, 5105, 5129, 5139, 5179, 5207, 5214, 5216, 5217, 5220, 5222 and
- GP40 9304, 9306, 9309, 9313, 9314, 9316 and 9317.

40 UNITS LEASED AT PRESS TIME:

1 from GATX Leasing:

GSCX GP40 3702 (nee B&O 3702) - payback for use of CN units on St. Lawrence & Atlantic Railroad.

25 from GE Leasing:

LMSX C40-8 715-739.

6 from Helm Leasing:

HLCX SD40 5001-5006 (nee Detroit Edison 001, 002, 005, 013, 015 and 016) - assigned to GTW;

8 from National Railway Equipment:

NREX SD40 869, 870, 872, 878, 882, 886, 889 and 892 (nee C&NW same numbers) - assigned to GTW.

WORK CABOOSES RENUMBERED:

- 79812 (Signal Department at Joffre, Quebec) to 77016;
- 79818 (Auxiliary at The Pas, Manitoba) to 77015;
- 79820 (Auxiliary at Hornepayne, Ontario) to 77017;
- 79841 (Auxiliary at Edmonton, Alberta) to 77019;
- 79846 (Auxiliary at Symington [Winnipeg], Manitoba) to 77014;
- 79869 (Auxiliary at Kamloops, British Columbia) to 77018;
- 79888 (Auxiliary at Senneterre, Quebec) to 77020;
- 79901 (Auxiliary at Montreal, Quebec) to 77021.



AMF Technotransport Inc.

- CN GP9 Slug 229 after wreck repairs released December 19;
- CN HR412(W) 3589 (engine damage) released after evaluation retired by CN on December 6;
- CN SD40-2 5375 (ex-CN 6096; exx-UP 4096), upgraded to CN specifications, repainted and renumbered - released on December 19 (last of 24 to be completed);
- CN SD40u 6026 (remanufactured nee 5123) released on December 21;
- CN SD40u 6027 (remanufactured nee 5113) released on December 29;
- CN SD40u 6028 (remanufactured nee 5124) released on December 29 (last of 9 in the 1995 program [Class GF-630c] to be completed);

- CP SD40 5507 after an engine changeout;
- Connecticut DOT GP40PH-2 6694 (rebuilt from ex-CSXT GP40 6580), released in 'New Haven' paint in mid-January;
- Kansas City Southern SD40-2 696 and 697, rebuilt from Quebec North Shore & Labrador 200 and 201, released in mid-January;
- Stelco SW1000 456 (ex-VIA 201) after repairs and installation of remote control for service at Nanticoke, Ontario;
- Vancouver Wharves SW1500 820 (ex-SP [Cotton Belt] 2582) after major overhaul and installation of booster connection at long hood end.

WORK IN PROGRESS:

- Former CSXT GP38 2075, 2090, 2181 and 2189, and GP40 6578 being converted to GP40PH-2 units for Connecticut DOT (to be renumbered 6696-6699 and 6695);
- Former CN GP40-2L(W) 9474 for conversion to a GP40PH-2 unit for the Massachusetts Bay Transit Authority;
- Helm Leasing's former Quebec North Shore & Labrador SD40 202, 203 and 220 being upgraded to SD40-2 units for Kansas City Southern and renumbered 698, 699 and 695 respectively;
- Helm Leasing's former CSXT GP38-2 2584 being overhauled, repainted and renumbered to Southern Pacific 4849;
- DART (Dallas Area Rapid Transit) for VIA RDC-1 6100, 6104, 6106, 6112, 6123, 6126, 6127, 6129, 6131, 6139, 6141, 6142 and 6145 for refurbishing;
- Burlington Northern Santa Fe SD75M 8251-8256, new from GMDL, being painted in the former Santa Fe red and silver warbonnet but with a large BNSF on the long hood.

WORK PENDING:

- CN Dash 5-40CM 2410 (fire damage);
- CN Dash 8-40CM 2422 (crankshaft repair);
- CN SW1200RM 7315 (frame repairs);
- Canac's former CN SW900 403; SW1200RS's 1231 and 1311; and SW900 7909 (various repairs);
- Helm Leasing's HLCX SD40 3010 (engine changeout);
- Helm Leasing's ex-SSW SW1500 2481, 2489 and 2491 for repairs;
- Helm Leasing's HLCX SD40-2 6366 to be repainted and renumbered Dakota, Minnesota & Eastern 6366.



CONVERTED:

- CP GP9u 1526 and 1559, modified as 'mothers' for F7B slug 1019 (ex-6801) - assigned to Calgary;
- CP RS-18u 1802 converted to Control Cab 1116 on December 22 mated with GP9u 8249 and assigned to Toronto;
- CP C-424 4206 converted to Control Cab 1103 on December 16 mated with GP9u 8224 and assigned to Toronto;
- CP C-424 4210 and 4221;
- CP F7B 6801 converted to F7B slug 1019 on December 19 assigned to



CPRS F7B slug 1019 rests at Calgary, Alberta, on Christmas Day 1995, coupled to GP9u 'mothers' 1526 and 1559.

RENUMBERED:

SW900 slug 6720 renumbered to 1016 on December 12.

RETURNED TO SERVICE:

- CP GP9u 1695 after wreck repairs from an accident in 1994 assigned to Calgary;
- C-424 4221

4 UNITS STORED SERVICEABLE:

- CP SW9u 1200;
- SW1200RSu 1211;
- SW1200RSu 1246 (being converted to slug 1021);
- SW1200RS 8123.

59 UNITS STORED UNSERVICEABLE (* added since last issue):

- SOO SW1200 322, 325, 328, 329 and 331;
- SOO GP7 382:
- SOO GP9 404 and 412;
- SOO SW1200 1207, 1211 and 1222 (to be converted to 'daughter' units
- SOO SW1200 1209 (converted to a 'daughter' to be mated with a CP GP9u unit);
- SOO SW1200 1213 and 1220;
- CP GP9u 1604*;
- CP RS-18u 1804, 1812, 1815*, 1831 and 1833 (main generator failures);
- CP RS-18u 1836* (engine damage);
- SOO GP40 2014 and 2045;
- SOO SW9 2112-2115, 2117 and 2119;
- SOO SW1200 2122 and 2126;
- SOO GP9 2404, 2405, 2407, 2551 and 2555;
- CP GP38AC 3005;
- CP C-424 4212, 4231* and 4242 (failures);
- CP C-424 4226 and 4244 (engine failures to be converted to a control cab at St. Luc Yard in Montreal);
- SOO GP9 4227, 4229 and 4230;
- SOO GP30C 4302;
- CP M-636m 4711 (burnt wiring);
- CP GP30 5001 (to be converted to a control cab at Weston Shops);
- CP GP35 5012 and 5021 (electrical repairs);
- CP GP35 5020 and 5023 (accident damage);
- CP SD40-2 5685 (accident damage sustained at Savona, BC, on Aug. 28);
- CP RS-23 8023*, 8028* and 8035;
- CP SW1200RS 8100 and 8110;
- CP GP9u 8238.

LEASED OUT: CP RS-23 8021 and 8024 were leased to the New

Brunswick Southern Railway at press time.

SHOP SWITCHERS SWAPPED: Cummins-powered shop switcher S-11 3779 at the Winnipeg Diesel Shop was recently transferred to Ogden Shops in Calgary; Remote-controlled shop switcher SW900 6195 was transferred from Alyth Shops in Calgary to the Winnipeg Diesel Shop.

DONATED: Recently-retired M-630 4563 has been donated to the Canadian Railway Museum in St-Constant, Quebec. Delivery was made on December 21.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:

Added:

- HILCX SD40-2 6211;
- MKCX SD45 9520.

Returned:

- HLCX GP40 662 (to Canada Allied Diesel for repairs);
- HLCX SD40-2CLC 6052;
- HLCX SD40-2 6366 (to AMF for repaint and renumbering to DM&E 6366).

157 UNITS LEASED:

12 from Conrail Leasing:

- CR SD40 600-601 (ex-CR 6344, 6293; nee PC/PRR 6091, 6040);
- CR SD40 602-603 (nee CR/PC 6277 and 6280);
- CR SD40 604-606 (ex-CR 6347, 6310, 6321; nee PC/PRR 6094, 6057,
- CR SD40 607-610 (nee CR/PC 6251, 6258, 6262 and 6274);
- CR SD40 611 (ex-CR 6312; nee PC/PRR 6059).

Note: Some units carry the prefix '0'.

20 from GATX Leasing:

- GATX SD40-2 900-904 (ex-UP 3900-3904; exx-MP 6000-6004; nee MP
- GSCX SD40-2 7359-7373 (nee MP 3165, 3168, 3169, 3176, 3181, 3183-3185, 3191, 3201, 3186, 3189, 3190, 3193 and 3199 [several were renumbered UP by adding 1000 to MP number] - leased to Bridge Line [Delaware & Hudson]).

9 from Generation II Leasing:

GL GP20C 2001-2009 (ex-BN 2001-2009; exx-BN 2041, 2006, 2008, 2012, 2035, 2036, 2034, 2042 and 2037; nee CB&Q 905, GN 2006, GN 2008, GN 2012, GN 2035, CB&Q 900, GN 2034, CB&Q 906 and CB&Q 901) leased to Heavy Haul-US [Soo Line].

92 from Helm Leasing:

- HATX GP38-2 210-216 (ex-UP/MP 2106, 2077, 2079, 2082, 2085, 2105 and 2110; nee MP 955, 926, 928, 931, 934, 954 and 959);
- HATX GP40-2 500-517 (ex-GTI/nee B&M 307, 308, 317, 316, 303, 305, 310, 309, 315, 314, 304, 302, 300, 301, 306, 311, 312, 313); HATX GP40u 518-519 (ex-CSXT 6548, 6585; nee CS/B&O 3772, 4010);
- HATX GP40u 520 (ex-CSXT/SBD 6825; nee L&N 3029);
- HATX GP40u 521 (ex-CSXT 6830; nee CS/C&O 4075);
- HATX SD45-2 911-912 (ex-CSXT/SBD 8974, 8965; nee CRR 3616, 3607);
- HATX SD45-2 913 (ex-CSXT/SBD 8961; nee SCL 2056);
- HATX SD45-2 914 (ex-CSXT/SBD 8968; nee CRR 3610);
- HATX SD45E 915-924 (ex-SP 7489-7498; nee SP 9076, 9078, 9106, 9122, 9131, 8908, 8825, 8862, 8807 and 8928) [note: 8908 was renumbered 9136:2 before being rebuilt to 7494];
- HLCX GP40 663 (ex-Amtrak 663; exx-Soo/Milw 2020; nee Milwaukee
- HLCX SD40 3015, 3065, 3066, 3087, 3093, 3105, 3120 (nee UP same numbers, except 3065 which was nee UP 3060);
- HLCX SD40 3023, 3064 (ex-MP 3023 and 3064; nee MP 723 and 764);
- HLCX GP40 3060 (ex-CR 3060; exx-PC 3060; nee NYC 3060);
- HLCX GP40u 3110 (ex-Kyle 3110, nee CR/PC 3154); HLCX GP40u 3111 (ex-Kyle 3115, nee CR/PC/NYC 3093);
- HLCX GP40u 4000 (ex-CSXT/SBD 6667; exx-SCL 1510; nee ACL 925);
- HLCX GP40u 4001 (ex-CSXT/SBD 6708; exx-SCL 1552; nee ACL 637); HLCX GP40u 4002 (ex-CSXT/SBD 6797; nee L&N 3000);
- HLCX GP40 4003 (ex-HLCX 301; exx-IPSA 301; exxx-MP/UP 603; nee CRI&P 343):
- HLCX SD40 4057, 4060-4062, 4066 (ex-UP same numbers; exx-MP 3057, 3060-3062, 3066; nee MP 757, 760-762, 766);
- HLCX GP40-2CLC 4403 (ex-HLCX 656; exx-Amtrak 656 [leased]; Helm 3072; nee ICG/IC 3072);
- HLCX GP40-2CLC 4405-4407 (ex-HLCX 650, 651, 654; exx-Amtrak 650, 651, 654 [leased]; exxx-Kyle 3104, 3108, 3116; nee CR/PC/NYC 3104, 3088, 3083);
- HLCX GP40-2CLC 4408-4410 (ex-HLCX 657-659; exx-Amtrak 657-659 [leased]; exxx-B&M 320, 321, 323; nee CR/PC 3227, 3229, 3233);
- HLCX GP40-2CLC 4412 (ex-HLCX 653; exx-Amtrak 653 [leased]; exxx-Kyle 3114; nee CR/PC/NYC 3095);
- SD40 HLCX 5000 (ex-HLCX 3099; nee UP 3099);
- HLCX SD40 5009 (nee KCS 600);
- HLCX SD40 5010 (ex-VMV/CNW/MP 3038; nee MP 738);
- HLCX SD40 5011 (ex-HLCX 3006; nee UP 3006);
- HLCX SD40-2 6200 (nee C&NW 6822);
- HLCX SD40u 6201 (nee UP 3085);
- HLCX SD40u 6202 (nee QNS&L 219) HLCX SD40-2 6203 (nee QNS&L 241);
- HLCX SD40-2 6204-6210 (ex-BCOL 736-742; nee Kennecott Copper 101-
- HLCX SD40-2 6211, 6212 (ex-DM&E/SOO 6384, 6386; nee MILW 194:2,
- HLCX SD40-2 6369, 6388 (exx-SOO 6369, 6388; nee MILW 208 and 202). 18 from Morrison Knudsen:
- MKCX SD40M-2 9053-9057 (ex-PLM SD40 3104, 3019, 3004, 3029, 3021; nee UP 3104, UP 3104, MP 3004/704, MP 3029/729, and UP 3021);
- MKCX SD40 9413 (ex-NRE/BN 6400; nee NP 3600);
- MKCX SD45 9501 (ex-CNW/BN 6477);
- MKCX SD45 9508 (ex-CNW 6579; exx-BN 6460; nee CB&Q 519);
- MKCX SDP45 9515 (ex-VMV/CR 6695; nee EL 3664);
- MKCX SD45 9520 (ex-CSXT/SBD 8931; exx-SBD 2031; nee SCL 2031);
- MKCX SD45 9523 (ex-VMV/CSX/SBD 8938; exx-CRR 3625; nee SCL 2038);
- MKCX SD45 9526 (ex-NHL 6435; nee SP 8960);
- MKCX SD45 9528 (ex-SOO 6491; exx-BN 6678; nee SLSF 930);
- MKCX SD45 9532 (ex-NHL/BN 6689; nee SLSF 942);
- MKCX SD45 9534 (ex-W&LE 1769; nee N&W 1769);
- MKCX SD45 9536, 9539, 9541 (ex-ATSF SD45u 5350, 5354 and 5362; nee ATSF 5577, 5514 and 5556).

6 from Precision National:

PNCX SD40 3011, 3013, 3026, 3064, 3065, 3107 (all nee UP same



NOT ALL IN SERVICE: In the January Branchline, it was reported that HEP-II club cars 4000-4002, and HEP-II coaches 4100, 4101, 4110-4115 and 4122-4125), converted from former US-owned Budd-built cars, had been released from AMF between September 18 and December 4, 1995.

(Club car 4004 and coaches 4118-4121 had been released before September 18, for a total of 20 cars). While released from AMF, many of the cars are awaiting seat installation. At press time, only 7 cars (4002, 4004, 4118-4121 and 4123) were in service.

At press time, VIA was planning to utilize six of the coaches that are awaiting seats for an overnight dance train to be operated for Much Music between Ottawa and Coteau, departing Ottawa at 22:00 on February 10.

MORE DISPOSITIONS:

Club Galley 650 - "Club St. Denis", Sleeper 1118 - "Egerton" and Cafe-Coach 3208 have been sold to 'Cabot Creek' in Dallas, Texas;

- Club Galley 652 "University Club"; Club Galley 660 "Empire Club"; and Cafe Lounges 756, 758 and 759 have been acquired by an equipment broker. At press time, Car 652 was enroute to Cranbrook, BC, likely to the Canadian Museum of Rail Travel; and cars 660 and 756, along with CN caboose 79462, were enroute to an individual in Danbury, Connecticut,
- Diners 1347 and 1349 have been sold to the BC Chapter of the National Railroad Historical Society in New Westminster, BC;
- Cafe-Coach 3211; Coaches 5467, 5485, 5504 and 5622; and Baggage Cars 9614 and 9630 have been acquired by the Waterloo St. Jacobs Railway Company. [Cars 3211, 5467 and 5485 last operated in Montreal/Deux-Montagnes commuter service until June 1995];
- Steam Generator Units 15420 and 15466 have been sold to Century Metal in Lachine. Quebec:
- SW1000 203 has been acquired by Weirton Steel Division, National Steel Corporation in Weirton, West Virginia, however, it has been delivered to Ennis Paikin Steel via East St. Louis, Illinois.
- CONTRACTED OUT: On April 22, 1995, the second unit and all 13 cars of the westbound "Canadian" derailed near Blue River, BC, as a result of a broken wheel on F40PH-2 6414. During the cleanup, some of the cars tumbled into the Thompson River. Five of the damaged cars (coaches 8104, 8111, 8118 and 8122, and Skyline 8510) were moved to Montreal for repairs - all others have returned to service. The repair of the five cars has been contracted to Canada Allied Diesel (CAD) in Lachine, Quebec, with the cars moved to CAD in mid-January
- TRANSFERRED: Steam Generator Unit 15494 has been transferred from Toronto to Winnipeg.

BCRAIL

RETIRED:

- M-640(W) 640, and M-640(B) 684, 686 and 688, all wrecked at Mile 104 of the Talka Subdivision on January 30, 1994, were retired in December
- RDC-1 BC-16, formerly VIA 6128 but never operated by BC Rail, was retired in December 1995.
- RE-ENGINED: RS-18 621 and 628 have been re-equipped with a Caterpillar 3516 engine and returned to service in January 1996 and November 1995 respectively. Of the 27 RS-18 units on the roster, 25 have been so converted and reclassified as CRS-20. No. 622 froze up at Exeter during a severe cold spell in mid-December and has entered Squamish Shops to be converted to a 'Cat'. No. 630 remains as the last unrebuilt RS-18. No. 630 is one of three units still sporting the two tone BCR green paint scheme - the others are C-420 632 and M-420(W) 645.
- GONE HOME: Leased HATX SD45T-2E 930-937 (ex-SP 6700s) were shipped to the United States in late-December.
- TO BE RENUMBERED LATER: The 16 former ATSF B36-7 units (Nos. 7484-7499) recently acquired by BC Rail have been assigned BC Rail numbers 3601-3616, however, they will only be renumbered as they receive BC Rail upgrading, e.g. cabs, ditch lights, etc. At press time, 7493 was being upgraded at Squamish Shops and will emerge as 3610. Others will be shopped as they can be spared from traffic or suffer failures.

ELSEWHERE

FROM ONE RAILTEX RAILROAD TO ANOTHER: New England Central GP38AC 9543 (ex-HLCX 3677, exx-ICG/IC 9543, nee GM&O 724) was transferred to the Goderich-Exeter Railway (GEXR), arriving in Goderich on December 23. The GEXR has built a single stall engine house in Goderich, just east of the station.

DIFFERENT DESTINATION: Further to the January issue, former CP M-630 4573 was shipped to the Minnesota Commercial Railway in December, renumbered 73, rather than to Genessee Valley Transportation. The Minnesota Commercial Railway provides switching service in St. Paul and Minneapolis (Minnesota).

Former CP M-636 4743, acquired by Genessee Valley Transportation, will be utilized on a coal shuttle between Archibald and Marvin, Pennsylvania, on the county-owned Delaware-Lackawanna Railway, to service a coal generation power plant.

- MORE NEW' POWER: New Brunswick Southern Railway has acquired four additional former Southern Pacific GP9E units from OmniTrax of Loveland, Colorado. Nos. 3735, 3744, 3757 and 3795 (former SP numbers) were delivered in late-December 1995 and join sisters 3760, 3764, 3787 and 3788. As well, NBSR's former QNSL GP9 133 and 167 have been renumbered 3700 and 3701.
- "MARLBORO UNLIMITED": In mid-December, General Motors Locomotive Group in London, Ontario, delivered two maroon F59PHI units, Nos. 0001 and 0002, to Philip Morris Co., the tobacco firm. The units will pull a 20car luxury train in the U.S. west starting in the fall of 1996, based out of Denver, Colorado. The train will feature wild west decor, glass domed whirlpools, spa, staterooms, bar car, dance hall car, and more. Denverbased Rader Railcar is assembling the consist of "ultra domes" similar to those in service in Alaska - the cars started life as Southern Pacific gallery commute cars. The 2,000 'couples' expected to ride the circle tours will be selected in a contest.
- NEW HOME: The Grand Canyon Railway in Williams, Arizona, has acquired former VIA/CN FPA-4 6793. No. 6793 was sold by VIA in 1992 and initially saw service out of Cumberland, Maryland, lettered Western Maryland 306. No. 6793 joins sister 6773.
- MORE FROM GMLG: At press time, GMLG had commenced delivery of 28 SD80I units (4100-4127) for Conrail, 25 SD75M units (8251-8275) for Burlington Northern Santa Fe), and 25 SD90MAC (upgradable) units (8000-8024) for Union Pacific.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: Stelco (Nanticoke) SW900 0452 (ex-Stelco 5452, nee B&O 629) has been acquired by Diesel Supply Company in St. Louis, Missouri.

ON THE PRESERVED SCENE

CABOOSE DONATED: CN has donated mainline caboose 79379 to Fort Edmonton Park in Edmonton, Alberta. The caboose is being retrofitted with an hydraulic lift and space for eight wheelchairs.

GONE STATESIDE:

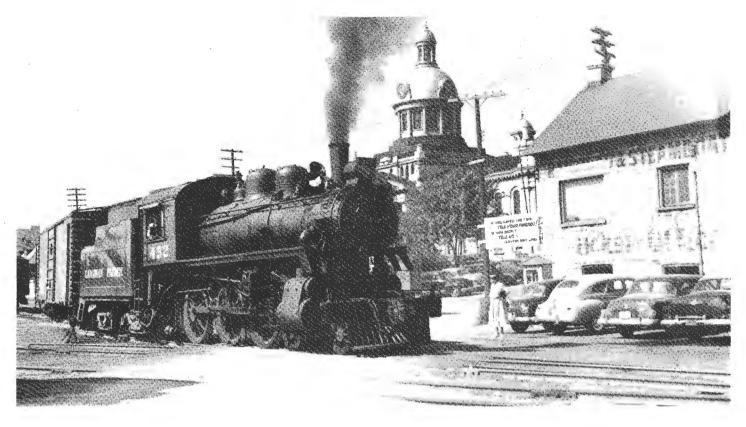
- Former VIA FPA-4 6763 has been acquired by a private individual in Houston, Texas.
- Former VIA FPB-4 6862 has been acquired by a private individual and moved to the Monticello Railway Museum in Monticello, Illinois where it joins former VIA FPA-4 6789 and former VIA Steam Generator 15421. The 6763 and 6862, along with FPA-4 Nos. 6761, 6765, 6783 and 6786, and FPB-4 6861 and 6867, were sold by VIA in 1995 to the Windsor & Hantsport Railway (WHR), however, only 6786 and 6867 have been moved from Montreal to the WHR. CP Rail System has acquired 6761, 6783 and 6861 for parts, with CPRS supplying RS-23 units to the WHR in exchange.
- ADDITION TO MUSEUM: On January 18, former Devco steel box car 6010 (nee Sydney & Louisburg 6010) was delivered by highway float to the Orangedale Museum in Orangedale, Nova Scotia, for use as a gift shop.

ON THE TRANSIT SCENE

TORONTO TRANSIT COMMISSION EQUIPMENT RETIRED:

- The TTC has retired Class A-15 PCC streetcars 4600-4603 and 4606-4618. The 17 cars were rebuilt from Class A-8 cars between 1986 and 1992. Recent ridership declines and related service reductions rendered the cars surplus. Sale of the cars is expected in early-1996.
- Stored Class A-8 PCC streetcars 4524, 4529, 4530 and 4546 have also been retired. These cars were to be rebuilt into Class A-15 cars 4619-4622 in 1992, however, their rebuild was deferred and they were retained for possible future use.
- NOTE: Class A-15H (historically restored) PCC cars 4500 and 4549 have been retained for tour and charter operation, thus preserving the presence of PCC cars in Toronto (while assigned Nos. 4604 and 4605, both cars exhibit their original numbers). In addition, former Class A-11 PCC cars 4631 and 4668 (ex-Cleveland Transit System) travel the streetcar routes as rail grinder set W-30 and W-31. The first PCC cars in Toronto (Class A-1 4000-4139) commenced service in 1938.
- Stored Class G-1 (Gloucester) subway cars 5066-5067 and 5074-5075, held since 1990 for possible conversion to subway rail service cars, have also been retired and sold for scrap. (Class G-1 cars 5068-5069 and Class G-2 cars 5100-5105 were converted to subway rail service cars; all other 'Gloucester' cars were scrapped in 1990-91 except for Class G-1 cars 5098-5099 which are in service at the Halton County Radial Railway in Rockwood, Ontario). Φ

Remember When?



Canadian Pacific 4-6-0 No. 452 switches at the Kingston (Ontario) waterfront station circa 1953. Kingston City Hall is in the background. Kingston was the southern terminus of the Kingston & Pembroke Railway, a line that extended north through Sharbot Lake to Renfrew. The K&P tracks in Kingston were often utilized for preliminary running in of new locomotives produced at the Canadian Locomotive Company, also located on the waterfront. The K&P tracks are now gone, the waterfront has been cleaned up, and CP 4-6-0 1095, built at CLC, is displayed beside the former station. Note the sign above the lady waiting for 452 to pass: 'If you liked the trip, tell your friends! If you didn't tell us. Clayton Boat Lines'. Photo by David McQueen.

A SAMPLE OF DIESEL LASHUPS

November 29 - BC Rail at Prince George, BC: Dash 8-40CM 4608, M-420B 681, M-420(W)s 646 and 642, and ATSF 7496 (to be BCOL 3613).

December 6 - BC Rail at Prince George, BC: Dash 8-40CM 4615, SD40-2 761, M-640(W) 641, ex-ATSF B36-7 7496, M-420B 682 and ex-ATSF B36-7 7498.

December 14 - CP at Mississauga, ON: GP38-2 3038, C-424 4228, HLCX GP40-2CLC 4410, and AC4400CWs 9508 and 9502.

December 14 - CP at London, ON: SD40-2 5862, Conrail SD40 601, and ex-CP M-630 4573 enroute to Minnesota Commercial Railway.

December 17 - CP Extra West at Cambridge, ON: GP9u 8220, SW1200RSu 1213, SD40-2 5422 and SOO SD40 743.

December 18 - CN 833 at Jasper, AB: SD70I 5618 and SD50F 5436.

December 22 - CN 134 at Whitby, ON: GP40-2L(W) 9583, M-420(W)s 3570 and 3512, GP9 slug 256 and GP38-2m 7512. December 23 - CN 106 at Halifax, NS: GP40-L(W) 9526, GT GP38AC 6206 and DWP SD40 5911.

December 23 - CN at Kingston, ON: GP40-2L(W)s 9426 and 9486, M-420(W) 3569, HR412(W) 3582, M-420(W) 3553, GP9u 7046 and M-420(W) 3546.

December 26 - CP 503 at Windsor, ON: SOO SD40-2 6601, HATX GP40 418, HLCX GP40-2CLC 4413, HATX GP40s 409, 410 and 415, and HLCX GP40-2CLC 4415 (the six Helm units being moved from Canada Allied Diesel enroute to Helm Leasing via Chicago)

December 28 - CP 505 at Dorval, QC: SD40-2 759 (ex-SOO), SD40 5533, SD40-2 6051, GP38-2 3111, HLCX SD40 4060, HATX GP40-2 507, CR SD40 607 and MKCX SD45 9528.

December 29 - CN 367 at Pickering, ON: Dash 8-40CM 2435, SD40u 6017 and LMSX C40-8 730.

December 30 - CP 270 at Hamilton, ON: SD40-2 5675, CR SD40 602, SOO SD40-2 760, and Conrail SD80MACs 4106, 4102, 4105, 4101 and 4104 (all new in primer enroute from GMLG in London)

December 30 - CN 711 at Edmonton, AB: Dash 9-44CWL 2518, Dash 8-40CM 2422 and SD60F 5506.

January 2 - CN 382 at Aldershot, ON: SD40-2(W) 5261, SD60F 5562, SD40-2(W) 5358, and SD40u's 6006 and 6016.

January 5 - CP at Havelock, ON: GP9u 8201, HLCX GP40u 4002 and GP9u 8235.

January 6 - CN 203 at Edmonton, AB: SD40 5154 and M-420(W) 3579.

January 13 - CN 368 at Toronto, ON: Dash 9-44CWL 2504, HR616 2115, GP40-2L(W) 9448 and GP9RM 4141.

January 21 - CN 419 at Edmonton, AB: SD38-2s 5703, 5701 and 5700, and GP38-2s 4717 and 4700.

(Thanks to Paul Bloxham, James Brock, Ken Garber, Harm Landsman, Randy Larsen, Bryce Lee, Tim Mayhew, Ron Ormson, Pierre Ozorák, Doug Seymour, Stan Smith, Jon Snook, Adrian Telizyn and Rod Wilson)

B.R.S. "Sales Desk Service" P.O. Box 141, Station 'A', Ottawa, Ontario, KIN 5V1

	THILL D	DI SPING
Cannotian variated Railways - An Annobated Historical Roater of Passenger Equipment 1967-1992: Instead by Gay Leakey and Erran Walt. Into Murk is a reference go do no the equipment and more on historical compressive. Includes complete instead of DAN, EV, GTW, NTIAL RY, CNAS and solvidiaries. DAN and substitutiones. To constitution in the control of	-,-	7,80
British Columbia Maliway: From the Lo 32 and by Joan J. Garden. This all-colour way, cay to Constant the Columbia was constant from America the Constant almost type the control of BC/s for outly servery, this to way faces confliction on termin and of instant primarches by other railways tall captured in the 40% palmum placement flow down I be maintained by the 1950s of the 1960s. Here would be a 15 of 15	89.95 - N	R ₩ -
Anadien well-may Atlas - Zad Edition: Frontess by the Matiway Association of Landon, the Appartic Atlas This bridge Doubda's rail system; The atlas is a 0 million of the Committee of the Commi	1.8	W 50
regular services iteam from the recommunist of the countries during the fill War merical is well as regular services iteam from the recommunist of the countries during the fill War merical its well as respondent spaces, there are stories of dealing with authorities with a retrieval hour production in a partice sector. The shots from Eabs Join back for clock to 50 years ago in worth amounts. Here countries Bloom 11". 256 pages, 456 photos [88] in colons.	100.00	100
y Rail, such and Weber to Generoque: by Couplins in W. Smill This bod' could be the first incoming the tensor of the pages over all probagations, the tensor of the tensor	17.70	2,10
he Great Canadian Northwest Rail Pictorial: by J. Rowerd Mojilly, list was contain, photo, seem the Ideals in the 1990s covering all especie of Canadian resistantly. It footpress trains on Polyce- roster shall, etc. or mailline and electric of Conadian in Canady. Locally pages, as for the bound, 90 pages, 32 photographs (ever 1/2 = ploor) 0.0 120	25. ML	6,50.
RS 30th Ammiversary Boll Cap: Grey or carding boll and Although Discount of the Girling Community of the Girling Community (1965-95) on the target a reneither of the Girling Community.	I Com	0.000
RS 30th Anniversary Crest: Same as agreen to on this con Tabove)	0.10	1700
tranctillac - Capaca's Rail Newsmaphrine: Some 1993, 1944 and 1985 tack issues are synthetic own to not min	- Diss	
for stagly loves, thipping energy is an stated. If covering more home one ilon, the shipping value is 12, non, one \$8.50 for each additional lien, to a maximum in Ite.ou	(0) to: 16	17/97
Note: All items, and disactoric shipping tourges, are subject to it at whom whipped to a Commitae sourcess Home identified with an enterink (") are subject on Bi Ortario desay? Solve in, once shipped to an interior Untaria are sees was apply it enigning characel. It is orders to 0.5 runds, also so to the hidden shipper	addrage I	T.Free

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

> 9701 David Stremes 2'4 Belford Cre cent OTTAWA, ON K1Z 7B1

PLEASE DO NOT BEND!