



May 1996 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Last Stop to Owen Sound
The Tembec Turn
Air Brakes



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

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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 5¼" or 3½" disk. Please include a printed copy.

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

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

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Tourist Railway Association Inc.

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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, May 7, 1996** - Paul Bown will give us a slide presentation on railfanning **Pennsylvania** from the '70s to the '90s.

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, May 21, 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.

Used Magazines for Sale: The Society has on hand various magazines: **Trains** from 1965 to 1976; **Railroad** from 1949 to 1978; and **Railfan** (later **Railfan & Railroad**) from 1976 to 1994. Some full-year sets are available, however, many magazines are one-of-a-kind. We are offering these magazines at 50 cents for 1980 and later issues; \$1.00 for pre-1980 issues. For a listing of available copies, write to: Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. Proceeds from the sale of these magazines will go to offset the cost of hardbinding volumes of magazines for our archives.

Wanted: Ray Andrus wishes to make prints from negatives or slides of trains on the now-gone CN Campbellford Subdivision between Belleville and Lindsay, Ontario. If you can provide negatives or slides, please contact Ray at 42 Hope Street North, Port Hope, Ontario, L1A 2N5. Ray will cover the cost of postage.

Archives: The Society maintains its archives at the National Museum of Science and Technology. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

On the Cover: On October 14, 1973, a perfect fall day, Ontario Rail Association's ex-CP 4-4-0 136 and ex-CP 4-6-0 1057 execute a perfect photo runpast approaching Wilcox Lake, south of Flesherton, Ontario, on CP's Owen Sound Sub. Engine 136 wears its 'period' lettering that was used during the filming of CBC-TV's "The National Dream" earlier that year. Both locomotives are now on the roster of the South Simcoe Railway in Tottenham, Ontario. Photo by James A. Brown.

Press date for this issue was April 22
Deadline for the June issue is May 17

Information Line



SHARES GET BOOST FROM INVESTMENT HOUSE: CN's shares have received a "moderate outperform" rating from New York-based Goldman, Sachs and Company. At the same time, Goldman downgraded their assessment of U.S. railroad stocks. The positive boost for CN stems from a feeling that CN's stocks are relatively strong when compared to the U.S. and that the company has significant potential for cost cutting. Goldman lowered its assessments on CSX Corp., Illinois Central Corp., Norfolk Southern Corp., and Wisconsin Central Transportation Corp., from "moderate outperform" to "market perform". (*The Financial Post*, 13/03/96, thanks to Harold Lake)

REMOTE CONTROL UNITS MEAN LOSS OF 30 OPERATING JOBS AT WALKER YARD: CN will cut 30 engineer's positions at its Walker Yard in Edmonton. The cuts are possible through the introduction of remote-controlled switching. The engineers will be eliminated by the use of assistant yard foremen equipped with belt-pack units for locomotive operation, very similar to what is now being used in industrial applications elsewhere in Canada. (*The Edmonton Sun*, 16/03/96, thanks to Harold Lake)

CN SELLS NEWFOUNDLAND "ROADCRUISER" BUS SERVICE: CN has reached a sale agreement with Dorman Roberts Ltd. of Triton, Newfoundland, to operate its trans-island bus service. The Newfoundland company has been involved in numerous industries in Newfoundland, including transportation, for more than 30 years.

Roadcruiser, which was offered for sale in October 1995, will be known as DRL Bus Lines. The new company will maintain daily scheduled service to and from St. John's and Port-aux-Basques for a two-month period, during which time the new owners will conduct a service review. (*CN News*, 19/03/96)

NEW "THROUGH-RATE" SERVICE: Canadian National Railway commenced a "through-rate" intermodal service agreement with CSX Intermodal and Wisconsin Central Ltd. on April 1.

CN provides service from Vancouver, Calgary, Edmonton, Saskatoon and Winnipeg, interchanging via Superior, Wisconsin. Wisconsin Central handles the intermodal service between Superior and Chicago. Beginning May 1, CSXI will extend the service between Chicago and its eastern U.S. intermodal network.

The new service became possible when CN and WC joined forces to create a new service dubbed "The Superior Connection" that links CN out of Superior into Chicago via WC. The new service operates five days a week with expedited customs clearance available. (*CN News*, 25/03/96)

WESTERN MANAGEMENT STRUCTURE REVISED: Canadian National has revised management operations in western Canada. By the end of April, the number of operating districts in Western Canada will be reduced to three from five, with operations consolidated to Edmonton, Winnipeg and Vancouver. The changes mean the closure of district offices in Saskatoon, Prince George and Kamloops and the elimination of 29 management positions (19 in Saskatoon and 10 in Prince George). Winnipeg will be responsible for the Laverendrye District, including operations between Longlac (Ontario) and Melville

(Saskatchewan), and operations in the United States west of Chicago. Edmonton will cover the Great Plains District, including operations between Melville and Jasper (Alberta). Vancouver will cover the Pacific District - essentially all operations west of Jasper.

Effective April 1, one crew management centre in Edmonton took over from five (Winnipeg, Saskatoon, Kamloops, Prince George and Edmonton). The railway's customer service centres will be consolidated in Winnipeg. (*The Edmonton Sun*, 26/03/96, thanks to Harold Lake, and *The Globe & Mail*, 26/03/96, thanks to Willie Radford)

NOT INTERESTED, NEW BRUNSWICK SOUTHERN DENIES ANY INTEREST IN BUYING CASCAPEDIA AND CHANDLER SUBDIVISIONS: The New Brunswick Southern Railway has put to an end rumours that it would purchase CN's line from Matapedia to Gaspé. The idea had circulated since 1995 following a visit by New Brunswick Southern's owners, the Irving Company, the largest corporation in New Brunswick. Irving, which has a number of retail, commercial and industrial interests, has been very aggressive of late in the Gaspé, thus prompting the rumours. A spokesperson for the New Brunswick Southern stated, however, that the company wishes to concentrate its attentions on its holdings in western New Brunswick, the former Canadian Atlantic Railway.

CN would like to rid itself of the line to Gaspé. It offers no freight service over the last 56 miles between Chandler and Gaspé but the line is used for VIA Rail Canada's "Chaleur". (*Le Soleil*, 26/03/96, merci à Michel Tremblay)

STUDY LAUNCHED INTO RELOCATION OF WINNIPEG INTERMODAL TERMINAL: The federal government is studying the relocation of Canadian National's intermodal terminal in southwest Winnipeg. The terminal is presently located adjacent to a busy thoroughfare and numerous switching movements have succeeded in tying up a considerable amount of road traffic where the street crosses the yard throat. At one time, it was thought that a solution could be found by eliminating the street crossing with either an overpass or underpass. Although preparatory work was carried out, CN and the City of Winnipeg could not agree to final terms and the project was cancelled.

Now the federal government is examining the situation and considering the use of so-called infra-structure money to relocate the yard either to CN's Transcona Yard or to a site adjacent to the Winnipeg airport. CN has indicated that it would much prefer Transcona. CN has also indicated that it will not move the facility unless it receives full government funding. (*Winnipeg Free Press*, 01/04/96, thanks to Jim Lewis)

SALE OF MONTREAL SHOP FINALIZED: AMF Technotransport Inc., Canadian National's large maintenance shop in Montreal, has been saved by a vote of union members across Canada. The Canadian Auto Workers announced that its 5,500 members at other CN shops voted to allow CN to continue to award contracts to the Montreal shop after it is taken over by GEC-Alsthom Canada Inc. GEC-Alsthom reached a deal with CN in January 1996 to buy AMF Technotransport. GEC had two conditions: that at least 500 of the 1,100 shop workers sever their ties with CN by taking a buyout to work for the new owners, and that CN award AMF \$100 million in contracts over the next four years. Both conditions have now been met. CN, trying to cut costs, had vowed to shut the shop if the deal did not go through. (Various)

FORMER DT&I LINES 'ON THE BLOCK': CN is seeking bids for its rail lines and operating assets representing substantially all of the former Detroit, Toledo & Ironton Railroad from Diann, Michigan, south to the connection with Conrail near Quincy, Ohio. From there, CN accesses Cincinnati, Ohio, via trackage rights over Conrail's Cincinnati Line and CSXT.

"We're looking for a partner that will work with us to ensure competitive, cost effective rail service in this corridor," said Paul Tellier, CN president and chief executive officer. CN's commitment to the Cincinnati Gateway is driving its search for the "right partner," to preserve competition and grow the business, Mr. Tellier said.

The sale represents a policy to maximize revenues and enhance service quality, similar to steps taken by other Class I railroads.

The assets offered for sale include 230 miles of rail operations with 50,000 annual carloads. The rail operation in southern Ohio has been only marginally profitable. The sale of this rail segment has been under study by CN for some time, and is expected to be finalized this fall. (Transport News, 15/04/96)



"THE KING IS DEAD, LONG LIVE THE KING" ... CP REVIVES HISTORIC NAME AND CREATES NEW SUBSIDIARY: Canadian Pacific Limited has revived the name Canadian Pacific Railway Company or CPR. The moniker replaces the 1968-era moniker CP Rail. The CPR will become a wholly owned subsidiary of a new CP Ltd.

At the same time, CP will transfer its eastern rail assets, including its Delaware & Hudson Railway, to a new subsidiary to be known as the St. Lawrence and Hudson Railway (SL&H). The eastern unit, recently coined "eastern operating unit", will encompass all trackage between Windsor and Quebec City and will extend north from Toronto to the company's Vaughan Intermodal Terminal. All trackage north of Toronto and west to Vancouver, as well as in the U.S. mid-west, will be part of CP's western (core) operations. The eastern operations will be headquartered in Montreal.

Jacques Côté, president of the SL&H, disclosed that the Canadian section lost between \$50 million and \$100 million in 1995, while the Delaware and Hudson Railway managed a small profit. The freight market served by the SL&H is dominated by trucks. Trains carry mainly manufactured goods like newsprint, cars, car parts and import-export containers.

Côté said that with revenue last year of \$700 million and some 4,500 employees, the new railway is "still pretty impressive." To become profitable, SL&H plans to sell or abandon 1,600 of its 6,000 kilometres of track, mostly on the Canadian side. Some lines will be sold to local rail operators and some will be scrapped. The new railway will also lobby governments in Quebec and Ontario to reduce the \$24.5 million it pays each year in real estate taxes on track rights-of-way in cities. (The Financial Post, 12/03/96 and 29/03/96, thanks to Harold Lake, Le Soleil, 03/04/96, merci à Paul Henri Poulin, and information from Alex Binkley)

FARNHAM TARGETED AS POSSIBLE EASTERN RAIL CENTRE FOR IRON ROAD RAILWAYS: Iron Road Railways, owners of the Windsor & Hantsport Railway (former Dominion Atlantic Railway), the Canadian American Railroad (the former Canadian Atlantic Railway between Lennoxville, Quebec, and Brownville Junction, Maine) and the Bangor and Aroostook Railroad, are targeting Canadian Pacific operations in south east Quebec for their next acquisition.

If negotiations are successful, Iron Road hopes to take over all of CP's St-Guillaume, Stanbridge, Sherbrooke, Newport and Lyndonville Subdivisions as well as portions of the Adirondack Subdivision. Subject to a proper operations plan, the company has announced that it will consider setting up a regional operations centre in Farnham, Quebec. The town of 6,400 was a major railway centre for a number of years - boasting a rail car manufacturing facility at one time - but has been in considerable decline since the end of the steam era.

Although no one is counting their chickens before they are hatched, local officials are ecstatic about the idea, welcoming the extra employment and tax benefits that the establishment of a rail centre could bring. (Les Affaires, 09/03/96, merci à Marc Giard)

PROMOTER HANDS ULTIMATUM TO CP OVER QUEBEC CENTRAL: East Broughton, Quebec, businessman Jean-Marc Giguère has made his last and final offer to Canadian Pacific for the purchase of the Quebec Central Railway. The company has until May 2 to respond to Giguère after which all bets are off from his perspective. Giguère has tired of the year-long process for acquiring the line as well as becoming disillusioned following a decision by Noranda Resources not to build a magnesium processing facility along the line. The only thing keeping Giguère in the running now is a strong outpouring of support from more than 2,000 businesses and individuals which was received after the loss of the Noranda mine and fears that the QCR project was in jeopardy.

The petition was spearheaded by Pro Essor, a group of businessmen from Tring Junction. Regardless of what Giguère does in the final analysis, Pro Essor wants the Government of Quebec to prevent the dismantling of the line. (Le Soleil, 26/03/96, merci à Paul Henri Poulin)

CP WITHDRAWS APPLICATION TO ABANDON LINE IN ONTARIO: CP notified the NTA on March 19, 1996, that it is withdrawing its application for authority to abandon the operation of the Manitouwadge Subdivision from mile 0.0 to Geco, mile 39.8. (National Transportation Agency)

CALGARY/BANFF PASSENGER TRAIN COULD BE LEGACY OF CALGARY WORLD'S FAIR: Assuming that Calgary gets the rights to stage the 2005 World's Fair, local businessmen are already discussing the establishment of a passenger rail service between Calgary and Banff. Although things are still very much at the hypothetical stage, such a service is seen as an ideal way for visitors to Calgary to visit the Rocky Mountains without placing an undue strain on the present network of roads. (Calgary Herald, 10/94/96, thanks to Harold Lake)

OTTAWA VALLEY LINES TO BE SOLD TO CENTRAL WESTERN RAILWAY HOLDINGS CORPORATION: Canadian Pacific is losing little time in rationalizing its assets in eastern Canada. On April 18, residents of the Ottawa Valley were greeted by news that the company was negotiating the sale of its Chalk River, North Bay and Cartier Subdivisions between Smiths Falls and Coniston (near Sudbury), and the Temiscaming Subdivision between Mattawa, Ontario, and Temiscaming, Quebec, to the Alberta-based Central Western Railway Holdings Corporation. The new railway, to be called the Trans-Ontario Railway, will total 342 miles.

The operation would emulate the highly successful Montana Rail Link in the United States which involves a hand-off of transcontinental bridge traffic by the Burlington Northern Railroad. The TOR would continue to handle CP transcontinental traffic originating or headed to Quebec and the Maritimes as well as exploit any local traffic. For instance, the paper mill at Temiscaming is served on a daily basis by a switcher operating out

of North Bay while there is limited local traffic provided at on-line points between North Bay and Smiths Falls. As and when required, there are major moves from the Canadian Forces Base at Petawawa, Ontario.

The deal with Central Western comes after CP was unsuccessful in launching the Ottawa Valley Railway Company, a joint enterprise with Canadian National that would have seen the abandonment of trackage between Smiths Falls and Mattawa in favour of consolidating all through traffic on CN's Beachburg Subdivision between Ottawa and a point near North Bay. The scheme fell through last year, prompting CN to abandon that portion of its Beachburg Subdivision between Pembroke and Nipissing (near North Bay) and route traffic via Toronto.

The CWR, Canada's first modern short line, operates in Alberta as well as having an interest in CN's former Murray Bay Subdivision between Quebec City and Clermont, Quebec. (*The Ottawa Citizen*, 19/04/96)

COMMEMORATIVE GOLD COIN LAUNCHED: On April 2, the Royal Canadian Mint, in cooperation with CP Rail System and Canadian Pacific Hotels, launched the 1996 \$200.00 Gold Coin commemorating the transcontinental railroad's central role in Canada's history. The launch took place during the inauguration of the latest Canadian Pacific store in the Empress Hotel in Victoria, British Columbia.

The design of the reverse of the coin shows a scene associated with transcontinental railroads during the 1920-1950 period, when rail was the major form of passenger transportation in Canada. The obverse bears the effigy of Her Majesty Queen Elizabeth II by Dora de Pedery-Hunt. Made of 91.67% gold and 8.33% silver, the \$200 Gold Coin has a proof finish (frosted relief on brilliant background) and sells for \$414.95 Canadian funds or \$307.45 United States funds. It weighs 17.135 grams, has a diameter of 29 mm and a reeded edge. Transcontinental Landscapes has a limited worldwide mintage of 25,000 coins and is available from coin dealers, financial institutions or directly from the Royal Canadian Mint, P.O. Box 457, Station 'A', Ottawa, K1A 8V5. To order direct from the Mint, please call: 1-800-267-1871 (Canada) or 1-800-268-6468 (United States).

HOMEPAGE LAUNCHED: CP Rail System entered cyberspace on March 1, 1996, with the launch of a HomePage on the World Wide Web that gives Internet users access to a wide range of information about the railway. The HomePage, at <http://www.cprailway.com>, is divided into several categories, including press releases, speeches, public policy briefs, annual reports, historical data, and information on railway equipment. As well, the Web site includes a railway photo gallery, fast facts, and a special section for children.

The Internet provides CP Rail System with a low-cost method of enhancing communications with customers, suppliers, government officials, and other audiences. The railway is exploring other opportunities to develop electronic links with the marketplace, including an Internet-based information system that would allow customers to trace shipments, make financial transactions and communicate directly with service representatives.

In addition to information about CP Rail System, visitors to its Web site will find links to transportation, government, financial, news media, and educational resources. (CP Rail System)

MID-WEST LINES FOR SALE: CP has disclosed that it is exploring opportunities for selling or sharing the assets of two rail corridors in Soo Line operating territory which include the Chicago to Kansas City Line and grain-gathering lines in northern Iowa and southern Minnesota.

Both line segments are currently profitable, however, the Kansas City line is underutilized. As well, the approximately 400 miles of rail lines extending from the Mississippi River across northern Iowa and southern Minnesota, commonly known as "Corn Lines", serve an extensive corn and soybean growing region which uses rail to transport crops to river terminals and beyond. Corn Lines operations are largely self-contained and thus appear to fit the profile of a short-line operation.

In 1989, CP negotiated sale of the Kansas City Line to Rio Grande Industries which included shared access by CPRS, however, the sale was cancelled a year later because of disputes over use of a jointly owed line segment. All ownership issues of the lines have now been resolved. (CP Rail System Customer Bulletin, 12/04/96)

PLAN TO DISMANTLE BRIDGES ON K.V.R. DISMAYS HERITAGE ADVOCATES: In 1990, the province of British Columbia acquired most of the abandoned Kettle Valley Railway (KVR) right-of-way between Penticton and Midway, British Columbia. In 1995, a deal was negotiated between the BC Government and CP Rail System in which the province paid \$4.42 million to acquire more than 425 additional kilometres of abandoned former KVR right-of-way.

But the purchases did not include 22 bridge spans. Five of the bridges have been removed between Princeton and Penticton, and CP Rail System says the other 17 spans will soon be removed, a move that has angered not only rails-to-trails groups and heritage groups, but also the province. Trail advocates and KVR enthusiasts say the loss of the bridges will mean the loss of not only a terrific recreation corridor, but a unique tourism opportunity.

CP Rail System has until July 1 to remove the 17 bridges, which will be utilized elsewhere on the system. The province does not have an option to buy the bridges at this point.

CP expects the province to be flexible on the July 1 deadline, but that's not likely, tourism minister Bill Barlee said. "To hell with that. Yes, they're legally entitled to remove those spans, but morally they're not entitled. I think they owe something to the old railroaders who put the line through. And I think they're taking a shallow look at something I consider to be for the good of the province at large." [The bridges in question do not involve the operations of the Kettle Valley Railway Heritage Society's steam excursions out of Summerland] (*Vancouver Sun*, 12/04/96, thanks to John Burbridge and Dale Whitmee)



SUBSIDY NEEDS DOWN BY 7.3%: VIA Rail Canada continues to become less of a drain on the public purse. Through a combination of in-house cost cutting and government-mandated 'tough love', VIA Rail achieved a decline of 7.3% to \$295 million in government subsidy for 1995. This is only the beginning according to VIA President Terry Ivany who said that this year's business plan calls for a further decline in government funding of approximately \$30 million. Over the past three years, VIA has cut federal payments by \$109 million or 33% through a combination of strategies including a reduced work force (down 29%), lower administrative costs (down 65%), improved productivity of unionized staff (operating personnel are now paid on an hourly as opposed to per mileage basis), and greater flexibility by shopcraft employees. On the revenue side, VIA saw its take reduced by 0.8% thanks to last year's rail strike while the number of passengers carried remained flat at 3.6 million. (*The Financial Post*, 06/03/96, thanks to Harold Lake)

LABOUR GROUPS WANT MORE GOVERNMENT SUPPORT FOR VIA RAIL:

Although VIA may be weaning itself off government appropriations, a coalition of labour unions has called for greater government funding for the crown-owned passenger rail corporation. The coalition has launched the 'Campaign to Save Canadian Passenger Rail' and called upon the federal government to expand VIA Rail service and reduce fares in order to attract more passengers. According to Buzz Hargrove of the Canadian Auto Workers Union, which represents VIA shop forces, "this is an incredibly important part of this nation, its history and should be an important part of the future If we're talking today about how we keep our country together, you can't keep a nation together by dismantling everything that's important to its people." (*Globe and Mail*, 06/04/96, thanks to Harold Lake)

SAFETY FEATURES UPGRADED ON LRC CARS: In the wake of the November 1994 sabotage of VIA Rail Train No. 66 at Brighton, Ontario, a number of safety modifications have been made to the LRC cars. These include fitting all cars with trauma kits, redesigned emergency door handles to reduce the effort needed to activate them, new safety and emergency signs and redesigned emergency measures pamphlets to make them similar to those found on airlines, and switching some ceiling lights to battery power so that they remain illuminated when the head end power is turned off. This will also eliminate the lighting blackouts which occur when the trains switch from "shore power" to locomotive power. (*Vialogue*, April 1996)

GOOD MORNING AMERICA AND GOOD MORNING VIA: Good Morning America, the top-rated morning news and weather program in the U.S. (on ABC) will be going on the road from May 12 to May 17, and touring Canada. While primarily spotlighting Canada, VIA will be the lead sponsor, and the programs will feature train travel, with some on-train segments. Live broadcasts will come from Victoria, Vancouver, Jasper, Banff, Ottawa, Quebec City, Montreal, Halifax and Lunenburg. Good Morning America airs from 7 a.m. to 9 a.m. EDT. (*Vialogue*, April, 1996)

VIA TIMETABLE CHANGE BRINGS SERVICE CHANGES: Effective with the Summer/Fall Timetable, effective April 28, 1996, VIA is making major changes to its northern services. Gone will be the steam-heated blue fleet, replaced by stainless steel HEP equipment. Service changes will also take place.

The Northern Quebec service ("Abitibi") from Montreal to Senneterre-Cochrane is changing from an overnight to a daylight schedule, and will operate jointly with the Jonquière service ("Saguenay") between Montreal and Hervey Jct. Departure from Montreal will now be 08:30 on Monday and Wednesday, and 10:15 on Friday.

The "Hudson Bay" between Winnipeg and Churchill, Manitoba, will remain on an overnight schedule, with the same days of operation, but with a slightly shortened schedule.

The "Skeena" between from Jasper and Prince Rupert is changing from an overnight schedule to a two-day daylight schedule, with an overnight stop in Prince George. Passengers will have the opportunity to see the mountain scenery including the fjordic Skeena Range. There will also be two levels of service provided: economy (provided year-round), and new premium touring service with at seat meal service available in peak tourist season (starting May 15 this year, utilizing a HEP-II club car).

Schedule changes elsewhere on the VIA system are minor. The usual lengthening of trip times and/or modifications to arrival/departure times in the Quebec City-Windsor corridor occurs to allow for track maintenance. Montreal-Toronto Train 53 will now operate Monday-Saturday, leaving Montreal one hour later at 07:15, with Saturday-only train 653 cancelled. Departure time for Windsor-Toronto Train 78 has been advanced to allow for a

connection at London with train 88, for passengers going to points on the Stratford line. (*Vialogue*, April 1996)

OTHER INDUSTRY NEWS

HOPPER CAR SALE ANNOUNCED: Wanted, someone with one quarter of a billion dollars. That's the approximate asking price for the federal government's fleet of 13,000 grain cars. The announcement was officially made by Transport Minister David Anderson on March 20 as the government outlined the process for divesting itself of ownership. Essentially, the government will shortly call for proposals from financial advisors who will then assess the value of the fleet after which it will help the government establish all terms and conditions for a sale. This will then be followed by consultations with main stakeholders affected by the move, including producers, shippers, the railways and taxpayer groups. The government will then entertain bids for purchase. Hopefully, by some time in the fall, the deal will be consummated and Ottawa will be down 13,000 rail cars and up \$250 million, give or take. (*The Financial Post*, 21/03/96, thanks to Harold Lake)

BOUCHARD BACKS HIGH SPEED TRAIN: Lucien Bouchard, Premier of Quebec, has gone on record in support of the establishment of a high speed rail link between Quebec City and Windsor. Bouchard's comments came during a conference on kick starting Quebec's moribund economy. Said Bouchard, the establishment of a high speed rail line would constitute a mega project not unlike the exploitation of hydro electric power in Quebec's James Bay region. (*Globe and Mail*, 21/03/96, thanks to Harold Lake)

BIDS ENTERTAINED FOR SERVICES AT NEW GO TRANSIT TERMINAL: The revival of Hamilton's former Toronto, Hamilton and Buffalo rail station as a GO Transit intermodal terminal continues. In the latest round, GO Transit has received bids from approximately 50 small business operators who are vying to provide a whole host of station services such as coffee, snacks and news stands. The bidding closed on April 2. (*Hamilton Spectator*, 21/03/96, thanks to Clive Spate)

LABOUR DISPUTE DISRUPTS SERVICE OVER QNSL AND WABUSH RAILWAYS: The Iron Ore Company of Canada, operator of the Quebec, North Shore and Labrador Railway, was struck by its 1,500 mine and rail transportation employees in March. The shut down has also affected the Wabush Railway which relies on the QNSL to forward what it hauls as far as Arnaud Junction from whence the ore is then taken west by the Arnaud Railway as far as the port of Pointe Noire, Quebec. (*Le Soleil*, 20/03/96 and 22/03/96, merci à Michel Tremblay)

NEGOTIATIONS FOR PURCHASE OF OWEN SOUND SUBDIVISION: CP Rail System and the Ontario Midwestern Railway Company are negotiating for the sale and purchase of CP's now-abandoned Owen Sound Subdivision between Orangeville and Owen Sound. Previous efforts to turn the subdivision into a short line had been side-lined by provincial regulations mandating union successor rights. The law has since been rescinded by the government.

Ontario Midwestern is also conducting detailed business reviews of the line's traffic potential. CP had previously been adamant that the line did not have sufficient traffic potential to justify its continued operation either by CP or a short line operator. According to Ontario Midwestern's managing director, John Harrison, "with the cooperation of the municipalities and existing shippers along the rail line, a viable rail business can be recreated."

Ontario Mid-Western has also indicated that it is interested in reviving a plan to restore service over portions of CN's former Owen Sound, and Southampton Subdivisions as far as the Ontario Interlink Industrial Park, formerly the Bruce Energy Centre, near Port Elgin on Georgian Bay. The idea went dormant after the previous government in Ontario revised its labour legislation to permit succession rights for the conversion of rail lines into provincially-regulated short lines. The new provincial government has since rescinded this legislation, paving the way for the conversion of a number of marginal lines into non-union short lines. (**Owen Sound Sun Times**, 27/03/96 and 03/04/96, thanks to Ron Vanderburgh)

NEW STATION AND PLATFORM TO BE BUILT AT POINTE-AU-PIC, QUEBEC, TO DEAL WITH EXTRA BUSINESS FROM "LE TORTILLARD DU SAINT-LAURENT":

So popular is the "Tortillard du Saint-Laurent" excursion passenger service that a group of businessmen from its eastern terminal in Pointe-au-Pic, Quebec, has announced the investment of more than \$1 million to build a new platform and special visitor reception centre at "Tortillard's" station stop. The project will take place in three phases, with \$400,000 being earmarked for the first phase. By the time things are over, there will be a new platform and station as well as completely equipped visitors centre. (**Le Soleil**, 28/03/96, merci à Michel Tremblay)

ROBERVAL SAGUENAY ORDERS SIX LOCOMOTIVES: GEC-Alsthom (AMF) has been awarded a \$7.2 million order to supply six diesel locomotives to the Roberval-Saguenay Railway. The six units are intended to replace part of Roberval-Saguenay's fleet of Alco/MLW units, some dating from 1964. The units, to be rebuilt from CN GP40 units, will be delivered between September 1996 and the end of 1997. (**Le Devoir**, 03/04/96, merci à Marc Giard)

RESOURCE INDUSTRIES VOW TO FIGHT NEW RAILWAY ACT:

The new railway act may have passed through Parliament but groups representing major shippers from the resource industries have vowed to fight it line by line in the Senate. The bill, C-14, represents the first changes to rail transport legislation since 1987 when a complete revamping of the legislation created a situation judged by the pundits to be pro-shipper and anti-railway. This new legislation tilts the situation more towards the railway. Ironically, shippers feel that it tilts things too far, especially with respect to those who must rely just on one railway, while the railways feel that the legislation still doesn't do enough to protect them. (**Globe and Mail**, 06/04/96, thanks to Harold Lake)

STREET CAR LINE PLANNED FOR VANCOUVER:

Vancouver has announced that it will construct an inner-city street car system. The City has purchased land from Canadian Pacific which gives it a 1.5 km rail corridor from just west of the Granville Bridge to just west of the Cambie Bridge in the False Creek area. The City is also negotiating the lease of former British Columbia Electric Railway interurban car No. 1207 (built in 1905 and one of four trams that made the ceremonial run closing the BCER's interurban service in 1958) to serve as a visitor's centre to the project and ultimately be put in service. Car 1207 was saved from the scrap heap in 1958 by two Seattle railfans. BC Transit restored the 1207 in 1990 as part of its centennial celebrations and has stored it in Port Coquitlam since then. Vancouver's Mayor says that the "plan is to have it on display at the entrance to Granville Island".

Once operating, the system will use four modern cars in regular service with a fifth one retained as a spare. The City will operate the service on a headway of 12 to 15 minutes. The system is expected to cost \$27 million including vehicles, track,

maintenance facilities, and an overhead power supply. (**Vancouver News Release**, 03/04/96, thanks to Grant Ferguson)

GREAT CANADIAN RAILTOURS ESTABLISHES ENTERTAINMENT CENTRE IN KAMLOOPS:

Further to last month's issue of **Branchline**, Great Canadian Railtours, operators of the "Rocky Mountaineer" have received municipal permission to establish an entertainment centre in Kamloops, British Columbia. Kamloops is the overnight stop for the world-famous "Rocky Mountaineer". The company came up with the idea for the centre after receiving considerable feedback from passengers that there was little to do during the layover. The centre will include a theatre and restaurant. The project is estimated to cost approximately \$5 million. (**The Daily News, Kamloops**, 11/04/96, thanks to Ken McKenzie)

NEW COMMUTER RAIL SERVICE:

On April 12, Calgary Transit initiated a five month demonstration commuter rail operation between Anderson Road (at the south end of the south C-Train light rail line), south to the Midnapore area (still within Calgary city limits) using a Siemens 174-seat "RegioSprinter" railcar on CP Rail System's Macleod Subdivision. The car is on loan to the city from Siemens Electric of Dusseldorf, Germany.

Anderson-Midnapore has been mooted as a logical extension for the C-Train almost since the first (south) line opened in 1981. The car, which takes eight minutes to travel one way, operates in rush hours only. At the conclusion of the demonstration in August, Siemens will ship the RegioSprinter to California for further testing. (**Calgary Herald**, 12/04/96, thanks to Paul Gellvear)

PROVINCIAL TAXES CRIMP EXPORTS: The four western provinces extract more than \$200 million in taxes from Canadian National and Canadian Pacific every year, a cost which is hurting economic growth in the region, says a study by the Regina-based Organization for Western Economic Co-operation.

The study estimates the annual loss at \$365 million in gross domestic product, more than \$186 million in forgone exports, more than \$90 million in lost investment and more than 7,000 jobs. The lost economic activity cost provincial treasuries \$66 million.

CN and CP are the primary delivery system for exports from western Canada and account directly and indirectly for one of every three jobs in the western provinces, the study noted.

The study disclosed that the provincial railway taxes act as export tariffs on the western Canadian economy that we all pay for in terms of lost exports, investment and jobs. For every dollar received by the provincial governments in rail taxes, western residents give up \$3.30 in income.

The taxes -- sales, property, fuel and capital taxes -- translate into higher freight rates and that makes them a provincial tariff or tax on provincial exports which works out to a \$1.50 a tonne on all commodities exported from western Canada, the report stated. In the end, it is the farm, forestry and mining sectors which pay the bill through lower prices and exports.

While Manitoba splits its tax burden between property, sales and fuel duties, Alberta and Saskatchewan concentrate on fuel taxes while British Columbia collects through property taxes.

The study says that a 112 car grain train carrying a \$2.2 million cargo would pay \$20,196 in taxes in Manitoba. It will collect another \$22,500 in taxes in Saskatchewan while in Alberta the charge will be \$9,000 with another \$14,998 tacked on in B.C. That makes the tax bill \$66,294 or about three per cent of the value of the shipment. (Alex Binkley) ☎

-- AVOID THE PAIN, TAKE THE TRAIN --

CP RDC-2 9115 idles in front of the Owen Sound, Ontario, station in July 1968. Photo by John Thompson.

Last Stop to Owen Sound

By ROD WILSON



After 122 years of rail service to Owen Sound (Ontario), trains have left for the last time. The abandonment of CP Rail System's Owen Sound Subdivision from mile 36.77 (two miles north of the Orangeville station at Dufferin Road #16) to Owen Sound went into affect at 12:01 AM on December 12, 1995. Within two days of the order going into affect a crew was dispatched to mile 36.77 and the rails were severed and a stop block put into place.

This has ended yet another chapter of in the network of branchlines that once fanned out to every corner of southern Ontario. This web of rails reached many towns and villages along the way.

Looking back to the earliest days of the Owen Sound Subdivision, you will find its beginning with the Toronto Grey and Bruce Railway (TG&B). This company received its charter on March 4, 1868, to build a railway from Toronto to Orangeville via Bolton, with its eye on reaching Lake Huron. The Toronto Grey and Bruce decided to build the railway to narrow (42") gauge. This decision would come back to haunt management as the engines would soon become too small and light to handle the level of traffic that was needed for good rail service. The TG&B gave up on reaching Lake Huron at the town of Teeswater and turned its focus on Owen Sound.

Construction started from Fraxa Junction, some four miles north and west of Orangeville station, sometime after November 1871 and the line was completed to Owen Sound in June 1873. In 1881, with the traffic level so high and train delays getting longer and longer, it was decided to change the entire railway over to standard gauge track (4' 8½"). In 1883, the TG&B was sold to the Ontario and Quebec Railway, a "paper" company owned by the Canadian Pacific Railway. Canadian Pacific officially acquired control of the line in 1884.

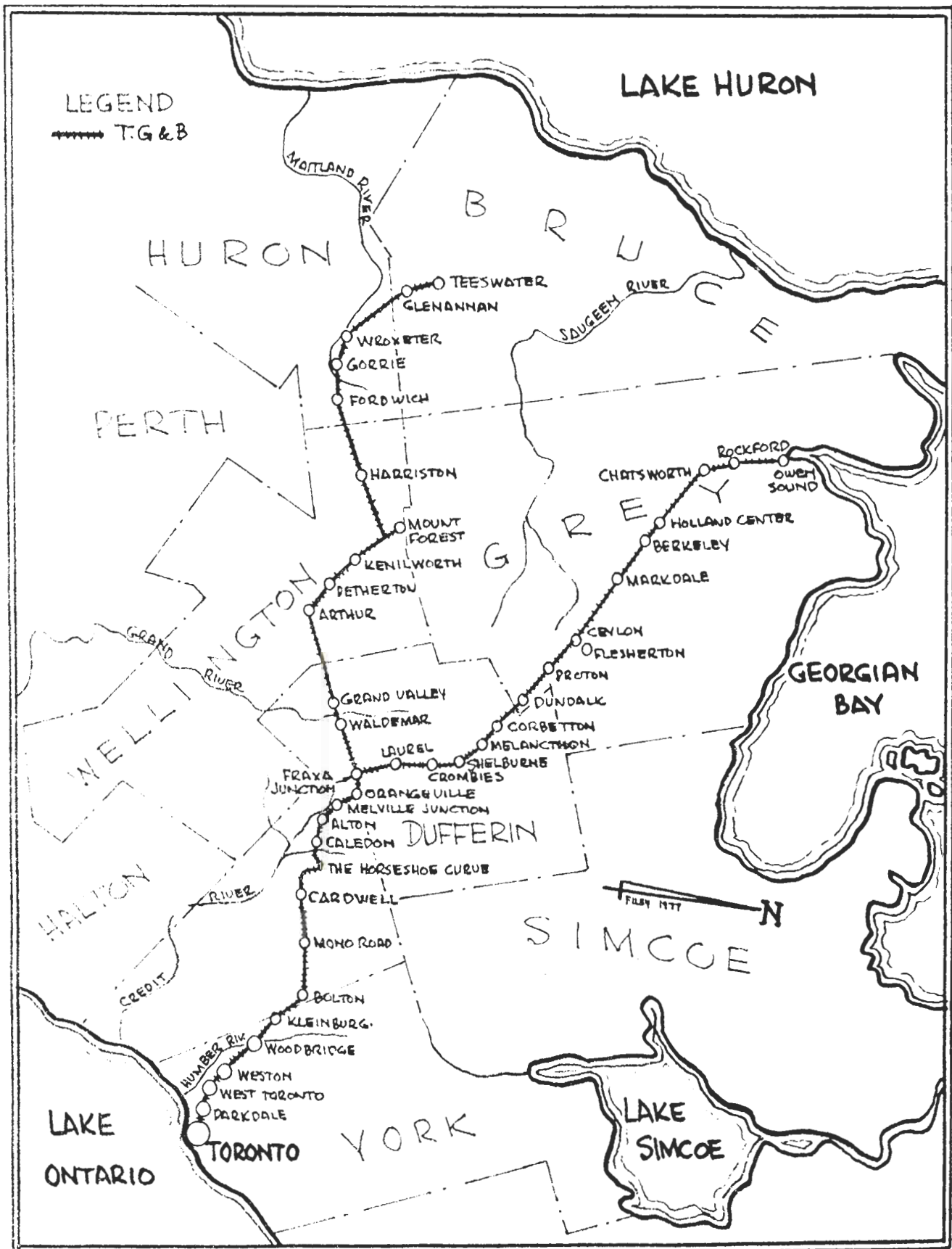
The CPR quickly established Owen Sound as a sea port and formed the "Owen Sound Steamship Company". This new company provided freight and passenger steamship service to Fort William (now Thunder Bay), Ontario. It connected southern Ontario with the newly completed railway mainline to Vancouver and Montreal. The best known passenger train on the line was the "Steamship Express" that connected passengers with direct

train service from Toronto to the ships at Owen Sound. Each train provided parlour car service for maximum comfort and only a few stops along the way were scheduled. This service lasted until at least 1915. During 1908, the CPR completed construction on their Mactier Subdivision from Bolton to Sudbury and finally gave Toronto direct rail connection to western Canada.

Business on the Owen Sound subdivision prospered through the World War I and II years and included the construction of a new branchline to Walkerton in 1906 from Saugeen Junction. After World War II, business declined with the improvements of roads and Kings Highway #10 that paralleled the rail line for almost its entire length. Trucks and the private automobile were the new way of travel and took away business. By 1958 passenger service on the Owen Sound Subdivision was provided by two round trip trains. One train in each direction operated with Budd-built RDCs ("Dayliner") while the second train still rated steam power and heavyweight coaches. Passenger service came to an end on November 1, 1970, when the Budd cars were discontinued, ending passenger service to Owen Sound after 97 years of service.

Over the years there were numerous changes to the management of the trackage. For many years the line from Streetsville to Owen Sound was under the direction of the Toronto District. In later years it became part of the London District but was broken down into two subdivisions, the Orangeville Subdivision from Streetsville to Orangeville and the Owen Sound Subdivision from Orangeville to Owen Sound. After Orangeville closed as a divisional terminal the two subdivisions were rolled into one and all the mile post signs were changed. The Owen Sound Subdivision then commenced at Streetsville Jct. (junction with the Galt Subdivision) and terminated 107.7 miles away at Owen Sound.

On a more personal note, I had the good fortune to buy my first home in 1981 and moved from Toronto to Brampton, Ontario. Our house was within 250 feet of CP Rail's Orangeville subdivision and adjacent to the CN-CP interchange track. This provided many opportunities to watch trains since the interchange was switched out twice a day by both railways. Trains to and from Orangeville carried as many as 25-30 cars on each trip, with as many as three locomotives during the winter. On one occasion

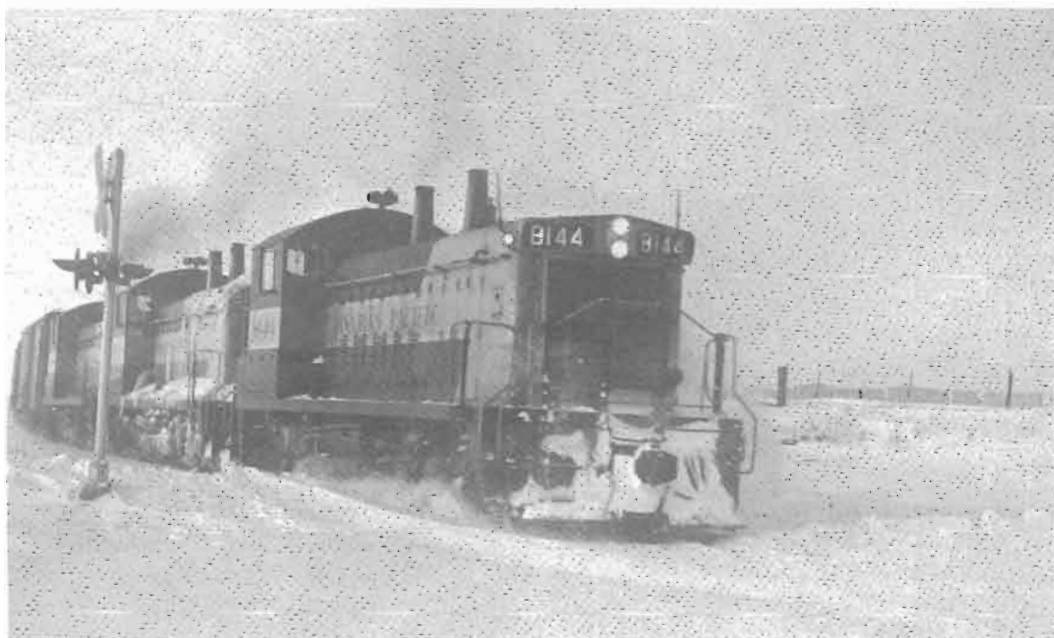


TG&B



CPR Pacific 2559 lays over at Owen Sound on May 2, 1959. Photo by James Walder, collection of John Riddell.

CP SW1200RS Nos. 8144, 8148 and 8152 roar through Laurel, Ontario, with a grain train from Owen Sound on January 29, 1967. Photo by James A. Brown.



CP RDC-2 9115 idles beside the 'Armstrong Turntable' and roundhouse at Owen Sound in July 1968. Photo by John Thompson.



Ontario Rail's ex-CP 4-4-0 No. 136 stages a runpast of ancient equipment past Wilcox Lake, south of Flesherton, Ontario, on CP's Owen Sound Sub., on October 14, 1973. No. 136 wears its 'period' lettering that was used during filming of CBC-TV's "The National Dream" earlier in 1973, and the freight equipment came from the same assignment. Since 1992, No. 136 has powered excursion trains between Tottenham and Beeton, Ontario. Boxcar 500 was donated to Heritage Park in Calgary, Alberta, in 1980. Photo by James A. Brown.

I photographed a grain train at the Brampton diamonds southbound during the spring grain rush with fifty 40-foot box cars and four RS-18 units on the headend. Within a year of my moving to Brampton, Canada slipped into a recession. Two factors would take their toll on the Owen Sound subdivision: 1) the closing of the interchange track at Brampton and 2) the closing of Orangeville as a division point and yard, and the end of the last two wayfreight jobs. After this all trains were handled out of Toronto on a tri-weekly service to Owen Sound and returning to Toronto the following day. The volume of freight cars dropped from this time and in recent years as few as four and five cars separated the engine from the van when they left Brampton going northbound. In the past two years or so trains have gone north of Orangeville on an "as required" basis.

During the 1970s, I was involved with the Ontario Rail Association of Toronto and helped in the restoration and operation of ex-CPR steam locomotives 136 (4-4-0), 1057 (4-6-0) and 1201 (4-6-2). During this time No. 1057 made numerous excursions to Orangeville from Toronto. In every case 1057 made the four-mile climb up Fraxa hill past milepost 36.77 to Fraxa junction and was turned on the wye with the Teeswater subdivision, returning to Orangeville to pick up the passengers for the southbound trip back to Toronto.

On two occasions in October 1973 and 1974, Nos. 136 and 1057 doubleheaded over the entire Owen Sound Subdivision to Owen Sound and return on a two-day fan trip allowing the public one last look at steam powered passenger trains on the Owen Sound Subdivision.

After 1977, Nos. 136 and 1057 went into storage and would return to service as part of the South Simcoe Railway at Tottenham, Ontario, in the 1990s. Engine 1201 steamed out of

the National Museum of Science and Technology in Ottawa from 1976 to 1990.

The Owen Sound Subdivision provided greatly to the economy and history of Grey Bruce County over the past 122 years and to the railfans young and old that were entertained by so many of these passing trains.

Special thanks to the following for their help with this article: Mrs. Jean Filby of Owen Sound [wife of the late James Filby], John Dennison of Boston Mills Press [Erin, Ontario] for permission to use historical information from the book "Steam Trains to the Bruce" authored by Ralph Beaumont, published by Boston Mills Press in 1977, and my wife Susan.

For more history on the "Toronto Grey and Bruce Railway" refer to the book by the same title and authored by T.F. McIlwraith, published by the Upper Canada Railway Society in 1963. Thanks to each of the photographers and credit to each picture and for their help and support in putting this article together.

P.S. From a sampling of dispatchers sheets from 1958 and 1959, a mix of steam locomotives, diesel locomotives and Rail Diesel Cars operated on the Owen Sound Subdivision. Some steam locomotives operated were 4-6-0s 1057, 1081 and 1088; and 4-6-2s 1271 and 2559. Only 1057 survived the cutting torch and is expected to be in operation on the South Simcoe Railway between Tottenham and Beeton in 1996.

As reported on Pages 6 and 7, CP Rail System and the Ontario Midwestern Railway Company are negotiating for the sale and purchase of the Owen Sound Subdivision between Orangeville and Owen Sound. ☐

Air Brakes II

In the last issue of **Branchline** I wrote about, essentially, steam era air brake systems. Now it's time to move on. What about today (and tomorrow)?

As I said earlier, railway air brake technology development has hardly stood still. Of necessity, newer systems have supplanted older ones. While the basic concepts are still there the design, operation and style of the equipment has seen major changes. It wasn't until 1989 that I finally got to operate an automatic brake valve with the "self lapping" feature. While I was still an active railroader in 1954 I never did get to work with the D-24 type brake valve (24-RL locomotive equipment) with the "pressure maintaining" feature, introduced during that year. While this may not sound like too big a deal to the layman, it was a major advance. Previously, the "state-of-the-art" systems only provided a means to exist with train line air leakage, which, especially during sub-zero weather conditions, is a major factor in determining maximum train lengths. All things being equal, such lengths are significantly shorter than on a warm day in July. Pressure maintaining was developed to minimize reasonable leakage as a hindrance to normal train brake operations. With the pressure maintaining feature, after an automatic application of the brakes has been made and the handle of the brake valve is moved to lap position, a valvular arrangement supplies air to the brake pipe (train line) to compensate for the air lost through leakage, thus maintaining a constant pressure in the train line. This new development resulted in significantly improved braking capability, especially in heavily graded areas.

In the mid-1950s the 26-A brake valve was introduced. At last rubber "O" rings and diaphragms had made the scene. The ABD freight car brake valve was introduced shortly after and it too made use of "O" rings and rubber diaphragms. Rotary valves and metal pistons and rings were done away with, with greatly improved reliability and maintainability. In the late-1950s, what I consider to be the first, real, diesel-electric locomotive automatic brake valve was introduced, the 26-L. The 26-L valve was specifically designed for diesel power and even its appearance was different from everything else that had gone before. The industry had truly gone into the diesel age. Since the introduction of the 26-L equipment the Westinghouse Air Brake Company has manufactured 59 different 26-type brake valves including one, the 26-E, which provides for electrically actuating train line control of brake pipe pressure and control valve exhaust.

In 1978, mainly as a result of the introduction of the Amtrak AEM-7 electric locomotives, of Swedish design, "desk top" or "console" style controls, rather than the familiar "control stand" set up, were seen in North America. In 1982, the Canadian railways standardized on this cab arrangement with its associated technology to be followed six years later by our U.S. neighbours. Newer and better features abound in both the operation and maintenance of these modern brake equipments such as, for example, "blended" braking (simultaneous air and dynamic) and it won't stop there. Marshall Beck, Vice President-Marketing of the New York Air Brake Company, in 1994 said, in part: "The New York Air Brake Company has been focused on the introduction of new technology in air brake controls to the AAR (Association of American Railroads) North American market. This has been spearheaded by the successful implementation of the DB-60 and DB-60L control valves, as well as the Computerized Control Brake (CCB) for main-line locomotives. The AAR's mandate to apply high technology control valves such as DB-60 technology, has significantly improved train brake performance. The zero leakage

poppet design, which is new to the industry, has proven itself in both performance and reliability. The application of computer-controlled brakes (CCB) on new locomotive fleets will deliver more precise air brake control, reduced life cycle costs, system diagnostics, and computer interface to other on-board computers. In spite of the improvements in performance and life cycle costs that these new products will deliver to the railroads, there is increasing demand for further improvements in air brake systems to handle higher speeds for heavier and longer trains. The goal is to maintain safe train control under all operating conditions. The industry is currently evaluating the technical/operational feasibility and benefits of Electro-Pneumatic (E/P) brakes for application on freight cars to achieve reduced stop distances and improved train control."

The Westinghouse Air Brake Company, during 1994, said of its EPIC 3102 (Electro Pneumatic Integrated Control) micro-processor-based locomotive braking equipment that: "It offers improved reliability, ease of maintenance, simplified troubleshooting and streamlined operation - all with increased control and versatility never before possible. Revolutionary in design, the EPIC, or Electro Pneumatic Integrated Control, is based on micro-processor technology. One of the main benefits derived from this state-of-the-art technology is improved productivity, as the enhanced diagnostics built into the EPIC 3102 greatly reduces locomotive downtime during testing and troubleshooting. Moreover, maintenance costs are significantly reduced as there are less pneumatic devices to maintain as well as a longer time period between mandatory maintenance (EPIC has been granted provisional FRA approval for a 5-year clean, oil, test and stencil period as opposed to the 3-year COT&S period for 26-L equipment). The use of micro-processor technology not only provides the engineer with increased feedback information, but also allows the EPIC brake arrangement to be easily customized to specific operating situations. EPIC 3102 also provides greater flexibility for future enhancements and technological upgrades."

Let me quote from an article ran in the February 1994 issue of **Progressive Railroading** citing the advantages of electronic brake equipment: "Electronic brake equipment such as EPIC 3102 has a number of operating advantages that are not possible with pneumatic equipment:

- a) *A fault detection diagnostic capability can be built into the electronic software that will detect any malfunctions of the brake equipment and notify the operator on a display screen.*
- b) *The diagnostic system can also aid maintenance by specifically identifying defective components, eliminating needless components change out due to erroneous analysis of faults.*
- c) *Electronic brakes allow the opportunity to tailor brake equipment for special needs by simply changing software. In the past, particular needs required development of special devices that may have been unique to only a few locomotives.*
- d) *There is a growing industry movement to develop electronically controlled brakes for freight cars that have the potential to improve control and offer fault diagnostics. When such equipment becomes available, electronic locomotive brake controls will be required for interface.*

One of the advantages of pneumatic simplicity achieved by electronic locomotive brake equipment, along with the diagnostics that are available, is the potential for reduced maintenance cost.

The FRA (U.S. Federal Railroad Administration - a regulatory body) has, to date, conditionally accepted a five-year cleaning period for all EPIC 3102 equipment. It is certainly conceivable that the fixed-time cleaning period can be eliminated as fault diagnostics and related maintenance procedures are perfected.

In the past, locomotive and freight car brakes have been developed to complement each other in an effort to improve overall train operations and train control. Future development of railroad brake systems will, by necessity, continue the trend as the industry strives to improve train operations as well as reliability, control and overall maintenance costs. The evolution continues."

Obviously, when electronic data processing is introduced to railway braking systems there can be a number of economically advantageous non-braking functions made available. In the DIRCO (Duluth & Iron Range Co., Inc.) system, for example, in addition to basic instantaneous and simultaneous braking and release on all cars, they foresee other direct benefits, which can include, for example, such things as:

- a) elimination of empty-load brakes as presently constituted
- b) stuck brake identification and release while in motion
- c) source location of unintended brake applications
- d) car identification by number and location in train
- e) computer data recording and retrieval for maintenance data
- f) fault monitors, flat wheels, bearing faults, piston travel reporting, and
- g) temperature monitoring of refrigerator cars

These, then, are just some of the more likely possibilities, and there are many others, says DIRCO. Have we or haven't we come a long way since the introduction of the "automatic" brake of 1872?

Some relatively recent developments which I think most of us have either forgotten about, or simply take for granted are as such things as:

- a) the introduction of disc brakes
- b) the elimination of cast iron brake shoes in favour of the composition shoe which provides for both longer brake shoe life and decreased wear and tear on wheel treads
- c) the provision of "wheel sliding" detection devices such as the "Rolokron" and "decelostat" systems
- d) "proportional empty/load devices" which directly sense the weight of a loaded or empty car and "proportions" brake cylinder pressures accordingly, a version of which, incidentally, appears on the new Bombardier built "electric" cars on the Montreal - Deux Montagnes commuter trains

Perhaps a word here, from personal experience, about Rolokron devices is in order. One day, way back when, I was on an FP7A or FP9A with a "B" unit, entering C.P.'s Windsor Station in Montreal with "The Canadian". Fortunately there were one or two "head end" cars on the train NOT equipped with disc brakes. It was a miserable day, weather wise, and the rails in the station were wet. Normally this would not be a problem except that the rails in the station were also lubricated with dripping oil from standing equipment. Add to this the Rolokron devices and the following happened: We came in reasonably fast, as was the practice with non-Rolokron equipped cars and then it happened. After the brake application was made the Rolokron devices detected wheel sliding and took their programmed action - they began to release the brakes. This we did not want to happen as we saw the glass of the concourse wall approaching all too quickly. Fortunately the two locomotive units, plus the two head end cars, which were equipped with standard "brake shoe on wheel tread"

equipment had enough braking effort to prevent us from arriving in the concourse rather than in the trainshed. A valuable lesson learned - and not easily forgotten.

Anyway, what is important to remember here is that electro-pneumatic braking is hardly new to the railway industry, it has been around for more than a half century in passenger service. What is new in the continuing evolutionary development of modern air brake systems will be its general use on freight trains, and the control of such systems using modern computer technology, and that's the key! And, obviously, it's freight trains that we'd better be concerned about for that's the business the railways are in.

Why do the railways need electronically controlled electro-pneumatic brake systems? Well, other than it is the next step in a long development and improvement process that has gone on for well over 100 years, the railways, their motive power, their rolling stock and their methods of operation have, of economic necessity, drastically changed. I like to quip that about the only thing that has remained the same since the steam era, is the track gauge. That may be an exaggeration, but in the case of modern long and heavy freight trains consider this - compressed air in a train line moves at about 600 feet per second, meaning that on a long freight train it may take approximately 20 seconds before the changing air pressure "signal" to apply or release the brakes reaches the last car. Because of the enormous amount of slack in a long train, and because the application of brakes begins on the front of the train and progresses towards the rear, there can be some pretty violent slack "run-ins" and "run-outs". Ideally, as stated earlier, what is needed is a braking system that provides for the application of ALL brakes on ALL cars in the train both INSTANTANEOUSLY and SIMULTANEOUSLY. Such a system could, theoretically, shorten the stopping distance of a train moving at 69 MPH (101 feet per second) by as much as 9,000 feet. Just think about it, not only is increased train speed safely possible with such a system, but it could result in the need for fewer trains, cars, locomotives and crews, and at the same time haul more tonnage over the railway in any given time frame.

One of the smaller companies actively involved with the development of electronically controlled air brake systems is the previously mentioned DIRCO (Duluth and Iron Range Co.). They have been at it since the early-1990s. Their concept was originated by the late Donald B. Shank, former retired general manager of the famous Duluth, Missabi and Iron Range Railroad who had every reason in the world to want electronic braking control as far back as the years of the second world war for their enormous ore trains. Unfortunately such technology had not yet even been dreamed of. At that time their equally famous, and monstrous, 2-8-8-4 steam locomotives were handling 14,000 ton ore trains, singlehandedly. Think about that one Dr. Diesel! Think about what they could have done had electronic control of braking systems been possible!

Meanwhile, back in the real world, it is interesting to note that both the ex-C.P. Royal Hudson 2860, and ex-C.P. Consolidation 3716 operating on B.C. Rail, are no longer equipped with 8ET and 6ET brake equipment, respectively. As these steam locomotives frequently operate on a rigid schedule it became necessary to have a brake system that was more easily maintained and one for which a ready supply of spare parts was available. It looks somewhat strange for me to see diesel-electric era schedule 26L brake valves in the cabs of these engines, but there they are. Similarly, before being removed from service, Norfolk Southern 2-6-6-4 No. 1218 was equipped with diesel-electric era brake equipment. If you're going to run regularly these days you'd be better off with equipment for which there are parts readily available "off the shelf". While this sort of thing may rub some of the traditionalists the wrong way, the way "wrong" paint jobs, or non standard "decorations" do, I'm ready for change if it means the difference between running steam power or letting it gather dust in some museum. ☺

The Tembec Turn

By PETER McCULLOCH

"Three cars!"
"Two cars!"
"One car!"
"Half a car!" ...
"Twenty feet!" ..
"Ten Feet!" ..
"On the Pin!"
"That'll do!"...
"Back up!"

A typical conversation between trainmen and engineers anywhere in Canada at any industrial spur or rail yard and it's heard seven days a week at the Tembec Inc. pulp and paper mill complex in Temiscaming, Quebec. The "Tembec Turn" makes a daily return trek from North Bay, Ontario, to Temiscaming using the Mattawa and Temiscaming Subdivisions or, as the latter is called locally, the "Old Moccasin Line".

By 1881, the Canadian Pacific Railway had reached Mattawa, Ontario, in the upper Ottawa Valley. Within two years, the Société de Colonization du Lac Temiscamingue had been formed to encourage settlers to develop the upper reaches of the Ottawa River. The Société built a series of narrow gauge tramways that followed the old Indian portages used to bypass the numerous rapids on the stretch of the Ottawa River between Mattawa and Temiscaming. Thus the reason for the name "Moccasin Line".

The CPR purchased this new colonization railway in 1891 and built a standard gauge line for 40 miles, reaching Temiscaming (then called Gordon Creek) in 1894. The rails were subsequently extended northward to Ville Marie and Angliers by 1924 for a total of 116.9 miles.

The Temiscaming Subdivision saw daily passenger service until the mid-1960s and mixed freight revenue until the early 1970s. After 1987, the rails north of Temiscaming were removed. The lower portion of the line between Mattawa and Temiscaming was subject to extensive relocation in 1950 after Ontario Hydro constructed the Otto Holden Dam and Generating Station near mileage six.

The Tembec Turn leaves North Bay each morning at 07:00 hours, heading east with a consist of chemical tank cars and empty box cars to service the Tembec Inc. complex in Temiscaming. The four man crew includes the engineer, conductor and two trainmen. Power is normally two GP38-2s or RS-18us. Occasionally a GP9u may be coupled on to one of the latter engines. At Mattawa (mileage 71 on the North Bay Subdivision), the train swings north onto the Temiscaming Sub., crossing the Ottawa River from Ontario to Quebec. This is OCS territory and verbal authority is needed to proceed.

One hour and forty minutes later, mileage 39 marks the end of the line at Grimmer Yard with four sidings where the extra cars and tanks are stored or made up to be shunted just beyond into the pulp mill. Empty tanks of sulphur, caustic soda, ammonia and sulphur dioxide are replaced by full ones and the loaded box cars of finished product substituted with empties.

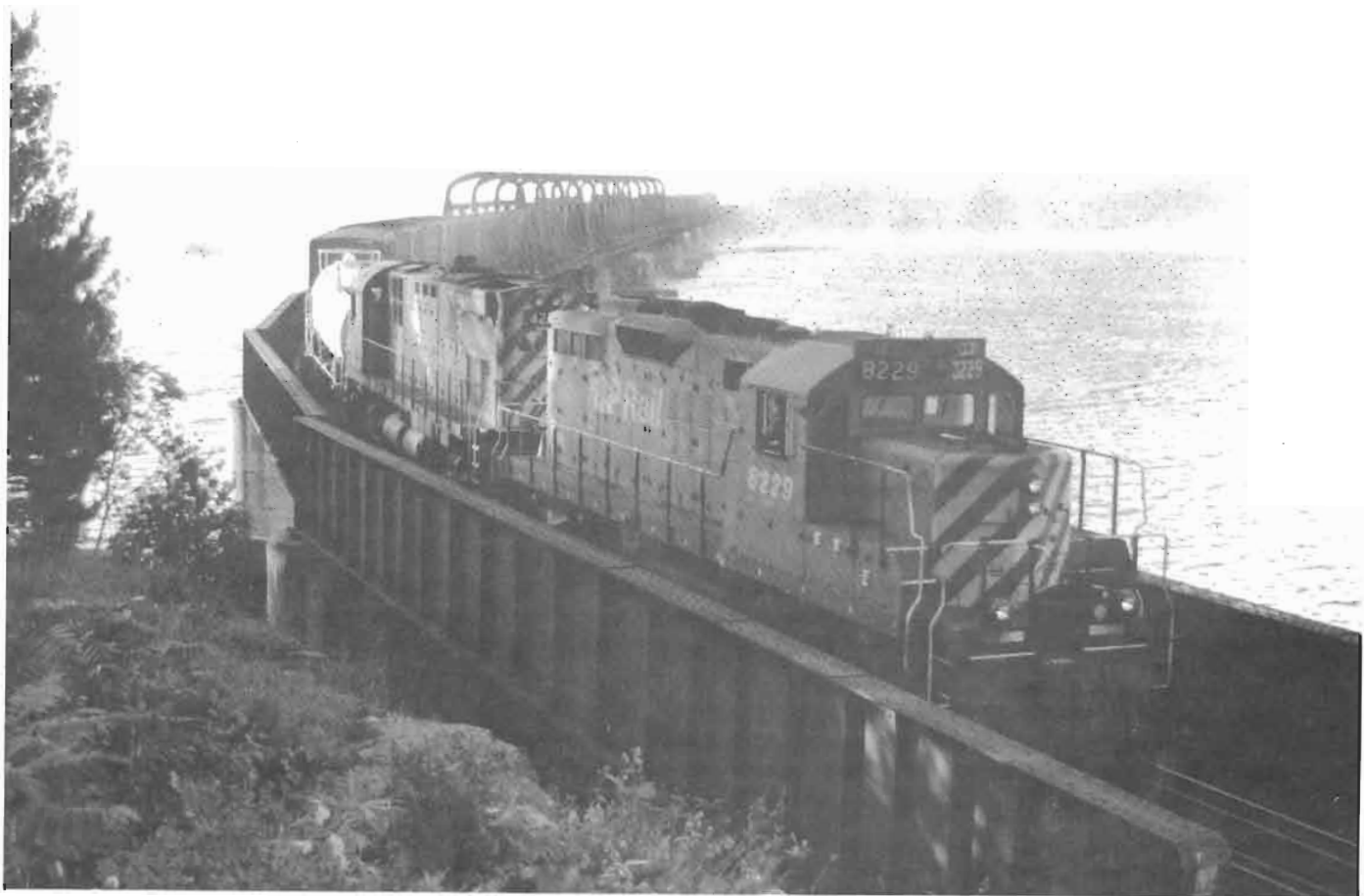
Switching the Tembec complex takes about three hours and the crew receive their shunting instructions via radio from a Tembec traffic coordinator. Usually the first move sees all the dangerous chemical cars spotted up on the Tembec high line. A spur off this line services the three doors at the Temboard coated packaging mill. The lower side of the complex includes a river track (adjacent to the Ottawa River) for tank car storage and two lines leading to the Temcell BCTMP (Bleached Chemical-Thermal Mechanical Pulp) mill and the Tembec sulphite mill loading docks,



RS-18u Nos. 1816 and 1843 cross the Beauchene River trestle near mile 33, heading north to Temiscaming, Quebec. Photo by Peter McCulloch.



GP38-2 Nos. 3118 and 3036 with a 15 car "Tembec Turn" southbound on the "Moccasin Line" near mile 4. Photo by Peter McCulloch.



ABOVE: GP9u 8229 and C-424 4229 with the northbound "Tembec Turn" crossing the Ottawa River from Ontario to Quebec on September 5, 1992. Photo by Ray Farand.

There is also a makeup track for assembly of the return train to North Bay.

If all goes well, the crew will change operating ends and return to North Bay with loaded box cars and empty tankers. From here the cars are again marshalled to their proper destinations. On occasion, if the tasks at Tembec cannot be completed within the legal 12 hour limit, the Rail Traffic Controller in Toronto is notified and a relief crew is taxied in from North Bay to bring the train home.

A 25 mile per hour speed limit is imposed all the way up from Mattawa. The sharp curves rule out any six axle power units on this line. The tracks follow the Ottawa River through some beautiful wilderness scenery for most of the journey to Temiscaming. Many of the employees working the "Turn" have commented on how spectacularly the scenery changes with the seasons. A variety of wildlife is often spotted at track side. It is not uncommon to see moose, deer, bears and even the occasional eagle. An added bonus to area train watchers is the use of a van (caboose). The conductor on the "Tembec Turn" still has the luxury of viewing his train from a rear end vantage point, a feature that most crew members relish.

Although the past 20 years have seen a scaling down in operations on this line, it continues to handle the same products that it did back when it was built. It serves as a vital economic link to this area and should continue to do so in the foreseeable future. In a world of computers and high technology, there are still train whistles and a touch of old time railroading in Temiscaming.

BELOW: GP38-2 No. 3125 heads south near mileage 32 on the Temiscaming Subdivision. Photo by Peter McCulloch.



Ed note: On April 18, 1996, CP Rail System announced that it had commenced negotiations with Edmonton-based Central Western Railway Holdings Corporation aimed at a new agreement for the management and operation of CPRS lines between Smiths Falls and the Sudbury area, including the Temiscaming Sub. from Mattawa to Temiscaming. Further details appear on Page 4. ☐

REMEMBER WHEN ... Railway Days No. 10 in Calgary

"REMEMBER WHEN" is the theme for the tenth anniversary of Railway Days at Heritage Park Historical Village in Calgary, Alberta. This is the one weekend of the year when the railway operation within its authentic pre-1915 Canadian prairie/foothills town context is specifically spotlighted. Over the past ten years, this event has steadily grown and developed to the point where we can almost reminisce and say "Remember When" with respect to Railway Days! This time, the celebration is being held over the Fathers' Day Weekend (June 14-16), a move from the usual July dates.

Of overwhelmingly important interpretive value is the setting of the Heritage Park Railway. Mark Smith, founder and original editor of *Locomotive and Railway Preservation* magazine likes to point out its function within the context of an historic park as distinct from a specific railway museum or tourist ride. This notwithstanding, a number of vital railway pieces are preserved and cared for within Heritage Park's setting.

The experience begins with a ride on a replica Calgary Municipal streetcar, festooned with patriotic red, white and blue bunting. You board at a flag-bedecked car stop shelter, and No. 14 or 15 grinds its way up a winding hill to the main entrance to Heritage Park. These cars were of necessity replicated, no original Calgary bodies have been found in anything near restorable condition. Remnants of former cars have been used as patterns, and a few frame parts incorporated into these "new builds". Come and see, you will surely enjoy these serviceable units and their enthusiastic operating crews.

Once inside the park gate, lots of vintage railway equipment action awaits. Two matching 0-6-0 steam locomotives, both USRA design World War II production, one Lima, the other Alco, provide running power. At various times during the program, this pair will team up for double-heading demonstrations. Passenger and freight rolling stock will be on the move, including a mixed train, complete with smoke and action. The passenger equipment boasts wooden coaching stock made by Morrissey, Fernie and Michel as well as restored CPR No. 141 which boasts a varnished exterior. Along Heritage Park's one mile circle of track a number of 'lost' skills will be displayed. These include hand signals, turntable operation and taking on water. Static displays of other historic pieces of important preserved rolling stock will be found in the car shop and roundhouse.

Buildings have always been an essential feature of the railway landscape. Three stations, Midnapore, Shepard and Laggan serve the main line. They will be alive with telegraph, operational train orders and the hooping of orders. A fourth station, Bowell, adjacent to Laggan, will be the scene of other special activities. For the younger folk, look for the children's programming to take place at different venues throughout the event.

Distributed in various buildings throughout the park will be a number of fine model railway displays - several from out of town. Various scales will be represented and it will provide a wonderful opportunity to become acquainted with the hobby or simply chat with experienced modellers. Railway museums, societies and tourist train operators will be represented plus, as always, the most important CP Police "Operation Lifesaver" safety promotion. For those interested in time keeping, there will be a display of railway clocks and watches.

As if all of this isn't enough, the committee is planning to welcome an extra special guest. She is over 100 years old, resides in the East Kootenay region of British Columbia, and doesn't get out that much any more. This is none other than the dowager Scottish 0-4-4 tank engine "Dunrobin". Her operation at the park, however, is conditional upon a satisfactory boiler inspection and the like, as well as securing sponsors to underwrite the cost of her transportation. "Dunrobin", already a star at Vancouver's SteamExpo and Railfair '91 in Sacramento, California, should be a surefire hit at this year's Railway Days.



Fort Steele's 0-4-4T "Dunrobin" steams at Railfair '91 held at the California State Railroad Museum in Sacramento, California, in May 1991. Photo by Duncan du Fresne.

To get things going, Railway Days will open with a dinner and keynote speaker on the evening of June 14. Walter Gray, director of the famous California State Railroad Museum, will make the guest presentation. This is certain to be an excellent, well-informed and entertaining night. Make your reservations early!

Calgary's roots are founded in the railway. With the transfer of CP Rail's head office to the city this year, Railway Days is a more special event than ever before. Plan to be there. Plan for an experience of a lifetime. For further information and tickets, contact Heritage Park at (403) 259-1900 or fax (403) 252-3528. You can write the park at 1900 Heritage Drive, S.W., Calgary, Alberta, T2V 2X3. ☐

10 YEARS AGO IN 'BRANCHLINE'

GO Transit has ordered another 63 bi-level coaches - including 7 equipped with a cab - from the Urban Transportation Development Corporation. Deliveries will start in September 1987.

Marine Industries of Sorel, Quebec, on completion of an order for government grain hoppers in March, announced its plan to close its money-losing rail-car division.

At the May 8 CP Limited annual meeting, shareholders will be asked to vote upon a special resolution to approve an agreement of lease whereby the Toronto, Hamilton & Buffalo Railway Company would lease its railway and undertaking to CP Limited for 99 years.

THE REGISTER BOOK

SMITHS FALLS, ONTARIO: The Smiths Falls Railway Museum will hold a "Work Bee" on **May 4 & 5**. Participate in a variety of activities including track laying, painting, paint removal, car roofing, demolition. Car Pooling available and supper supplied on Saturday night. Information from Ian Walker at (613) 744-5544.

SUMMERLAND, BRITISH COLUMBIA: The Kettle Valley Railway Heritage Society will commence its first full season of steam excursions on **May 18**, powered by former Mayo Lumber Company's 60-ton Shay No. 3.

HULL-WAKEFIELD, QUEBEC: Ride the Hull, Chelsea, Wakefield Railroad through the beautiful Gatineau Valley aboard Swedish coaching stock dating from the 1940s, powered by ex-Swedish Railways 2-8-0 No. 909, built in 1907. Trips start on May 11 and continue to October 7. During July and August, the train operates on a daily basis, departing Hull at 13:30, returning at approximately 18:00 hours. New this year is the special "Sunset Train" service, departing Hull on Friday evenings at 18:30 and returning by approximately 23:00. Fares are: adults, \$23.00; seniors, \$21.00; students, \$19.50; children, \$11.00. Taxes extra. For information, reservations and a detailed schedule, telephone (819) 778-7246 or fax (819) 778-5007.

CHARLOTTETOWN, PEI: The PEI Railway Modellers host the Maritime Federation of Model Railroaders' Annual Convention and Train Show, "Railfair '96" on **May 25** (10:00 to 16:30) at the University of PEI Sports Centre. Adults, \$3, Family \$8, Under 10, free if with an adult. Contact Bill Armstrong (902) 566-5058.

MILTON (ROCKWOOD), ONTARIO: Celebrate Ontario's transit heritage: Take a step back into the past and relive the glory days of electric rail transit in Ontario by visiting the Halton County Radial Railway of the Ontario Electrical Railway Historical Association. The HCR will be open from May 4 until October 28. A number of special events are planned for the year, beginning with a spring extravaganza and yard sale on Sunday, **June 23**. The HCR is located 15 km north of Highway 401 (west of Toronto) on the Guelph Line Road. For information, call (519) 856-9802.

HILLSBOROUGH, NEW BRUNSWICK: The Salem & Hillsborough Railroad will operate its regular excursion train (1 hour trip - adults \$6.75) on Sundays at 13:30 and 15:00 from **June 9 to September 1**. Dinner trains (3½ hour trip - \$22 including meal) will operate on June 29, August 5 and August 31 at 17:00, October 12-14 at 16:00, and October 19 at 18:00. Fall foliage 3 hour trip (\$10) on September 29 at 13:30. The museum and gift shop will be open daily from June 23 to September 2. Details from (506) 734-3195.

ST-CONSTANT, QUEBEC: The Canadian Railway Museum will host a diesel weekend on **July 6 and 7**. See over 15 locomotives (approximately four will be in operation), plus guest power from major Canadian railways. Photograph historic, one-of-a-kind diesel locomotives, an MLW-powered "Photo Mixed Freight" and a "Passenger Train" on the Museum's demonstration railway. A Saturday night photo session, with lumedyne lighting, will be under the direction of Kermit Geary, Jr. (advance purchase required - space limited). Weekend pass \$11.50; night photo supplement \$13. Cheque or money order ONLY to The Canadian Railway Museum, 120 St-Pierre Street, St-Constant, QC, J5A 2G9. Information: (514) 638-1522. No refunds! Events take place rain or shine.

WINNIPEG, MANITOBA: The Vintage Locomotive Society operates 2½ hour steam powered round trips to Grosse Isle on Sundays during June, July, August and September, utilizing 114-year-old 4-4-0 No. 3. Train leaves from the CN St. James Station on Portage Avenue. Information from Vintage Locomotive Society, P.O. Box 33021, RPO Polo Park, Winnipeg, Manitoba, R3G 3N4 or (204) 832-5259.

Book Review

Steam on the Kettle Valley A Railway Heritage Remembered by Robert D. Turner

The Kettle Valley Railway existed for a relatively short time, having opened in May 1915 and seeing its last train just 74 years later, in May 1989. In "**Steam on the Kettle Valley, a Railway Heritage Remembered**", Robert Turner traces the history of the Kettle Valley (KVR), from its conception as a direct route from the southern interior of British Columbia to the Coast, through the difficult construction years, the closing of the Coquihalla Subdivision, to the final abandonment of the line. The book closes with a short Epilogue on the Kettle Valley Railway Heritage Association and its successful efforts to restore steam operations over a short section of the former KVR.

What makes this book stand out, however, is not the factual history of the railway, but its glimpses into personal lives of the people who worked the Kettle Valley. Turner, who spent 20 years interviewing KVR and CPR employees and their families, has interspersed the text with many of their anecdotes and recollections. These give a rare insight into the daily lives of the men who toiled to take trains over some of the most difficult stretches of railway in Canada. When reading the book, one cannot help but notice how Turner has carefully matched many of the photographs to these recollections. There are many stories surrounding operations over the Coquihalla Subdivision, particularly in winter - "*God, coming up there in the winter time - some of those snowslides! They should have had a snowshed right from Coquihalla to Hope*" - and of the almost love-hate relationship of the crews with the various classes of locomotives that worked the KVR, from the hand-fired 3200s to the oil burning 5200s that saw the end of steam on the railway.

The book contains a wealth of photographic treasures: although some of the photographs have been provided by area museums, the vast majority come from the private collections of former employees and are showcased here for the first time. While many of the photographs depict trains in the spectacular scenery of British Columbia, with its high trestles and deep gorges, Turner has added a human touch with his selection of photographs of employees at work or posing for the camera. In addition, the book also contains two beautiful paintings by artist Max Jacquiard - CPR 5101 battling the snows of the Coquihalla on the cover, and the 5101, together with a sister Mikado doubleheading the *Kootenay Express* over the Trout Creek trestle.

The Coquihalla Subdivision may have been replaced by a highway and a walking trail, but it and the rest of the Kettle Valley Railway live on in **Steam on the Kettle Valley**. It is a book that deserves to be in every railway enthusiasts collection. Published by Sono Nis Press of Victoria, B.C., the soft cover book contains 120 pages and is available from the Bytown Railway Society's "Sales Desk" for \$18.95, plus \$3.50 shipping (plus 7% GST in Canada). (Reviewed by Les Goodwin) ☐

Can you spare a ...? Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses. Kindly forward them to our address.

Moving? Please let us know your new address as soon as is it known, with the effective date of the change.

Milestone for 'Branchline'

Last month, we reached an unofficial milestone. For it was the 10th anniversary issue of **Branchline** to be published in saddle-stitched format, like a real magazine. Prior to that time, for more than 20 years, **Branchline** was published in newsletter format, stapled in one corner and folded and stapled together for mailing.

The first "new look" issue was a special one on a number of counts. Indeed, it was somewhat of a work-in-progress as Managing Editor Earl Roberts got used to a column format type of layout. A proper cover design was still up in the air and the following summer was pre-occupied with a variety of experiments as we tried to get something that both taste and budget would handle. We are always looking for something better.

The so-called new look was unannounced by us. We received no correspondence pertaining to the change. Perhaps our readers of the day saw it as a normal evolution.

One thing we did notice, however, was that the press run immediately jumped. Since then, we have gone from approximately 450 readers to approximately 1,900, counting both member/subscribers and those who purchase **Branchline** from some of the best newsstands and hobby shops in Canada. Many thanks to Marketing Manager Les Goodwin for his efforts in expanding our presence across Canada, in the United States and overseas.

The first "new look" issue contained 16 pages and we seriously wondered whether we could continue a similar output on an issue by issue basis. It didn't take us long to realize that our fears were groundless. We moved to 20 page issues, then 24, and now 28 pages are the norm. A further increase in size is limited by paper costs and postage charges (the next postal band represents a 61% in postage). Our biggest issue in terms of length was the 32-page July/August 1989 one as we celebrated ex-CP 4-6-2 1201's epic journey to Saint John, New Brunswick, albeit with much tinner 'see-through' paper to keep within the normal postage band. Aside from increasing the number of pages, Managing Editor Earl Roberts has also played with font size and shape to maximize the number of words on each page.

Has it all been fun? You bet! I have worked on **Branchline** since November 1979 and I remember when a big issue was 8 pages, printed on a hand Gestetner by then Chief Editor John Halpenny, and then by Marthe and Jack Scott. The rest of the work, involving folding and collating, was handled by the Bytown Executive after their monthly powwows. It was a curse to type on stencils and, without a spell checker, it was a double curse to use erasing fluid.

We have increased "staff size" (all volunteer, of course) to include a three-person editorial team of Earl, Dave Stremes and myself, while the distribution function has gone from the executive level to the capable hands of Marthe and Jack Scott. I would be remiss not to mention regular columnist Duncan du Fresne, who never ceases to amaze me with his ability to find new angles for his regular "Tid Bits" column.

In the final analysis, we got **Branchline** to where it is today because of you the reader and because of your tremendous input. It is a rare day when information is not arriving in any one of our mail boxes, not to mention the BRS box, or via e-mail or fax.

The April 1986 cover featured a spectacular photo by Paul Bown of the last plow extra on the Thurso and Nation Valley Railway, taken in March 1986. By late summer of 1986, the TNVR was a memory. Thanks to your continued support, we need not worry about the same thing happening to **Branchline**. For the many who have submitted articles that have yet to be published, please do not lose hope - they are in the databank. (Philip B. Jago, News Editor) ☐

The Local Chairman

By LAWRENCE STUCKEY

Duncan du Fresne's recent story in **Branchline** about the work of the fireman on a hand-fired coal-burning steam locomotive ("hand-bomber" or "muzzle loader" to us) was graphic and very informative. He might have added that, in addition to shovelling coal, taking coal and water, shaking grates and cleaning the ashpan, he was still the engineer's left eye. As such, he was expected to be in his seat over all public crossings and, if fairly experienced, share the engineer's responsibility for carrying out rules and train orders. Duncan also referred to the duties and authority of the local chairman of the Brotherhood of Locomotive Firemen and Enginemen (BLF&E), another little bit of railway history seldom mentioned in print.

For several years, I was local chairman (LC) of Local 464, "Wheat City Lodge" of the BLF&E, CPR, Brandon, Manitoba. The titular head of a local was the president, but the lion's share of union work fell on the chairman of the Grievance Committee (proper title). These two officers were elected by the membership for two year periods. This was a most democratic organization, all constituents doing the same basic work so having the same concerns, and most voted in elections. The LC was assisted by two committee men who could, if they agreed, over-rule the chairman.

The LC was responsible for application of the working contract by both parties, company and work force, and assignment and numbers of firemen employed. He attended all investigations of a serious nature to see that they were conducted fairly and filed copies of all statements and proceedings. He had to know in detail the provisions of the contract ("Schedule"), federal labour laws, and the characters of the men on both sides of the table. Among other things, he needed a tough skin, because he was nearly always in trouble with somebody.

Firemen in the mainline freight pool (to Broadview) were allowed 3,800 miles/month. The spare board were allowed a maximum of 3,800 miles and guaranteed a minimum of 2,400 miles per month. About once a week, the LC spent an hour or so pouring over the mileage record book and adjusting numbers of men on each board if required.

We LCs tried to arrange for each pool man to be "off for miles" for two trips, to make some preference work for the spare board. It wouldn't do for the whole pool to be off at once, so groups of men were assigned monthly mileage periods beginning the 1st, 6th, 12th, 18th, and 24th of the month. The LC could assign and change these. Any dispute over who should go where was decided by the LC and he answered his phone 24 hours a day. The problem with this autocratic authority was that he was expected to be right, all the time.

My period of office was an interesting and hectic one. It covered the transition from steam to diesel power, the Anderson Board, the strike of January 1957, and the Kellock Royal Commission. But that is another story.

From the Past: On February 7, 1955, Canadian National Railways announced that, starting April 24, 1955, it would put into service the "Super Continental" which would reduce the Montreal-Vancouver passenger run by 14 hours. The new time is 73 hours, 20 minutes westbound and 72 hours, 5 minutes eastbound. **Montreal Star**, thanks to Tom Grumley.

The Chivers Collection

by KEN HEALY

The Kenneth F. Chivers collection of slides and black and white negatives housed at the C. Robert Craig Memorial Library housed in the City of Ottawa Archives consists of over 14,000 images. Ken's coverage of the 1950s and 1960s was quite extensive, and while the quantity of pictures taken in the 1970s and 1980s declined the quality did not.

Being a Montrealer in the early period it is not surprising that the Montreal area is well covered, and his coverage of Montreal and Southern Counties is extensive. Ken's favourite subject was steam engines, but traction and even diesels did not escape him. He travelled to the Maritimes, Newfoundland, western Canada, the United States and Great Britain to record the passing of steam. In his later years he recorded quite a few pieces of freight equipment.

Ken was better at recording images than he was at recording data, but with the help of several knowledgeable local people - not the least being the Managing Editor of **Branchline** - we were able to build a respectable data base of information on the pictures. Inevitably, however, some data eluded us. In these cases it was usually the location of the shot that we could not identify. We thought that it might be helpful in improving the quality of our data base, to periodically show you some of these pictures and ask for help in finding the missing information. I am confident that the collective knowledge of **Branchline** readers will achieve this end.



This issue we present a photo of CPR V4a 0-8-0 No. 6937 taken in the summer of 1959. Please let the editor know at the Society's address if you can identify the location and provide any other details. We will pass along the answer in a future issue. ☐

VIA Rail Launches Silver Trains in Southwestern Ontario

by BOB MELVIN

On February 29, VIA Rail held a VIP party on Track 11 of Toronto Union Station. This was for the formal announcement of the recently refurbished "SILVER TRAINS" for use on the Windsor-Toronto and Niagara Falls-Toronto routes.

Contained in the news release were statements such as: "We commit to our customers and the taxpayers better service at lower cost." "These new cars are a good example of improved service at lower cost, because passengers will experience a smoother, more comfortable ride and our operating costs will be significantly lower." VIA Rail President Terry Ivany said "Our customers will immediately notice an improvement - better temperature control, better lighting, a smoother and quieter ride, more comfortable seating and a larger baggage area."

The silver cars were originally built by the Budd Company between 1947 and 1953 and were purchased by VIA from many U.S. owners between 1989 and 1993. The interiors of most of the cars were stripped at VIA's Halifax Maintenance Centre. They were then sent to AMF (a CN subsidiary) in Montreal where Stone Safety Corp., Coach and Car Inc., and Polatec Inc. worked with AMF to build the modern interiors.

By mid-1996, 7 "VIA 1" cars (4000-4006) and 26 coaches (4100-4125) will have replaced the steam-heated ex-CN blue and yellow equipment in southwestern Ontario. Total cost of the refurbishment is \$58 million, with the investment in the 33 silver cars financed entirely by productivity improvements within VIA.

In addition to the above mentioned improvements, I noted a few other improvements while touring the equipment: user friendly designed seat tray and arm rest; brighter emergency lighting from cove lights; wider galley areas for easier cart movement; much larger overhead luggage racks; much larger and better lit

washrooms; improved baby change table; doors that are easy to open; and non-slip vestibule flooring.

We were also treated to a fashion show put on by VIA employees to show off their newly-designed "navy blue with silver trim" outfits. With the introduction of these uniforms, all front-line employees, including conductors, engineers and customer service staff, will be clad in the newly-designed outfits.

Also not to be overlooked was the very 'classic' lunch provided by VIA and the entertainment by a very lively band.

When the party was over, I left with the feeling that I am going to take a trip on the Silver Train. That's what VIA wants when it advertised: "Don't take our word for it -- take your next trip on the Silver Train." ☐

100 YEARS AGO

Wednesday, March 25, 1896: Evidence is not wanting to lead to the conclusion that the results from the storm of Thursday last on the Brockville & Westport Railway are by far the worst which that road has yet encountered since it was built. The whole line is said to be one long tunnel, open only at such points as the various shovelling gangs, working since Saturday, have been able to pass over. The train sent from this end has reached Washburn's, between Athens and Delta, but the one sent to Westport did not reach Newboro, six miles, until last night and when last heard from was slowly working its way. There is little chance of a train being in today. (*Brockville Recorder & Times*, 25/03/96, thanks to J. Norman Lowe.

A SELECTION OF PASSENGER CONSISTS

19 March 1996 VIA #600 - "Saguenay" at Ahuntsic, Quebec	22 March 1996 VIA #1 - "Canadian" at Melville, SK	24 March 1996 VIA #73-"Point Pelee" at London, Ontario	31 March 1996 VIA #15 - "Ocean" at Montreal, Quebec	7 April 1996 VIA #689 - "Huron" at London, Ontario
TTSL FP9Au 6305 * SGU 15462 Baggage 9639 Coach 5449 Cafe-Coach 3252	F40PH-2 6455 F40PH-2 6438 Baggage 8609 Coach 8112 Coach 8117 Coach 8110 Skyline 8504 Sleeper "Douglas Manor" Sleeper "Craig Manor" Diner "Princess" Sleeper "Osler Manor" Sleeper "Cameron Manor" Sleeper "Amherst Manor" Dome-Obs. "Tremblant Park" -----	F40PH-2 6452 F40PH-2 6419 HEP-II Club 4002 HEP-II Coach 4111 HEP-II Coach 4106 HEP-II Coach 4101 HEP-II Coach 4113 HEP-II Coach 4110 HEP-II Coach 4114 HEP-II Coach 4118 HEP-II Coach 4120 -----	F40PH-2 6433 F40PH-2 6432 Baggage 8622 Slpr. "Chateau Dollard" * Slpr. "Chateau Rigaud" * Slpr. "Allan Manor" * Skyline 8503 * Coach 8119 * Coach 8131 Skyline 8506 Coach 8147 Coach 8134 Diner "Wascana" Slpr. "Chateau Marquette" Slpr. "Chateau Laval" Slpr. "Chateau Lemoine" Slpr. "Chateau Roberval" Slpr. "Chateau Dolier" Slpr. "Chateau Papineau" Dome-Obs. "Evangeline Park"	F40PH-2 6425 SGU 15470 Cafe-Coach 3248 Coach 5537 Coach 5446 Cafe-Coach 3246 ----- 5 April 1996 VIA #2 - "Canadian" (late) at Doncaster, Ontario
18 March 1996 STCUM #10 at Montreal, Quebec	6 April 1996 Algoma Central #1 at Sault Ste. Marie, ON	14 April 1996 ONR #698 - "Northlander" at Zephyr, Ontario		
FP9A 1303 (ex-CP 4073) Single Level Coach 824 Gallery Coach 926 Gallery Coach 921 Gallery Coach 923 Gallery Cab Coach 901	FP9A 1755 (ex-VIA 6531) FP7Au 1756 (ex-VIA 6553) Baggage 308 Baggage 301 Coach 5514 Cafe-Coach 3236	FP7Au 2001 EGU 205 Coach 609 Snack Car 700 Coach 612 Coach 604	* From Train 17 - added at Matapedia, Quebec	F40PH-2 6440 F40PH-2 6451 Sleeper "Bliss Manor" Baggage 8616 Coach 8126 Coach 8106 Skyline 8512 Sleeper "Douglas Manor" Sleeper "Rogers Manor" Sleeper "Drummond Manor" Diner "Empress" Sleeper "Hearne Manor" Sleeper "Monck Manor" Sleeper "Draper Manor" Dome-Obs. "Assinboine Park"
(first train into new Terminus Windsor)				

(Thanks to Doug Bardeau, Paul Bloxham, Tom Box, Pierre Ozorák, Willie Radford and Barry Williams)

A SAMPLE OF DIESEL LASHUPS

- 12 February - CN 433 at Brantford, ON: M-420(W) 3548, SD40 5001, M-420(W)s 3513 and 3509, and SW1200RS 1383.
 18 February - CN 391 at Aldershot, ON: SD40-2 5350, Conrail GP40-2 3337, Conrail C30-7A 6591, SP GP38-2 4849, GP9RM 7240 and GP9 slug 241.
 21 February - CN 453 at Ochre River, MB: GTW SD40-2s 5935 and 5932.
 23 February - CP Smiths Falls-Ottawa turn at Bedell, ON: GP38-2 3083, GP9u 8212 and GP38-2 3048.
 29 February - CSX G143 at Windsor, ON: SD40-2 8239 and C30-7 7025 (last CSX train to operate on CN/CP Case Subdivision).
- 1 March - CN 109 at Halifax, NS: HR616s 2110 and 2116, and M-420(W)s 3524, 3554, 3547 and 3536.
 9 March - CP at Agincourt, ON: Soo SD60 6000, HATX GP40-2 513, MRL SD40 222, and CP SD40-2s 5821 and 5610.
 10 March - CP westbound grain at Calgary, AB: SD40-2F 9011 and SD40-2s 5478 and 5479; followed by midtrain robots SD40-2 5703 and SD40-2F 9019.
 11 March - CP at Lachine, QC: RS-18u 1857, C-424 4204, RS-18u's 1859 and 1867, GP9u 8205 and HATX GP40-2 506.
 12 March - CN 451 at Doncaster (Toronto), ON: GP40-2L(W) 9520, M-636 2323, and M-420(W)s 3512 and 3520.
- 13 March - CDAC 906 at Sherbrooke, QC: CP RS-18u 1819, CDAC GP40 40 (first trip), HATX GP40s 416 and 411, and BAR GP38 96.
 14 March - CP Ottawa-Smith Falls, ON: GP9u's 8206, 8221, 8238, 8220 and 8216.
 16 March - CN 449 at Hamilton (Bayview Jct.), ON: GP40-2L(W) 9467, M-636 2313 and M-420(W) 3576.
 22 March - NS 328 at Niagara Falls, ON: C40-9W 8916 and C39-8 8585 (with caboose 555077).
 28 March - CN 358 at Bield, MB: SD40-2(W) 5285, SD40u 6028 and HR616 2114.
- 29 March - CP 464 at South Edmonton, AB: SD40-2 6016, HATX GP40u's 521 and 518, and SD40-2 5478 and 6013.
 31 March - CP 917 at Chalk River, ON: SD40 5409, SW1200RS 8124, HLCX GP40-2CLC 4409 and RS-18u 1809.
 1 April - CN 419 at Edmonton, AB: SD38-2s 5703 and 5700 and GP38-2(W) 4790.
 1 April - CN 451 at Richmond Hill, ON: M-420(W) 3519, HR412(W) 3588, HR616 2115, HR412(W) 3581 and GP9RM 4113.
 8 April - NS 328 at Niagara Falls, ON: C40-9s 8880 and 8885, Conrail C40-8W 6146, and C39-8E 8675 (with caboose 555023).
- 8 April - CN 333 at Hamilton, ON: SD70I 5605 and NS C40-9 8864.
 9 April - CN 114 detouring at Dauphin, MB: GP40-2L(W) 9589, M-636 2313 and M-420(W) 3573 (detoured off Rivers Sub. because of high water).
 10 April - CP 964 at South Edmonton, AB: SD40-2 5974, EMDX SD40 6504 and SOO SD60M 6061.
 18 April - CP 528 (Roadrailer) at Windsor, ON: Control Cab 1102 (nee C-424 4213) and GP38-2 3096.
 20 April - CN eastbound at Edmonton, AB: SD40u 6009, SD40s 5146, 5087 and 5000, Dash 8-40CM 2438, SD40 5142 and GMD1u 1412.
- 21 April - CN 579 at Edmonton, AB: GP38-2(W) 4780, GP38-2 4705 and GP38-2(W) 4777.

(Thanks to Steve Adamson, Paul Bloxham, James Gamble, Ken Garber, Ken Jones, Harm Landsman, David Maiers, George Matheson, Lee Mayhew, John Moore, Mark Perry, Marty Phillips, Glenn Roemer, Greg Smith, Stan Smith and Jon Snook)



Steamtown National Historic Site's former CP 4-6-2 2317 performs one of three runbys at Tobyhanna, Pennsylvania, on February 16, 1996. No. 2317 retains its Canadian Pacific livery. The temperature is approximately minus 10°C. Photo by Warren Mayhew.

Photo Corner

RIGHT: Bombardier HR616 demonstrators 7001-7004 (nee CN 2100-2103 in 1982) and CP M-636 4700 power train 918 through Newcastle, Ontario, in April 1983. The Bombardier units demonstrated on CP from February 1983 to May 1984 after which they were returned to CN and were renumbered 2100-2103. Photo by Ron Lipsett.

BELOW: CP SD40-2 5950 leads a detouring Burlington Northern train with BN SD40-2 8160, ATSF SD40-2r 5156 and BN C30-7 5003 through Carlin, BC, on February 10, 1996. The detour resulted from flooding in the Pacific Northwest. Photo by Jim Johnston.



Along the Right of Way

LAST TRAIN ON CN'S ROSSBURN SUB.: On March 20, GMD1u 1604, 1608, 1601 and 1600 powered the last train on CN's 104-mile Rossburn Sub. The train left Russell, Manitoba, with 26 loaded hopper cars, arriving in Winnipeg with 54 cars. The Rossburn Sub. was one of the last branchlines restricted to GMD1 units. (David Maiera)

VIA's "CANADIAN" DETOURED: On March 30, GP40-2L(W) 9457, GP9RM 7232 and 26 cars on Canadian National Train 304 derailed at mile 14.8 of the Caramat Sub. (near Tondern, Ontario) closing the line for some 40 hours. The north line was blocked again on April 1 when Train 304 derailed trailing SD40 5210 and 39 cars near Savant Lake, Ontario.

The March 30 derailment forced VIA Rail's "Canadian" to detour over Canadian Pacific's North Shore line along the shores of Lake Superior. Upon arrival at Edmonton, the same train was again forced to detour over Canadian Pacific between Edmonton and Kamloops due to a sinkhole on CN's Clearwater Sub., with arrival in Vancouver close to a day late.

The April 1 derailment forced VIA Rail's eastbound "Canadian" to back up 200 kilometres to Winnipeg and detour over Canadian Pacific.

SUBSTITUTE POWER: Due to a shortage of Amtrak power in Seattle, BNSF GP39-2 2704 powered the Talgo-equipped "Mount Baker International" between Seattle and Vancouver from March 26 through to March 30. (Dean Ogle)

ALL DELIVERED: The last of 28 bi-level commuter coaches (218-220) ordered by BC Transit from Bombardier were delivered from Bombardier's Thunder Bay plant in March. The last "West Coast Express" train to utilize leased GO Transit coaches was on March 15 (cab car 230 and coaches 2015, 2024 and 2014).

Several of the GO bi-level coaches leased by BC Transit have been shipped to Metrolink in Los Angeles pending delivery of 26 coaches for Metrolink from Bombardier. (John Cowan)

COMMUNITY BLAMES CN FOR POOR PUBLIC IMAGE:

The town of Causapscal, Quebec, the site of a spectacular derailment on December 14, 1994, involving the destruction of one span of the rail bridge over the Matapedia River, is upset that CN won't do anything about painting the replacement bridge span. As well, the style of bridge, a plate girder type, in direct contrast with the through truss style of the other spans, has also offended local tastes. CN, in acknowledging the complaint, have replied that the new bridge is of the non-paintable type, of which the community was well aware when the new span was installed. CN has invited the town, if it wishes, to absorb the cost of painting the bridge but did warn the community that a paint job could have environmental implications in terms of material getting into the salmon-rich Matapedia River. For the moment, it looks like things will stay the way they are, with little possibility of the town seeing its wishes satisfied. (Le Soleil, 07/03/96, merci à Michel Tremblay)

COWS KILLED BY TRAIN: In what can only be described as the worst of nightmares for an engineer, short of a level crossing accident or cornfield meet, a herd of cattle was recently killed by VIA Rail's "Ocean" at Saint-Fabien, Quebec, near Rimouski. A total of 47 Limsousin beef cattle were killed in the middle of the night, after they wandered out of their barn yard and somehow got onto the tracks. (Le Soleil, 15/03/96, merci à Michel Tremblay)

"NORTHLANDER" DERAILED: On March 31, Ontario Northland's Toronto-bound "Northlander" derailed on Canadian National property in a wooded area in the southern part of North Bay (mileage 225.9 of the Newmarket Sub.). The engineer put the



CN GP9 No. 4610 (nee NAR 209 - "Slave Lake"), still in NAR paint, rides the Kamloops Junction turntable on July 3, 1983. The Canadian Northern Railway (CNoR) installed the 85 or 86 foot turntable in 1915. It was taken out of service and the rails and the timber deck were removed in the summer of 1995 after 80 years of service. On October 7, 1995, it was removed from its pit and moved to the remaining concrete floor of the 1929 CN roundhouse. The turntable served a 10-stall roundhouse which CNoR built in 1915, to which Canadian National added 6 stalls in 1929. The original 10 stalls were removed in December 1971 and the last 6 stalls (11 through 16) were removed in the fall of 1993. (See January 1994 **Branchline** for photos). Photo by David Meridew.

train into emergency after noticing a partially open switch with the switch stand leaning towards the track. Five passenger cars derailed but all remained upright, with one coach suffering a gash in its centre.

An Ontario Northland spokesperson suggested that a truck passing on an adjacent road may have hit the switch stand, or that there was the possibility of vandalism. None of the approximately 54 passengers and crew on board were seriously injured. (*The Globe & Mail*, 01/04/96, thanks to Willie Radford and *Toronto Star*, 01/04/96 thanks to John Thompson)

FREIGHTSHED RAZED: The former C&O freightshed in Walkerville, Ontario, was demolished in March. (Ken Garber)

SILVER ANNIVERSARY: May 1, 1996, marks the 25th anniversary of Amtrak's first day of operation.

"ADIRONDACK" TO BE RE-EQUIPPED: Effective May 15, rebuilt 'Clocker' coaches, built for Pennsylvania Railroad's "Congressional", will replace the Amfleet coaches on Amtrak's New York-Montreal "Adirondack". As well, heritage lounge cars 3111 and 3127 are being refurbished for operation on the "Adirondack". The windows in the 'Clocker' coaches will provide a much better view of the scenery compared to those on the Amfleet coaches. The train is to be powered by a dual-mode P32DM unit (700-709 group). (Elbert Simon, Jr.)

BRIDGE REHABILITATION SCHEDULED: Victoria Bridge between Montreal and St-Lambert is scheduled to be closed for three holiday weekends for further rehabilitation. The closures will be from 22:30 on Saturday to 03:00 on Wednesday for the period June 29-July 3, August 31-September 3 and October 5-8.

Eastbound Canadian National freights to the Maritimes will be routed over St. Lawrence & Hudson's Trois-Rivières Sub., while westbound CN freights from the Maritimes will utilize CN's La Tuque and Joliette Subs. CN freights from Montreal to the south shore will be routed over St. Lawrence & Hudson from Parsley to Delson and then over CN's Massena Spur and Rouses Point Sub.

As with previous closures, it is expected that VIA Rail's "Ocean" will also be routed over St. Lawrence & Hudson between Parsley and Delson, while VIA's Montreal-Quebec City service will originate/terminate at St-Lambert.

NEW DEVELOPMENTS FOR CN LINES GROUP: The CN Lines Special Interest Group recently announced a number of developments. After seven years of continuous volunteer service, Chairman Art Thomas has relinquished his role in favour of well-known author and rail historian Stafford Swain. The group now also has a home page on the World Wide Web. It is accessible at <http://129.93.226.138/rr/cnr/cnlines.htm>.

The group is on the Internet mailing list called CNet. Anyone can subscribe to the mailing list by sending E-Mail to: LISTERV@UNL.EDU They will receive a return E-Mail describing the system. Once on the mailing list, mail can be addressed to the list at: cnet@unl.edu

The CN lines group can still be contacted the old-fashioned way by mailing a letter to Norman Guinard, Treasurer, CN Lines GIG, 9 Dubé Street, Edmundston, New Brunswick, E3V 2G1. U.S. residents can contact Mr. Guinard, c/o P.O. Box 516, Madawaska, Maine, 04756. Regular annual dues are Can\$20, US\$16 to USA, US\$20 to the UK, US\$30 to other international addresses. (CN Lines SIG, *Press Release*, 20/02/96, thanks to Mike Christian)

VETERANS PROTEST COMMERCIALIZATION OF RIVER KWAI CROSSING: War veterans of the far east are unsure about a proposal to extend the route of the popular Eastern & Oriental luxury tourist passenger train service to include the legendary bridge over the Kwai River. Construction of the bridge,

a major link in the so-called Death Railway built by the Japanese during World War II using Allied Prisoners of War, was immortalized in the 1957 movie *Bridge over the River Kwai*. Passengers on the train will have the option of visiting the Allied war cemetery at Kanchanaburi and staying on the train and continuing to the bridge site. The line ends close by at the border with Burma which is closed to foreigners.

"I cannot criticize the plan if people are allowed to pay their respects," said Harold Payne, president of the National Federation of Far Eastern Prisoners of War Association. "But the Thais have made the bridge and surrounding area into a tourist attraction in an over-developed and seedy way, which is disrespectful to those who died.... It's diabolical, I would never go back there. Use of the line by the Eastern & Oriental Express is just one more thing jumping on the bandwagon."

Payne was a prisoner of war for three-and-a-half years, working on the railway until he was freed in September of 1945. He said, "It seems strange that our toils 50 years ago now bring prosperity to the locals, who have everything from souvenir shops to a sound and light show."

A spokesman for Orient Express Trains & Cruises maintains that everything is being done in a tasteful and low key fashion. (*Daily Telegraph*, 23/01/96, thanks to Bob Elliot)

"DUE SOUTH" FILMED ON CP: Between March 18 and April 2, film crews descended on CPR's Owen Sound Subdivision between Streetsville Jct. and Orangeville, Ontario, to film an episode for the television series "Due South". The episode featured a train 'travelling through Illinois' powered by CP GP38-2 3072 which included three CP flatcars made over as horse cars for the RCMP "Musical Ride", VIA sleeper "Hunter Manor", VIA coaches 8100 and 8103, plus a CP caboose. An opposing train of one CP depressed flatcar carrying 'spent fuel rods' was powered by HATX GP38-2 216, a unit leased by CPR. Special dispensation was required to have the 216 operate without normal cab amenities. CP GP38-2 3024 participated but did not appear in the filming. The show aired on April 11 and likely contributed to the general public's misunderstanding of how a railway operates. ☐

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The Motive Power and Equipment Scene

Many thanks to Bruce Chapman, Ray Corley, Doug Cummings, Roland Legault, Dean Ogle and George Parks.



RETIRED: (retirement date)

- GMD1m 1121 (March 30);
- SD40 5043, 5058, 5136 and 5234 (all on March 30);
- SW1200RM 7315 (March 30);
- GP40-2L(W) 9494 (March 19), 9559 (April 2), 9573 (March 18), 9596 (March 30) and 9611 (April 11) - (to Helm Leasing for service on Kansas City Southern);
- GP40-2L(W) 9508 and 9550 (both on March 19) - destined to Venezuela (possibly Orinoco Mines).

STORED SERVICEABLE: GMD1m 1105, 1117 and 1124.

RENUMBERED: To clear the 5700s series for the arrival of SD75I 5626-5730, SD38-2s 5700-5703 will be renumbered 1650-1653. No. 5702 was renumbered 1652 on April 15.

REASSIGNED FOR MAINTENANCE:

- From Montreal to Winnipeg: SD40 5030-5032, 5034-5036, 5038, 5040, 5041, 5046, 5048, 5077, 5078, 5080-5082; GP40-2L(W) 9400-9434, 9436-9473, 9475, 9477-9486, 9488-9493, 9495-9499;
- From Montreal to Edmonton: SD40-2(W) 5260, 5261, 5294-5299, 5301-5363; SD40-2 (ex-UP) 5364-5374;
- From Edmonton to Winnipeg: SD40 5000, 5001, 5003-5007, 5044, 5049, 5060, 5063-5066, 5083, 5085-5091, 5093-5098, 5100-5102, 5105, 5106, 5108-5110, 5112, 5115-5117, 5120-5122, 5125-5129, 5131-5133, 5135, 5137-5139, 5141-5150, 5175-5179;
- From Montreal to Toronto: GP9RM 7274 and GP9 Slug 274;
- From Toronto to Montreal: GP9RM 7259 and GP9 Slug 252;
- From Winnipeg to Vancouver: GP9RM 7212 and GP9 Slug 214;
- From Edmonton to Vancouver: GP9RM 7211 and 7214, YBU-4m 205 and GP9 Slug 215;
- From Vancouver to Edmonton: GP9RM 7202-7204 and YBU-4m 201-203.

SCRAPPED: The following retired units were shipped to Tri-Provinces near Moncton for scrapping: S-3 Slugs 161 and 163, and M-636s 2307, 2309 and 2315 on February 2; followed by SW1200RSs 1252 and 1322, RSC-14 1759, and C-630M 2023 on February 26.

SOLD: Retired M-636 2314 and 2334 have been shipped to Mid-West Metallic in McCook, Illinois.

OFF LEASE: HLCX SD40-2CLC 6050, 6053 and 6057 (sister 6060 was never received).

40 UNITS LEASED:

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, 016) - assigned to GTW.

8 from National Railway Equipment:

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



AMF Technotransport Inc.

RELEASED:

- CN Dash 8-40CM 2400 (engine repairs);
- CN SD40u 6015.

WORK IN PROGRESS:

- CN Dash 8-40CM 2410 (fire damage);
- CN Dash 9-44CWL 2505 and 2507 (frost damage);
- 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 and 9517 for conversion to GP40PH-2 units for the Massachusetts Bay Transit Authority (another 23 to follow);
- Former SSW SW1500 2489 and 2491 for major overhaul for Vancouver Wharves;
- Ports Canada MP15AC 8404 for truck and various repairs and painting;
- Thirteen former VIA RDC-1s being refurbished for Dallas Area Rapid Transit (DART number in parentheses): VIA 6100 (2004), 6104 (2012), 6106 (2011), 6112 (2005), 6123 (2006), 6126 (2010), 6127 (2007), 6129 (2008), 6131 (2001), 6139 (2009), 6141 (2013), 6142 (2002) and 6145 (2003).

WORK PENDING: CN GP9 slug 232 (wreck damage).



CONVERTED:

- CP SW1200RSu 1246 was converted to CP Slug 1021 effective April 4. It is mated with GP9u 'mother' 1628 - assigned to Toronto;

MOTHER SWITCH: CP SW1200 slug 1002 (ex-Soo 1221), previously mated with CP GP9u 1639, has been mated with CP GP7u 1684 (both assigned to Toronto). GP9u 1639 will be the 'mother' for CP SW1200 slug 1000 (ex-Soo 1207) when released from Weston Shops and assigned to Thunder Bay.

RENUMBERED:

- CP SW9 Slug 1205 renumbered 1020 on March 29;
- CP SW1200RS Slug 1269 renumbered 1022 on March 28;
- CP SW1200RS Slug 1275 renumbered 1024 on March 19;
- CP GP9 Slug 1534 renumbered 1025 on April 17;
- CP SW900 Slug 6712 renumbered 1014 on March 28;
- Former Midlouisiana Rail MP15DC Nos. 42-45, recently acquired for service on the Soo Line, have been renumbered CP 1434-1437.

TRANSFERRED:

- CP SW1200RS-Slug 1024 (ex-1275) from Montreal to Toronto;
- CP SW1200RSu 1268 from Sault Ste. Marie to Toronto;
- CP SW1200RSu 1276 from Chapeau to Toronto;
- CP GP7u 1509 from Montreal to Sudbury;
- CP GP9u 'mother' 1548 from Montreal to Toronto;
- CP GP9u 1626 from Coquitlam to Toronto;
- CP SW1200RS 8119 from Sault Ste. Marie to Montreal;
- CP SW1200RS 8124 from Montreal to Chapeau;
- CP SW1200RS 8133 from Toronto to Chapeau;
- CP SW1200RS 8138 from Montreal to Sault Ste. Marie;
- CP SW1200RS 8159 from Toronto to Sudbury;
- CP SW1200RS 8167 from Toronto to Sault Ste. Marie.

NOTE: Units at Chapeau, Sudbury and Sault Ste. Marie maintained at Thunder Bay.

MAINTENANCE ARRANGEMENT: Eleven RS-18u units (1809, 1822, 1832, 1834 [now stored], 1837-1843) have been assigned to the Algoma Division of CPR (northern Ontario), however, they are maintained by the St. Lawrence & Hudson Railway in Montreal.

RETURNED TO SERVICE:

- CP SW1200 329 and 331 (former DRI&NW units assigned to Soo);
- CP RS-18u 1831 and 1860;
- SOO GP30C 4302;
- CP GP35 5020;
- CP RS-23 8024 (returned from lease to New Brunswick Southern);
- CP SW1200RS 8110.

3 UNITS STORED SERVICEABLE:

- CP SW9u 1200;
- CP SW1200RSu 1211;
- CP SW1200RS 8123.

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

- SOO SW1200 322, 325 and 328;
- SOO GP7 377* and 382;
- SOO GP9 404 and 412;
- SOO SW1200 1207 and 1222 (to be converted to 'daughter' units for use in Canada);
- SOO SW1200 1209 (converted to a 'daughter' - to be mated with a CP GP9u unit);
- SOO SW1200 1213 and 1220;
- SOO MP15AC 1535 (damaged in St. Paul, MN, yard on 15/02/96);

- CP GP9u 1604;
- CP RS-18u 1804, 1833 and 1834* (failures);
- 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;
- SOO GP9 2408 (wrecked in St. Paul, MN, yard on 15/02/96);
- SOO GP15C 4102 (wrecked in St. Paul, MN, yard on 15/02/96);
- CP C-424 4215, 4220, 4225 and 4244 (failures);
- SOO GP9 4227, 4229 and 4230;
- CP GP30 5000*;
- CP GP30 5001 (to be converted to a control cab/slugs);
- CP GP35 5012 and 5021 (to be converted to a control cab/slugs);
- CP GP35 5023 (accident damage);
- CP SD40-2 5685 (accident damage at Savona, BC, on 20/08/95);
- CP RS-23 8025*, 8028 and 8035;
- CP SW1200RS 8100.

LEASED OUT:

- CP RS-23 8021 leased to the New Brunswick Southern Railway;
- CP SW1200RS 8132 leased to Inco Metals at Copper Cliff, Ontario.

LEASED UNITS NOT LEASED: HATX SD45 904, 905, 906 and 930 are leased to CSXT. At presstime, the four units were operating on CPRS to pay back horsepower hours owed to CPRS.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:

- Independent Locomotive Service SD9 1374 and GP7 1379 added on March 28;
 - EMDX SD40 6505 off lease on April 4;
 - HLCX GP40-2CLC 4408 off lease on April 4.
- NOTE: Conrail Leasing's SD40 600-611, leased to CP, have been acquired by Helm and will be renumbered HLCX 5014-5025. At presstime, 608 and 611 had been renumbered 5022 and 5025.

189 UNITS LEASED:

9 from EMD Leasing:

- EMDX SD40 6500-6504 (ex-CSXT/SBD 8301, 8308, 8327, 8330, 8333; *nee* L&N 1225, 1232, 1251, 1254, 1257;
- EMDX SD40 6506-6507 (ex-CSXT 8355, 8358; *exx-SBD* 8296, 8299; *nee* CRR 3021, 3024);
- EMDX SD40 6508, 6509 (ex-CSXT 8363, 8366; *nee* CS/C&O 7504, 7507);

20 from GATX Leasing:

- GATX SD40-2 900-904 (ex-UP 3900-3904; *exx-MP* 6000-6004; *nee* MP 3216-3220);
- GSCX SD40-2 7359-7373 (*nee* MP 3165, 3168, 3169, 3176, 3181, 3183-3185, 3191, 3201, 3186, 3189, 3190, 3193, 3199 [several were renumbered UP by adding 1000 to MP number] - leased to D&H.

9 from Generation II Leasing:

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

104 from Helm Leasing:

- HATX GP38-2 210-216 (ex-UP/MP 2106, 2077, 2079, 2082, 2085, 2105, 2110; *nee* MP 955, 926, 928, 931, 934, 954, 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, 8928) [note: 8908 was renumbered 9136:2 before being rebuilt to 7494];
- HLCX GP40 662, 663 (ex-Amtrak 662, 663; *exx-Soo/Milw* 2007, 2020; *nee* Milwaukee 187, 194);
- 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, 3064; *nee* MP 723, 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-HL CX/IPSA 301; *exx-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]; *exx-Kyle* 3104, 3108, 3116; *nee* CR/PC/NYC 3104, 3088, 3083);
- HLCX GP40-2CLC 4409-4410 (ex-HLCX 658-659; *exx-Amtrak* 658-659 [leased]; *exx-B&M* 321, 323; *nee* CR/PC 3229, 3233);
- HLCX GP40-2CLC 4412 (ex-HLCX 653; *exx-Amtrak* 653 [leased]; *exx-Kyle* 3114; *nee* CR/PC/NYC 3095);
- HLCX SD40 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 5014-5015* (ex-CR 600-601; *exx-CR* 6344, 6293; *nee* PC/PRR 6091, 6040);
- HLCX SD40 5016-5017* (ex-CR 602-603; *nee* CR/PC 6277, 6280);
- HLCX SD40 5018-5020* (ex-CR 604-606; *exx-CR* 6347, 6310, 6321; *nee* PC/PRR 6094, 6057, 6068);
- HLCX SD40 5021* (ex-CR 607; *nee* CR/PC 6251);
- HLCX SD40 5022 (ex-CR 608; *nee* CR/PC 6258);
- HLCX SD40 5023-5024* (ex-CR 609-610; *nee* CR/PC 6262, 6274);
- HLCX SD40 5025 (ex-CR 611; *exx-CR* 6312; *nee* PC/PRR 6059).

* former Conrail units acquired by Helm not renumbered into 5000-series at presstime.

- HLCX SD40-2CLC 6056;
- 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* KCC 101-107);
- HLCX SD40-2 6211, 6212 (ex-DM&E/SOO 6384, 6386; *nee* MILW 194:2, 199:2);
- HLCX SD40-2 6388 (ex-SOO 6388; *nee* MILW 202:2).

2 from Independent Locomotive Service:

- ILS SD9 1374 (*nee* DM&IR 155) - assigned to Soo;
- ILS GP7 1379 (ex-Amtrak 779; *exx-UP* 129:1; *nee* UP 729:1) - assigned to Soo.

20 from Montana Rail Link:

- MRL SD40 200, 204, 206 (ex-BN/C&S 6341, 6347, 6336; *nee* C&S 881, 887, 876);
- MRL SD40 209, 213, 214 (*nee* BN 6322, 6315, 6316);
- MRL SD40 216, 218 (ex-BN/C&S 6336, 6345; *nee* C&S 875, 885);
- MRL SD40 220-223 (ex-MRL 3001-3004; *exx-CNW* 928, 924, 925, 927; *nee* CGW 408, 404, 405, 407);
- MRL SD40 225 (ex-CNW 929; *nee* CGW 409);
- MRL SD40-2 250 (*nee* BN 6377);
- MRL SD40XR 251, 252 (*nee* UP 3002, 3024);
- MRL SD40XR 255 (ex-MRL 219; *exx-BN* 6346; *nee* C&S 886);
- MRL SD40XR 261 (*nee* BN 6301);
- MRL SD40XR 262, 263 (*nee* CNW 884 and 891).

18 from Morrison Knudsen:

- MKCX SD40M-2 9053-9057 (ex-PLM SD40 3104, 3019, 3004, 3029, 3021; *nee* UP 3104, UP 3019, MP 3004/704, MP 3029/729, and UP 3021);
- MKCX SD40 9413 (ex-NRE/BN 6400; *nee* NP 3600);
- MKCX SD45 9501 (ex-CNW/6477; *nee* BN 6477);
- MKCX SD45 9508 (ex-CNW 6579; *exx-BN* 6480; *nee* CB&Q 519);
- MKCX SDP45 9511, 9515 (ex-VMV/CR 6687, 6695; *nee* EL 3656, 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 9534 (ex-W&LE 1769; *nee* N&W 1769);
- MKCX SD45 9536, 9538, 9539 (ex-ATSF SD45u 5350, 5352, 5354; *nee* ATSF 5577, 5529, 5514).

7 from Precision National:

- PNCX SD40 3011, 3013, 3021, 3026, 3064, 3065, 3107 (*all* *nee* UP same numbers, except 3021 which was *ex-MP* 3021; *nee* MP 721).



REPAIRED: Skyline 8510, damaged in a derailment at Blue River, BC, on April 22, 1995, was released from Canada Allied Diesel in Lachine, Quebec, in mid-April.

DISPOSITIONS:

- Cafe Lounge 750 sold to an equipment dealer and shipped to a U.S. destination lettered MCZX 750;
- Baggage Car 9628 sold back to Canadian National;
- SGU 15423, 15430 and 15480 sold to Dartmouth Metals in Dartmouth, NS, for scrap.

ELSEWHERE

CAT EQUIPPED: Ontario Northland FP7A 1509 has been equipped with a Caterpillar 3516 engine and renumbered 2001.

GONE HOME: In late-March, CTX GP7 4279, 4280, 4282 and 4463, leased to New Brunswick Southern for the past year, were shipped to Wichita, Kansas.

ON THE INDUSTRIAL SCENE

IMPORTED: In late-February, an Alco or MLW 660 hp switcher (either S-1 or S-3) numbered 16-52, formerly used at the now closed Lehigh Portland Cement/Lafarge cement plant at Metaline Falls, Washington, was moved to Lafarge's plant at Exshaw, Alberta. It is thought that the unit is former Westroil Industries No. 1 (MLW S-3, serial 77280, built 4/52), nee Canadian Arsenals No. 1. Can anyone confirm the serial number?

FROM EAST TO WEST: ICI (formerly CIL) has moved its SW900 No. 915 (ex-Rock Island 915, EMD Serial 23446, 2/58) from its plant in Cornwall, Ontario, to Harmac Pacific in Vancouver, BC.

NEW OWNER: Vancouver Wharves S-6 Nos. 821 (ex-21) and 826 (ex-26) have been acquired by Canadian Rail Service (Railserv), waybilled to Daugh, Alberta. Both units will be worked on at the Alberta Railway Museum at Daugh.

LEASED UNIT PURCHASED: Railserv's former CP S-11 6619, leased to ADM Agri Industries in Lloydminster, Saskatchewan, has been purchased by ADM.

ON THE TRANSIT SCENE

DISTRIBUTION OF PCC CARS: In December 1995, the Toronto Transit Commission retired 17 Class A-15 PCC streetcars (Nos. 4600-4603, 4606-4618 - rebuilt from Class A-8 cars), as well as 4 stored Class A-8 PCC cars (held for rebuild to Class A-15).

Of the 17 Class A-15 cars, 4600 and 4618 have been donated to the Halton County Radial Railway in Milton (Rockwood), Ontario, and 4612 has been donated to the Edmonton Radial Railway Society at Fort Edmonton in Edmonton, Alberta.

The disposition of the other 14 Class A-15 cars and the 4 Class A-8 cars was put out to tender. In late-March, the award distribution was made as follows:

- Class A-8 4524 and 4529, and Class A-15 4606, 4609, 4610, 4615 and 4616 to Vintage Electric Streetcar Co. (Dealer/Agent) in Windber, PA;
- Class A-8 4530 to Tri-Les (Dealer/Agent) in Stouffville, Ontario;
- Class A-8 4546 to Future Enterprises (Dealer/Agent) in Hamilton, Ontario;
- Class A-15 4601 and 4602 to Trolleyville, USA, in Olmstead Falls, Ohio *;
- Class A-15 4603 to National Capital Trolley Museum in Silver Springs, Maryland *;
- Class A-15 4607 to Michigan Transit Museum in Mount Clemens, MI *;
- Class A-15 4608 to Old Pueblo Trolley Inc. in Tucson, Arizona (vintage streetcar line) *;
- Class A-15 4611 to Wisconsin Trolley Museum in Waukesha, Wisconsin;
- Class A-15 4613 and 4614 to McKinney Avenue Transit Authority in Dallas, Texas (vintage streetcar line) *;

Sentimentality versus Practicality

(comparing two modes of motive power)

Likely, most readers have witnessed fast-stepping steam locomotives, in regular service years ago, charging along the tracks. The sight and sound of the large driving wheels and other moving parts, the staccato smokestack exhaust, and the engineer blowing his loud whistle caused many people to stop whatever they were doing and stand transfixed at the spectacle. A "steamer" seemed to have an almost human quality to it, especially when working hard on a steep grade.

At one time approximately 35,000 steam locomotives were operating in Canada and the United States. About 500 or more have survived, mostly on static display. However, almost 200 are operational (the number is growing), and a few of them occasionally venture onto mainline trackage.

Diesel motive power has proven to be more efficient than the "steamers". Diesels are less costly to operate and maintain, develop full tractive effort from a standing start and travel longer distances without refuelling. They also provide good working conditions for engine crews and cause only slight air pollution. Manufacturers are gradually improving on the newest designs, with higher horsepower ratings, adaptation of many hi-tech methods, etc.

A lot of people, especially railfans, feel "there is something about a train," whether it be pulled by a powerful diesel or a steam locomotive with its distinctive appearance, sound, and even its smell. (Jack Hipwell, Green Bay, Wisconsin)

- Class A-15 4617 to Phoenix Transit System in Phoenix, Arizona (vintage streetcar line) *.

* denotes companies that are part of a bid consortium and the destination of several cars will possibly be switched. ☐

NEW SUBWAY CARS ACCEPTED: Class T-1 subway cars 5000-5005, the first 6 of 216 on order from Bombardier, were accepted by the Toronto Transit Commission on March 8 after several months of testing. They entered service on March 11 and participated in the opening of the new Downsview subway station on March 29. The remaining 210 cars (Nos. 5006-5215) are scheduled to be delivered as follows: 22 in 1996, 63 in 1997, 68 in 1998, and 57 in 1999. All are expected to be accepted by 1999.

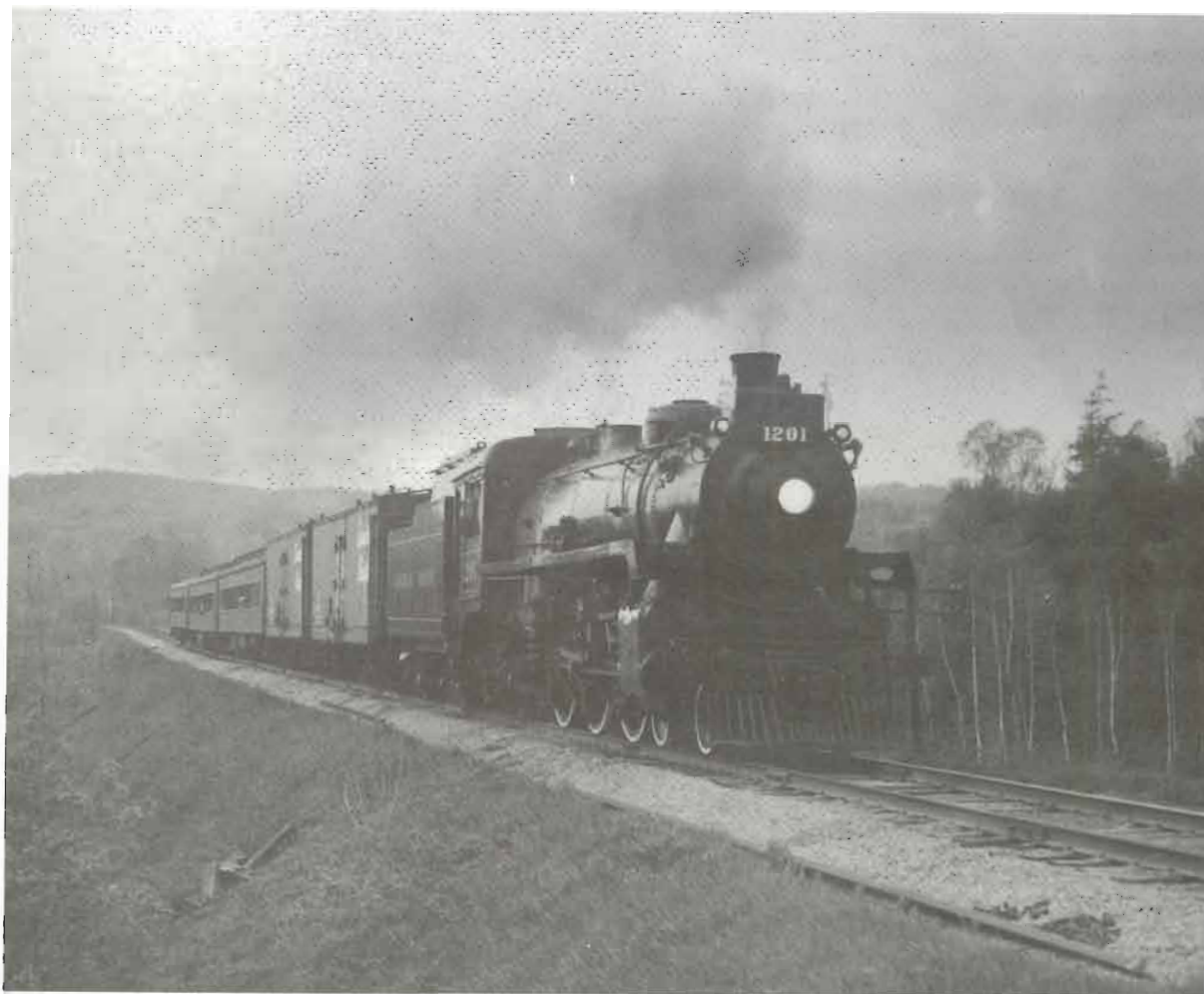
CORRECTION: The March 1996 Branchline indicated that TTC Class G-1 (Gloucester) subway cars 5066-5067 and 5074-5075 were removed from Wilson car barn and trucked to a scrapyard during the week of February 5. Alas, the move was delayed until April 11 and 12. ☐



'NO-NAME UNIT': In late-1995, BC Rail purchased ATSF B36-7 Nos. 7484-7499. First into the shop for an overhaul and upgrading was No. 7493 which emerged in March 1996 as No. 3610, however, it did not receive BC Rail's red/white/blue paint scheme. Instead, it was given a quick coat of 'ATSF' blue and retained the yellow end on the long hood and the frame. While in the shop, it received rebuilt number boards, ditch lights above and below the frame, rebuilt cab and cab amenities. It was photographed at Prince George by Stan Smith in late-March as 'no-name' 3610.

Remember When?

by JOHN THOMPSON



It is a cloudy, drizzly Sunday morning at a lonely crossing on CP's Havelock Subdivision, east of Myrtle, Ontario. Then, faint but clear on the still morning air comes a most beautiful sound: a steam locomotive whistle. The small group of assembled railfans exchange grins - this was the moment they've been waiting for! The date is May 16, 1976, and the National Museum of Science & Technology's recently-restored ex-CPR G5a Pacific 1201 is on a shakedown trip from Toronto's John Street Roundhouse to the wye at Dranoel, junction with the since-abandoned line to Lindsay.

The trim Pacific is about to begin a second career, in excursion service, that will take her to the farthest reaches of the CPR system "from sea to sea". In the process, she will achieve perhaps the highest honour given a CPR locomotive: representing the company at the centennial of the driving of the last spike at Craigellachie, BC, on November 7, 1985. Those who were there will never forget the sight and sound of 1201 in Eagle Pass, racing towards its date with history. She will continue west to the Pacific Ocean for SteamExpo in Vancouver in May-June 1986. Then in 1989, she will journey from her Ottawa home to Saint John, NB, to celebrate the centennial of CPR service to the Atlantic Ocean.

None of this could have happened had not certain CPR employees at Angus Shops in Montreal taken it upon themselves to save 1201 from scrap. No. 1201 was one of their own, built there in 1944, the last steam locomotive constructed by the CPR. Omer Lavallée wrote in his book *Canadian Pacific Steam Locomotives* that, although scrapping had been authorized in 1962, popular sentiment

among the shop forces was against destroying a locomotive that so many of them had helped to build. As a result, 1201 somehow kept being moved away from the head of the line, out of harm's way. The unofficial reprieve worked - finally a hold order arrived from Windsor Station and "their" engine was safe, held for the proposed National Museum of Science and Technology in Ottawa.

The rest, as they say, is history. Six years of display, under cover; the wonderful decision by the Museum in 1973 to place 1201 in excursion service; the three-year restoration by Ontario Rail Association members at CP's John Street Roundhouse in Toronto; the Pacific's triumphant return to Angus in 1981 to the cheers of the men who had both built and saved her.

In 1976, at the quiet grade crossing in the peaceful countryside, I'm listening to the whistling in the west grow steadily closer, accompanied by crackling exhaust. Suddenly, 1201 sweeps around a curve and into view, mournful whistle blasts echoing off the hills, grey smoke rolling back over the boiler that, in the finest CPR tradition, gleams. For myself, it is "déjà vu", for 1201 and I are old friends. I had seen her 16 years earlier, On April 16, 1960, on a Montreal-Mount Orford excursion. I had thought that would be my first and last encounter with "The Pride of Angus". Well, as the saying goes, "it's never over 'til it's over" and strange and wonderful things do happen, as this photograph proves. And, although 1201 has been out of service since 1990, the handsome Pacific has beaten the odds before. Here's hoping that, on some bright sunny day, "the engine they refused to scrap" will run again. ☼

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 K1Z 7B1

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