



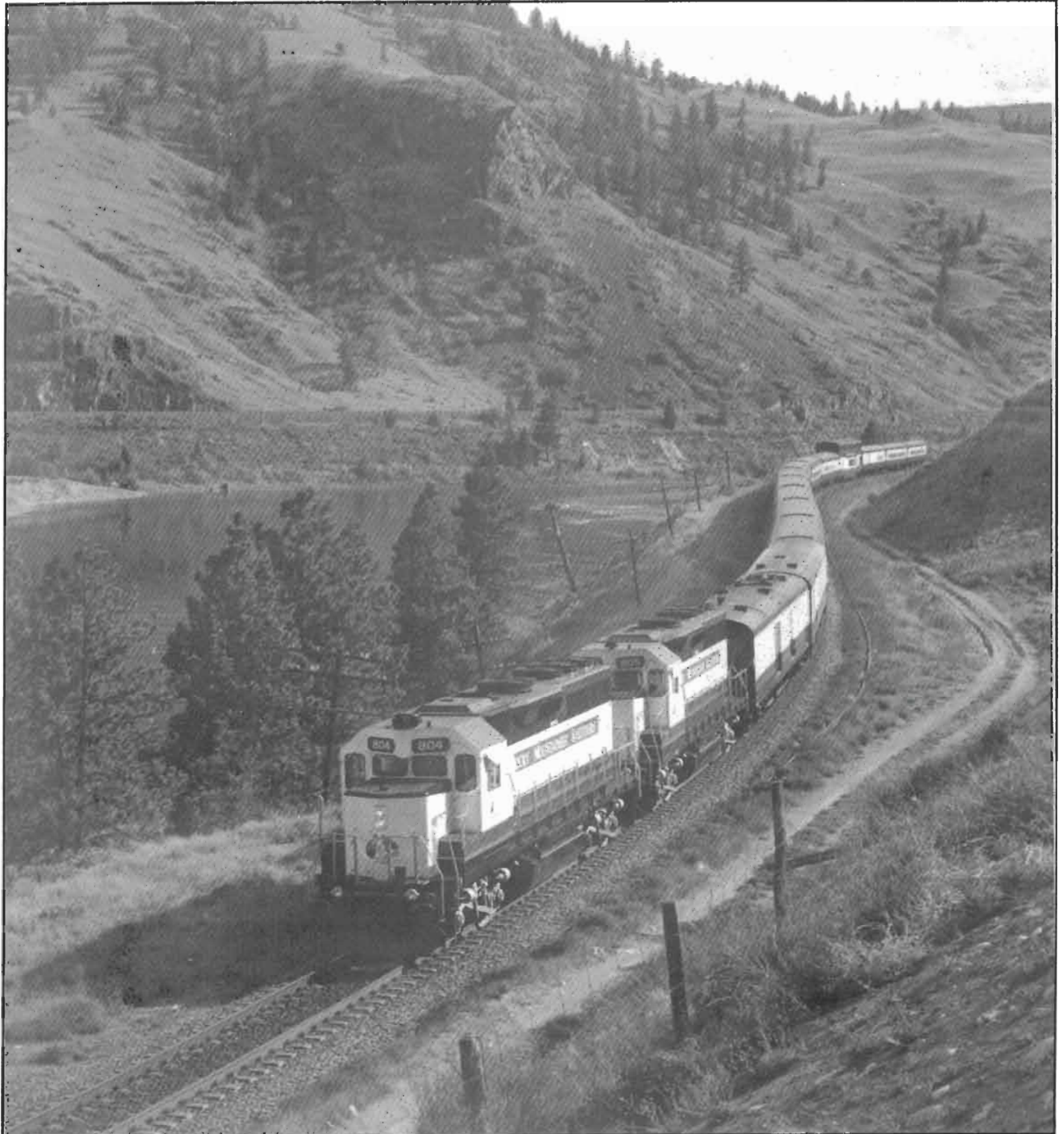
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Branchline

CANADA'S RAIL NEWSMAGAZINE

RegioSprinter

The Royal Hudson that Couldn't
Get it Right, Please Get it Right



ISSN 0824-233X

Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

The editors thank all who have contributed articles, items, and photos for this issue. As well, they acknowledge the invaluable assistance of Marthe and Jack Scott 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, June 4, 1996**. This meeting is designed for all in attendance to participate - please bring out your 10 favourite slides and share your handiwork with others.

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, June 18, 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.

Super Volunteers: At its recent Volunteer Appreciation night, the National Museum of Science and Technology singled out the extraordinary efforts of BRS President Duncan du Fresne and BRS member Joe Toscas. Each one of them logged more than 1,000 hours of time during 1995 as volunteers at the museum. Both Joe and Dunc were extensively involved in the return to service of Shay No. 3. The efforts of other BRS members were also recognized on the same evening. (Philip Jago)

Wanted: Gary W. Ness is looking for a copy of the **Canadian Trackside Guide** for the years 1983, 1985, 1986, 1989 and 1992. If you can help, please contact Gary directly at Box 280, Acadia University, Wolfville, NS, B0P 1X0.

Can You Help?: Jon Archibald is looking for information on Nathan Air Chimes, manufactured in Canada by the Holden Company. Jon is specifically looking for the principles of operation and what pressure and flow of air are required to test them. Please contact Jon directly at 109A Empire Avenue, St. John's, NF, A1C 3G1, or (709) 738-1187.

Help Wanted: Don McQueen, 38 Lloyd Manor Crescent, London, ON, N6H 3Z3, or (519) 471-8024, would appreciate help in compiling a list of known photographs of London Street Railway streetcars. Please contact Don for further information about the project if you have LSR cars in your photo to movie collection.

Bill, Get Well Soon: Bill Williams, Sr., one of the founding members of the Ottawa Branch, CRHA, (later Bytown Railway Society) and former proprietor of Hobbyland Ltd. in downtown Ottawa, has been ill of late and is recuperating at home in Ottawa. Members of the Society will remember Bill for organizing our earliest excursions in the 1960s. We all wish Bill a speedy recovery.

On the Cover: HATX GP40-2CLC 804 and 805 lead the first eastbound Rocky Mountaineer Railtours trip of the 1996 season west of Savona, BC (mile 26.3, CN Ashcroft Sub.) on May 5, 1996. Photo by Jim Johnston.

Press date for this issue was May 20
Deadline for the July-August issue is July 5

Information Line



STANCE REVERSED, GRAIN HOPPERS ALLOWED ON HUDSON BAY LINE: Canadian National has rescinded a 20-year-old edict that prevented aluminum hopper cars from being used to transport grain to Churchill, Manitoba. Not using modern hoppers has hampered the ability of Churchill to survive into the future. For years, CN claimed that its line to Churchill was too lightly built to take a loaded hopper car. Last year, however, CN conducted a number of tests on the line and reached the conclusion that aluminum hopper cars at least could be used. These cars have a lighter tare weight and are far more flexible than their steel counterparts and therefore less subject to derailment.

Because of the restriction on cars, the Churchill line is the last major centre for grain carrying box cars, a fact that has worked to its disadvantage. A western group, Gateway North, wants to acquire the line as well as a number of feeder routes in Saskatchewan and turn it into a viable enterprise, shipping grain through Churchill to a variety of European ports. (*Winnipeg Free Press*, 19/04/96, thanks to Jim Lewis)

EQUIPMENT MAINTENANCE FACILITIES TO BE CONSOLIDATED: CN will consolidate its eastern railcar maintenance facilities to Toronto as part of its previously announced downsizing. The consolidation will result in a reduction of 250 positions and save \$19 million annually.

CN President and CEO, Paul Tellier, said "More reliable equipment and new practices in inspecting and repairing rail cars allows us to operate more efficiently while maintaining our safety standards."

CN East current performs heavy equipment repair in Halifax, Moncton, Montreal, Senneterre, Hamilton and Toronto. On average, the shops operate at about 35% of capacity. In all, 25 locations will be affected. Heavy repairs will be consolidated in Toronto, while other locations will conduct on-site routine maintenance as required.

There will be a reduction of 175 positions in Moncton, and 45 positions in Montreal, while Toronto will gain 142 positions. Smaller adjustments will occur at other locations, including 26 at Hamilton. Union officials have criticized the move, maintaining that Toronto is already backlogged with 600 cars waiting to be repaired.

These changes will be implemented over several months and will be finalized in September 1996. (*Hamilton Spectator*, 24/04/96, thanks to Clive Spate, *Financial Post*, 24/04/96, thanks to Harold Lake, and *The Gazette*, 24/04/96, thanks to Ian Frost)

UNION UPSET WITH CANADIAN NATIONAL OVER HIRING OF AMERICAN FIRM: The Canadian Auto Workers Union has filed a complaint with Immigration Canada over a Canadian National decision to hire a Texas-based firm to look after the clean-up of a derailment that took place on March 27 at Madora, Ontario. CN hired Hulcher, a family-owned railroad contracting company from Dallas, Texas, to do the clean-up work, as opposed to assigning its own personnel to the job. The Union claims that this is yet another way CN is taking jobs away from its members. CN has responded by saying that as a private company, it will decide how best to deal with emergency situations such as derailments. (*The Gazette*, 25/04/96, thanks to Ian Frost)

CN AND GM SIGN LOCOMOTIVE MAINTENANCE MANAGEMENT AGREEMENT: CN has entered into a locomotive maintenance agreement with General Motors Diesel Division of London, Ontario, to manage the maintenance and repair of CN's core fleet of 511 General Motors high horsepower mainline locomotives. The agreement is effective July 1, 1996.

"This agreement gives us access to new technical expertise, and will help us provide better service to our customers by improving the reliability and availability of our core fleet," said Paul M. Tellier, CN's President and CEO. Payment to GM is based on the average number of miles per month that a locomotive is in operation, calculated over a six-month period.

"This agreement brings new levels of innovation to a working partnership between CN and GM that goes back 50 years," said R.W. (Bill) Happel, vice president of General Motors Corporation, and general manager of Diesel Division. "It's a win-win initiative, for us, for CN, and for CN's customers."

The 511 locomotives covered by the agreement will be maintained at CN facilities in Walker yard in Edmonton and Macmillan yard in Toronto. GM technical representatives will be on-site at each location to manage all locomotive maintenance and repairs. The work itself will be done by CN employees. The balance of CN's fleet will continue to be maintained in Winnipeg, Toronto, Edmonton, and Vancouver. (CN Press Release, 26/04/96)

Ed note: The 511 units include:

120 SD40-2(W) (5241-5252, 5254-5277; 5279-5299, 5301-5363);
24 SD40-2 (5364-5387) [ex-Union Pacific];
60 SD50F (5400-5459);
63 SD60F (5500-5513, 5515-5563);
26 SD70I (5600-5625);
105 SD75I (5626-5730) [to be delivered May 1996-January 1997];
29 SD40u (6000-6028);
84 selected GP40-2L(W) units.

FIRST QUARTER INCOME UP: In its first full quarter since being privatized, Canadian National Railway reported income from continuing operations of \$98 million for the first three months of 1996 compared to \$77 million last year. However, CN counted a special debt defeasement charge of \$16 million which brought its first quarter income down to \$82 million, or \$0.97 a share. At the same time last year, the company recorded the profits from its sale of the Central Vermont Railway to produce a total income of \$103 million or \$1.29 per share.

North American railways are gauged by their operating ratios and CN said it reduced its to 87.8 compared to 90.1. American railway ratios are closer to 80.

Total operating expenses declined three per cent from the first quarter 1995 while revenue ton miles increased five per cent. Total revenue dropped one per cent to just over \$1 billion while carloads rose one per cent to 570,000.

CN President Paul Tellier said the results were gratifying considering the harshest winter weather which battered the company's vital western operations. Business was affected by the cold in January and February but traffic picked up when the weather improved and CN set a March record for most gross ton miles. This was accomplished in spite of the work stoppage at General Motors. Overall, revenue increases in the Intermodal and Coal, Sulphur and fertilizers business groups were offset by declines in the Industrial Products, Grain and Grain Products and Automotive business groups. Revenues in the Forest Products business group were flat.

Labour costs were down by \$28 million, about seven per cent, while labour productivity increased by 20 per cent. The number of employees was 24,078, down 10 per cent from a year earlier. Material costs were three per cent lower as a result of improved equipment maintenance procedures and more efficient purchasing practices. (Alex Binkley)

TELLIER UNVEILS NEW CORPORATE VISION: At its first annual meeting as a privately-owned company, Canadian National Railway set its goal to become the best rail carrier in North America. To do that, it plans to follow the strategy that United States railways have employed to improve their operations, CN President and CEO Paul Tellier told the annual meeting.

"My goal is to make CN measurably the best North American railway. We will meet customer commitments, provide a rewarding work environment and substantially grow shareholder value." To make this happen, CN will concentrate on lowering costs, improving service for customers and building traffic. "We will drive down our cost structure and increase our productivity to a level that makes CN competitive with the leading North American railways. To make this happen, we will increase labour productivity, seek greater efficiency and safety in our operations and cultivate a lean attitude toward all costs throughout the company."

For shippers, the company will implement scheduled service based on customer requirements, improve seamless service with other carriers and "continue with our program to make new innovations and breakthroughs in service reliability and overall customer satisfaction." CN also wants to work with its customers "to find ways to help them increase their traffic." It also wants to regain business from trucks "and position ourselves to handle more transborder traffic, one of the fastest growing segments of our business. We will create a railway that will help our customers challenge markets around the world. We will provide corporate leadership in Canada for the century to come."

The company will concentrate on running trains "and providing superior line haul transportation services. We will maximize the utilization of our capital assets, including our plant and rolling stock." CN also intends to adopt "the most advanced information and railway technology, shed low value activities and build on the skills of our employees through training."

Tellier admitted that the last few years have been tough on CN's workers. The company has cut about one-third of its workforce and for the roughly 24,000 who remain, just about everything has changed. About 4,000 more jobs will disappear during the next few years. (Alex Binkley)



FIRST QUARTER RESULTS STRONG: CP Rail System turned in a strong performance for the first quarter of 1996 with operating income of \$90.2 million, almost double the figure for the same period of 1995.

Last year, the railway's operations were disrupted by an eight-day national strike plus dock disputes in Vancouver and Montreal. This year, the company had to cope with severe winter weather in western Canada.

Despite the conditions, railway revenue was up two per cent while operating expenses were down three per cent, largely due to higher volumes of grain and coal as well as the non-recurrence of the labour disputes on the rail network and at the ports of Montreal and Vancouver in March 1995.

The other good news for the railway was that its operating ratio dropped to 90.2 per cent from 94.6 per cent a year earlier. The main reason for the reduction was lower costs due to better freight car rents, reduced administrative expenses as the benefits

of the reorganization began to be realized, and lower depreciation expenses due largely to asset write downs at the end of 1995.

The reorganization includes the movement of CP Rail's headquarters to Calgary later this year and continued cost cutting aimed at improving the railway's bottom line. CP Rail is to be set up as separate subsidiary of CP instead of its current status as a division. (Alex Binkley)

ENTREPRENEUR HOPES THAT LEGAL TECHNICALITY WILL AID PURCHASE OF QUEBEC CENTRAL:

Quebec businessman Jean-Marc Giguère has been poised for two years to purchase the now abandoned Quebec Central Railway from its British owners. Recently he disclosed that the deal, involving the purchase of 53% of the stock held in England, was within two steps of going through when it was blocked by Canadian Pacific which has leased the operation since 1912. CP, apparently, wanted to buy the line outright prior to disposing of it for scrap.

Giguère wants to buy the line and operate it as a railroad and has called on the federal and provincial governments to block any moves by CP. To support his position, Giguère has dug up an 1893 law requiring the QCR to maintain uninterrupted freight and passenger service between Tring Junction and Lac-Mégantic, Quebec, or be fined \$100 a day for non-performance. Given that passenger service ended in 1967, Giguère figures that some \$2.2 million is owed by the Quebec Central to the Quebec Government. To make matters worse, another 1893 law raises to \$500 per day the fine for failure to provide service on any part of the QCR network, meaning that a further \$5 million or \$11.9 million with interest could be owing to the government.

If the legal interpretations are correct, Giguère is suggesting that the payment of money be waived in favour of the government taking over the line and then selling it to Giguère. Giguère estimates that a profit could be made on the operation within four years. (Le Soleil, 09/05/96, merci à Paul Henri Poulin.)

OTHER INDUSTRY NEWS

TRANSPORTATION SAFETY BOARD RELEASES PRELIMINARY 1995 STATISTICS:

During 1995, the TSB received 1,252 reports of railway accidents, a 5% increase over 1994, although the number of train-miles performed by railways under federal jurisdiction declined by an estimated 3%. This resulted in a 9% increase in the accident rate (accidents per million train-miles) over 1994.

In 1995, of 301 accidents that involved trains carrying dangerous goods, 5 resulted in release of product. Main track collisions increased to a total of 16, a 10-year high. Much of the increase is attributed to the increased number of read-end collisions. The TSB has been concerned with the number of reported rail collisions and near-collision incidents and an examination of collision/risk of collision occurrences is currently in progress.

There were 157 derailments on main tracks in 1995, similar to the 1994 total. The number of collisions and derailments reported in yards, spurs and sidings increased by 9% over 1994 to 525 in 1995. Crossing accidents declined by 5% to 344 in 1995, while accidents involving persons struck on railway rights-of-way other than at a railway crossing increased to 122 in 1995 from 104 the previous year. Railway-associated fatalities in 1995 were 124, up from 114 in 1994. Crossing fatalities remained steady at 55, while trespasser deaths increased from 57 to 65 in 1995. (Transportation Safety Board)

FRA AWARDS \$10 MILLION TO ALASKA RAILROAD TO IMPROVE PASSENGER RAILROAD OPERATIONS:

As part of President Clinton's and Transportation Secretary Federico Pena's commitment to improving the nation's passenger railroad

infrastructure, the Federal Railroad Administration (FRA) announced a grant of \$10 million to the Alaska Railroad Corporation for capital rehabilitation and safety improvements to enhance passenger railroad operations throughout the state of Alaska.

The FRA grant will provide the railroad with financial assistance to invest in restoring the condition of mainline track. This will permit more reliable and faster passenger train operation. The state of Alaska, acting through the Alaska Railroad Corporation, is the only state that directly provides intercity rail passenger service. In many areas of rural Alaska, the Alaska Railroad represents the only reliable surface transportation during the winter months.

"This grant of \$10 million to the Alaska Railroad Corporation," FRA Administrator Jolene M. Molitoris said, "will enhance the safety, reliability and efficiency of Alaska's passenger rail operations, especially for people who live in the remote areas, where rail service is an essential element in their lives."

The grant is part of the U.S. Department of Transportation and Related Agencies Appropriations Act of 1996 (Pub. L. 104-50) for capital rehabilitation and improvements benefiting passenger operations on the Alaska Railroad. (02/04/96)

STEAM LOCOMOTIVES TO BE USED IN FUNERALS:

Canadian National's Thousand Islands Railway in Gananoque has for years been known as the only railway in Canada that used to sell a one-way ticket to the cemetery. The 4.5-mile line runs past the Gananoque cemetery and, while it ran passenger trains, maintained a flag stop at the burying ground.

Now, it appears that a British company wants to take things an extra step and offer steam-powered funeral processions. The Midland Railway Trust plans to carry coffins and mourners from a corrugated iron church built for Victorian railway workers to a cemetery beside the line at Ripley, Derbyshire. Funerals are nothing new for the Midland group. It has already allowed the ashes of railway enthusiasts to be spread on its tracks and station gardens. (Daily Telegraph, 04/04/96, thanks to Bob Elliot)

INDIAN BANDS CANNOT TAX LINES: The Federal Court of Canada has said that Indian bands have no right to tax companies that run rail and communication lines across their reserves. The court, in a ruling released on April 19, set aside Indian band assessment notices for railways running through five British Columbia reserves.

The ruling is a setback for aboriginals, who consider the case an important test of their recently acquired taxation powers. The federal Indian Act allows Indian band councils to levy taxes on reserve property with the approval of the Indian Affairs minister. The dispute centred on whether the railways could be deemed within the reserves.

The ruling's impact could extend beyond the five bands in this case (the Seabird, Boothroyd, Nanaimo, Matsqui and Kamloops bands) as many other B.C. bands also want to tax rail lines. The ruling also covered Canadian National Railway, the Esquimalt and Nanaimo Railway, and Unitel Communications which have fiberoptic cables running through the reserves. An appeal to the Federal Court of Appeal is likely. (Globe and Mail, 20/04/96)

COACH YARD TO BECOME GOLF COURSE: Toronto City Council has come up with a short term solution for the former site of Canadian National's Spadina Coach Yards. Council will turn it into a special 9-hole golf course and leave it that way for at least 16 years, by which time it is hoped that the land can be developed for something a little more useful such as housing or commercial space. Comprising 17 hectares, the land is situated west of the Skydome stadium, site of CN's Spadina Shops, and is littered with assorted urban debris as well as considerable surplus fill from construction of the dome. (Globe and Mail, 20/04/96, thanks to Willie Radford)

REGIOSPRINTER WINS RAVE REVIEWS IN WESTERN CANADA: Further to this month's article about the "Regiosprinter", already Edmonton is asking if it too can be a test site with the intention being to use the car to transport people from downtown Edmonton to the Edmonton International Airport at Leduc, Alberta, a distance of approximately 20 miles. The proposal would see a shuttle bus taking passengers from the Leduc station to the airport. If the project was a success, a spur line would be built to the station itself. (The Edmonton Journal, 23/04/96, thanks to D.K. Bannard)

GO RELOCATES IN HAMILTON: On April 27, the first buses operated from the new Hamilton GO Centre, the newly renovated former TH&B station on Hunter Street in downtown Hamilton, Ontario. The first GO Transit trains from the station departed on April 29. The last GO train arrivals at the former CN station on James Street North took place on April 26.

The former TH&B station has been remodelled into the Hamilton GO Centre incorporating GO Transit trains and buses and regional bus service. Although restored to its original art deco form, the station restoration project has been criticized as being over budget, behind schedule and, most importantly, not cost effective as it will only handle a weekday commuter train cycle of three round trips as well as hourly bus service. Many detractors think that the same could have been realized for considerably less money by building a scaled down terminal or continuing the existing CN James Street North facilities.

No easily accessible local parking has been provided. Official opening ceremonies for the Centre are slated for June 29.

The first GO ticket was sold to TH&B pensioner Sid Levitt. Mr. Levitt, formerly a TH&B conductor, bought the last ticket when the TH&B station closed in 1981. (Hamilton Spectator, 24/04/96, 29/04/96 and 30/04/96, thanks to Clive Spate, and Rod Wilson)

STATION MUSEUM FOR SALE: The former station at Rivière-Blanche, Quebec, now a museum, is up for sale. Built in 1908 for the Canada and Gulf Terminal Railway, the station was located approximately 15 km from Matane, Quebec. It was closed in 1978 and moved to its present site at Saint-Ulric in 1980 by Quebec author and journalist Pauline Cadieux who operated it both as a local museum and used it as her work place until her recent death. The asking price is \$59,000. The station was classed as a historic site by the Province of Quebec in 1989. (Le Soleil, 24/04/96, merci à Michel Tremblay)

POLICE STOP WOULD-BE TRANSIT PASS FORGERS: Toronto Police have stopped two youths from trying to sell forged Toronto Transit Commission passes. The youths, using a high resolution colour photocopier from their local library, had managed to duplicate approximately 3,600 fake transit passes. Had they been able to sell the passes, it would have cost the TTC approximately \$245,000 in lost revenue and netted the youths about \$54,000 in profit. Ironically, they were caught in the act by a library customer who called the police to complain about the boys tying up the photocopier for too long a time. (Globe and Mail, 26/04/96, thanks to Willie Radford)

SNC-LAVALIN CALLS FOR NEW FUNDING FORMULA TO MAKE CANADIAN HIGH SPEED TRAIN MORE ATTRACTIVE: Thoughts of reviving a high speed train project in Canada have come back to the surface in recent months. The idea was first mentioned by Quebec Premier Lucien Bouchard and then shot down by his counterparts in Ontario and Ottawa because of funding estimates that would have seen the government required to kick in almost 80% of the total cost of development. Now, the Quebec engineering firm of SNC-Lavalin has entered the fray with a strong endorsement of the project and a proposal that funding be revised so that each level of government would

contribute no more than 13% of the project, or 39% overall, with the private sector making up the rest.

The revised funding formula stems directly from the approach being used in Florida where Bombardier has won a contract to develop a high speed train service in that state. Although a lot can be said for high speed rail, one letter to the editor in an edition of *Le Soleil*, summed it all up by saying that the introduction of France's TGV technology to Canada could very well lead to a repeat of the financial debacle that resulted when a French design was used for the Montreal Olympic facilities in 1976. The taxpayers of Quebec are still paying for that folly. (*Le Soleil*, merci à Michel Tremblay)

TRUCKING COMPANY LOOKS AT SHIPPING PRAIRIE GRAIN: Trimac Limited, a trucking firm in western Canada, is looking at the feasibility of carrying grain, now that the federal government has eliminated western grain transportation rail subsidies. Trimac, of Calgary, already hauls bulk goods but hauling grain is a new proposition. The company thinks that it can make a go of things in the short haul market (anything under 300 km), especially since the railways have been rationalizing their branchlines and eliminating short hauls. Trimac has already got a contract with the Alberta Wheat Pool to haul grain from Saskatchewan to Alberta, hauling cement on the return trip. (*Globe and Mail*, 03/05/96, thanks to Robert Archer)

HOME OWNERS CLAIM STRUCTURAL DAMAGE FROM KETTLE VALLEY TRAIN: Some Summerland, BC, residents living near the restored Kettle Valley Railway say the heavy Shay locomotive used on excursion trains shakes their houses and has caused foundation and drywall cracks, while others are complaining about soot and noise.

Officials with the Kettle Valley Railway Heritage Society are "highly sceptical" that vibrations from the slow-moving Shay could be causing damage to nearby properties. Officials plan to utilize sophisticated measuring equipment to determine whether the residents' claims are valid.

Many residents regard the railway with deep pride and affection. Projections call for an estimated 40,000 people to ride the train this summer, with many coming to Summerland for the experience. The first run of the 1996 season was on May 18. (*The Okanagan*, 04/05/96, thanks to Jim Spurway)

ONTARIO MINISTER OF TRANSPORTATION LAUNCHES GO TRAIN AND GO BUS ADVERTISING MEDIUM: Ontario Minister of Transportation Al Palladini has launched a new venture to generate revenue for GO Transit: advertising on the exterior of its trains and buses. GO Transit has applied adhesive vinyl 'wrap' illustrations to the outside surface of one coach and one bus, turning them into large, moving billboards. The 85-foot illustration on the coach depicts an expressway traffic jam stopped next to a billboard that says "Quit stalling. Get on the GO."

Such wrap advertising is quite common on buses throughout North America, but the GO project is believed to be the first of its kind for trains. GO is testing both the ad concept and the material for its durability on trains. The 'wrap' coach was scheduled to debut on the Lakeshore route on May 18. (Government of Ontario Release, 16/05/96)

RAILWAY PROJECTS TOP ENGINEERING WONDERS OF THE WORLD: The American Society of Civil Engineers has recently announced the Seven Wonders of the Modern World. Heading the list was the Channel Tunnel between England and France. At number two was Toronto's CN Tower. (*The Gazette*, 13/04/96, thanks to Willie Radford) ☐

THE REGISTER BOOK

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 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.

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.

TOTTENHAM, ONTARIO: The South Simcoe Railway will operate steam excursions between Tottenham and Beeton on Sundays during June, and on Sundays, Mondays, Tuesdays and Wednesdays from July 1 to October 14. Former 4-4-0 136 will power the train for the first part of the season. Former CP 4-6-0 1057 is expected to be returned to service in late-summer.

Diesel powered trips will operate on October 15, 16, 20-23, 27-30, November 2-3, 9-10, 16-17 and 23-24.

Adults \$8, Seniors (over 65) and students (12-18) \$7; Children (3-11) \$4; Family (up to two adults and three children) \$22. Information from (905) 936-5815.

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 be open from 09:00 to 17:00 daily through Labour Day and on weekends only after Labour Day until October 14. Daily streetcar service. Diesel-powered passenger trains will operate on Sunday and holiday afternoons. As well, 2-2-2 "John Molson" will operate of Sunday afternoon, June 9, 23 and 30, July 21, August 11, September 1 and 8, and October 13. Information from Canadian Railway Museum, 120 St-Pierre Street, St-Constant, Quebec, J5A 2G9.

WINNIPEG, MANITOBA: The Vintage Locomotive Society operates two 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. Adults \$13, Seniors and Youth (12-17) \$11, Children (2-11) \$7. Information from Vintage Locomotive Society, P.O. Box 33021, RPO Polo Park, Winnipeg, Manitoba, R3G 3N4 or (204) 832-5259.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its annual Railway Heritage Festival on **August 24 and 25** at the former Michigan Central RR Shops on Wellington Street. Admission is free; tables \$15. Modular railways, vendors and exhibits of Railway Equipment. The only Railway show held in a working Railway shop! Information from Shari Boland at (519) 644-1874, or 908 Crampton Dr., RR #2, Belmont, ON, N0L 1B0. e-mail - sjbecrm@ccia.st-thomas.on.ca

PORT STANLEY, ONTARIO: Take a scenic ride through western Ontario on former London and Port Stanley trackage. Weekend trips during May and June with daily service during July and August. For tickets and information, contact Port Stanley Terminal Rail Inc., 309 Bridge Street, Port Stanley, Ontario, N5L 1C5 or call (519) 782-3730.

The Royal Hudson that Couldn't

by DOUGLAS HADDOW

The Bayview Interlocking tower, Hamilton Junction tower and the TH&B roundhouse and yards in the west end of the City of Hamilton (Ontario). All these sites, today, are a pleasant memory and bring a faint smile of remembrance to some, while to others, a grimace of incomprehension ... depending on one's age and memory.

Favouring, as I did, the CP over the CN, my trespasses on the CN's Oakville Subdivision were always in a quest for strange and unusual motive power that, per chance, might come over the road from Lambton on an extra freight. Of course, one need not venture to the Oakville Sub. to see this because all CP extras terminated in the Aberdeen Yards, in those days, and this was far closer to my home in Westdale, a Hamilton suburb. Besides, if I played my cards right, I just might be able to talk myself up into the cab of the locomotive and hitch a ride around the wye near Main and Dundurn Streets. Since CP freight dispatches to Hamilton were on an infrequent and as needed basis, these trains could arrive at any time during the night or day and usually did. A glance through the register in the Aberdeen freight office testified to some pretty interesting power arriving at these yards.

Common fare on the "CP freight", as we called it, was what we termed the "fruit of Lambton", the ubiquitous 3700 class "mudhens", the strident D10s (mostly on way freights), the muscular P2s and the graceful P1s. Often seen, but less frequently, were Pacifics of the G3 class and, once in a while, though rarely, a majestic Hudson of the H1a variety, replete with "elephant ears", would thunder up the grade into the yard. But the biggest treat of all might be a freshly outshopped and brilliantly painted Royal Hudson from the John Street passenger pool on a break-in run before resuming normal duties in passenger service.

And so it was on a hot, muggy summer evening in July of 1948 that I was trudging home from a day of train watching in the vicinity of Hamilton Junction, that point where the CP main from Hamilton, makes contact with the CN's Oakville Sub. Outbound from Hamilton and displaying "extra" flags came the magnificent sight of a gleaming 2842, just out of Angus Shops, and pulling a long drag freight. Grinding to a halt before the signal gantry which displayed the dreaded (to engine crews trying to pick up some speed) "red block", 2842 and her consist of 62 cars were to be denied running rights over the Oakville Sub. to Canpa where CP trackage would be regained. Just a bit busier than usual on

the Oakville, what with CN "varnish" backing in and out of Hamilton in the form of Trains 5 and 18, that evening. To my adolescent mind I could not understand why a dispatcher conversant with this train, would have had it arrive at Hamilton Junction in the midst of heavy CN traffic. You see, the grade out of Hamilton onto the CN's Oakville Sub demanded that any heavy train might have a fighting chance getting on CN trackage if it did not have to stop at Hamilton Junction. One might think that this would be considered when Extra 2842 East was being dispatched out of Aberdeen Yard.

When Extra 2842 East was finally "given the green" there was no way it could begin to lift its train onto the Oakville. The "hogger" that evening was a tenacious Scot and veteran engineman, the late Dick Woods, who, if anybody could, would get that train over the road. But all the finesse, throttle artistry, and sand would not stop those 75 inch drivers from spinning. Freshly outshopped 2842 might just be heading back to Angus sooner than later with this strenuous workout. After a half hour of futility, and a conference with the dispatcher over the 'phone at Hamilton Junction, it was agreed to split the train in two equal halves and run each half separately, eastward, to a brickyard siding at Aldershot some three miles to the east. The siding could temporarily accommodate both parts of the train and, at Aldershot, the grade out of Hamilton ended allowing for a gentle downgrade to Burlington and a chance for the train to pick up speed from there.

Time was of essence now. The two part movement to Aldershot of Extra 2842 East would tie up the Oakville Sub. until its completion. At the best of times, the Oakville Sub. is a very busy stretch of trackage. Nonetheless, the task was accomplished uneventfully with little more than a few frayed tempers and nail biting. To my knowledge this method of moving a heavy freight out of future similar predicaments was not used again. The coordination between the two railways remained unimproved, for a long time thereafter, and when a delay of this nature did occur, the entire train was usually backed up as far as the Main and Dundurn Streets wye so that a run could be made to ensure a successful entry on to the Oakville Sub. at Hamilton Junction.

Royal Hudsons used on these services were a rarity and on this particular summer evening in 1948, 2842 proved that she was the "Royal Hudson that couldn't." ☐



ABOVE: CP Royal Hudson 2836 hauls a time freight east of Winnipeg, Manitoba, in July 1954. Collection of Douglas Haddow. LEFT: CP Royal Hudson 2842 powers Train 731, a Toronto-Hamilton local, through Oakville, Ontario, in April 1949. No. 2842 was normally assigned to Toronto-Fort William passenger service, but this day was on a break-in run after an overhaul. Photo by Newton Rossiter.

Western Canada's Newest Commuter Rail Service Pilot Project Demonstrates Diesel LRT in Calgary

By DONALD M. BAIN *

As reported in the May issue of *Branchline*, on April 12th, Calgarians were introduced to an experimental LRT service. The operation uses a portion of CP Rail System's Macleod Subdivision and will operate until August of this year. The operation uses a Siemen's RegioSprinter, a unit not unlike any other modern LRT car, the main difference being that there is no overhead - the car is powered by a diesel-hydraulic system. Indeed, in some respects, the car is a scaled-down and updated version of the Budd Rail Diesel Car which was introduced to mainline railways throughout North America starting in 1949.

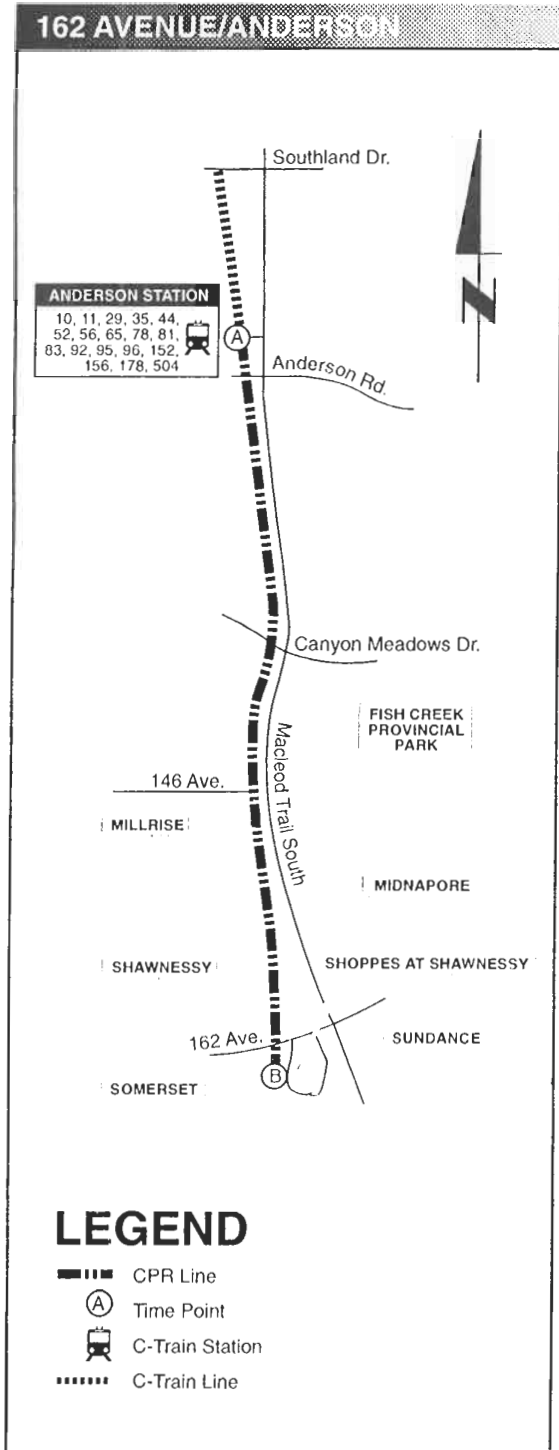
Since Calgary's LRT system reached its current extent in 1990, there has been a general air of expectancy over where the next extension would be constructed. The city extends well beyond the northwest line at Brentwood and the southern terminus at Anderson and passengers wishing to use the LRT can face relatively lengthy bus journeys to both termini. In addition, the success of the LRT has been such that, in spite of extensive parking lots, car parking is a problem at both locations on weekdays. In the south, car journeys have been made much worse by the traffic congestion on Macleod Trail, south of the LRT terminus. This has been aggravated by the delays caused during the construction of an overpass at Canyon Meadows Drive, approximately two kilometres south of the Anderson Terminus.

Construction of a surface LRT system costs approximately \$65 million per kilometre and, with the current recession, together with the cutback of government grants, the dollars to finance extensions of the existing system are just not available. Nevertheless, CP's Macleod Subdivision runs right past the LRT terminal and shops at Anderson and advantage has been taken of this to provide a low-cost demonstration service from Anderson to 162 Avenue, six kilometres to the south. Calgary Transit, Siemens and CP Rail System have combined to provide the service to determine the feasibility of this low cost, temporary service.

CP Rail System operates only four daily freights over the single-track Macleod Subdivision and has arranged to give Calgary Transit track occupancy on weekdays from Anderson to 162 Avenue between 06:00 and 09:00 and between 15:30 and 18:30. During these times, the RegioSprinter runs eight round trips between Anderson and 162 Avenue in the morning rush hour and a similar number of round trips to take the evening commuters home. CP Rail System engineers operate the car. There are no signals on the section over which the car operates.

The car is the Siemens VT 4 N demonstrator and it has a very "European" look, with massive buffers and screw link couplings at each end. The car is of three section, articulated construction, measuring 24.8 metres long and 2.97 metres wide. Because of its width, the RegioSprinter cannot operate over the existing LRT system. It is also much lower than the current Siemens-Duewag cars. Because of these differences, the car is operating from temporary low platforms constructed at Anderson and 162 Avenue.

There are seats for 64 passengers plus an additional folding seat. Unlike the plain, rather uncomfortable seats in the current LRT fleet, the RegioSprinter has contoured seats, a considerable improvement. Standing capacity is calculated at 100 based on four passengers per square metre. Probably this will not be reached during the test period in Calgary. Windows are large and high and there is an overall feeling of spaciousness. The car has a low-floor centre section with raised portions above the engines at the outer ends. The centre section of the car is only 530 mm (20") above the rail height while the sections at either end are reached by three steps and are 1.13 metres above the rails. There are two



large plug doors on each side. These pop out and retract along the side of the car when open. The wheel arrangement is A+2+A, indicating that the power is supplied through the single axle at the outer ends of the car which pivots on a four wheel unpowered bogie in the centre. The prime movers are two 198 kW, 5-cylinder

The RegioSprinter in its storage siding after the inaugural trip on April 11, 1996. The Anderson LRT station and the passenger bridge over CPR's Macleod Subdivision to the bus interchange are in the background. Photo by Donald Bain.



Catch Our Pride!
CALGARY TRANSIT

SIEMENS CP Rail

MAN diesel engines driving through 5-speed gear boxes. This gives the 30-tonne car a top speed of 100 km/h. Maximum weight is 50 tonnes. Heating is provided through radiators from the two cooling systems. The livery is light blue below the windows and white above this.

On April 11, the Mayor of Calgary, CP Rail System's District General Manager and a representative of Siemens gave mercifully short speeches to an invited group of 100 guests at Anderson Station. It was cold - just around the freezing mark with a keen wind blowing. The RegioSprinter then pulled forward alongside the station and broke the customary ribbon. It stopped at the temporary platform and the guests were invited aboard. This was accomplished by descending the platform ramp at the north end of the station and crossing one of the LRT tracks to the temporary RegioSprinter platform. During the demonstration period, Calgary Transit has an employee stationed here to ensure that no one crosses when an LRT approaches.

The floor of the RegioSprinter is level with the platform and thus easily accessible. The first impression was how well the heating system was working! Even with all the guests, members of the press, television camera crews and a refreshment cart, the car did not appear uncomfortably full. The doors slid quietly closed and the car glided away smoothly on the freight-only track. It quickly built up speed and ran south at a maximum of about 80 km/h. There was some rolling, probably because of the track, but everyone was impressed with the smoothness and quality of the ride. The six kilometre journey is scheduled to take seven minutes.

At 162 Avenue, another temporary platform is provided. Both low structures have been built with a platform front hinged to tip back when CP Rail System has track occupancy. A transit employee puts the hinged section in place prior to the first passenger train and is responsible for removing it when the last service leaves. With its much wider loading gauge, a CP Rail freight would foul the platform front. Parking is provided on the street beside an incomplete shopping mall.

On arrival back at Anderson, the car was run into the shops and it was possible to examine it in some detail. It has been designed that no pit is necessary to service it and, during the Calgary demonstration, it will not be taken into the shops, remaining on a spur in the yard when not in service. Even an engine can be slide out using a fork lift truck when standing beside the car. The MAN diesels are quiet and, when idling, give a low rumble similar to that of the AEC AH470 - a sound not heard in Calgary since the Canadian Car and Foundry CD52 and TD51 buses were sold in 1980. As MAN has no nearby agent, the car was supplied with a spare engine just in case problems arose.

Calgary Transit has high hopes for the demonstration. The total cost for the five month test is \$300,000, primarily for operator salaries and track rental. Siemens is donating the car for the test period and, when this is over, the RegioSprinter heads for Anaheim, California, and various tests in the U.S. Prior to operation in the much warmer climes of the southern States, it will be equipped with air conditioning.

* The writer is the author of the publication, *Calgary Transit, Then & Now*, Kishorn Publications, 1994. For further information, contact Kishorn at 5124 33rd Street, N.W., Calgary, AB, T2L 1V4. Phone (403) 282-8456. Fax at (403) 289-3783. ☐



Get it Right, Please Get it Right

In the April 1996 **Branchline** "Letters to the Editor" column, reader Les Kozma's letter pleads for the correct use of names and facts, and rightly so. I too plead for the correct use of terminology when it comes to railway equipment and facilities. To say that I am somewhat annoyed when I hear incorrect terms and names being used is an understatement!

Back in the February 1988 **Branchline**, I wrote, in my first ever TID BIT, that many people, including rail enthusiasts, were using incorrect "lingo" when it comes to identifying railway equipment and facilities and that this was (and is) a "pet peeve" of mine. The members of the so called "media" are the worst offenders and so are many of the staff members at the National Museum of Science and Technology, here in Ottawa, who really should know better.

What really grabs me most is the term "train station". It is NOT, definitely NOT a train station. It is historically and in fact a RAILWAY STATION. Throughout most of my lifetime the general public would never have called a railway station anything but just that, and that was because the general public were "in tune" with railways and railway facilities. That was a time when the majority of people rode on trains and shipped their goods by train. People were "train" oriented, maybe they were generally better "railway" oriented, certainly they were better educated in terms of using the correct railway terms.

Similarly annoying is the use of the term "train tracks". They are, of course, RAILWAY TRACKS. You will note that I, as a Canadian, use the term "railway" almost exclusively and "railroad" as and when it is correct to do so. You know of the Canadian Pacific Railway, Canadian National Railways, Northern Ontario Railway, Grand Trunk Railway, Southern Railway of B.C., etc. By comparison there is the Union Pacific Railroad, and when in Rome it is said to "do as the Romans do".

And speaking of trains, why is it these days that so many of the general population, with all too few exceptions, call a train anything that runs on, what else, train tracks? Double ugh! These days the vast majority of the general public, when seeing a railway car, freight or passenger, or a locomotive, incorrectly call it a "train". At the National Museum of Science and Technology, some senior staffers (and most others) think the locomotives on display are, what else, "trains". Many there even call the area where they are displayed: the "train bay". I have great difficulty with this, that supposedly educated people don't know any better, - and they don't. Naturally every car, passenger, freight or service in the Museum yard is, what else, a "train" as well. How did everyone get so screwed up? I believe the unknowing (and uncaring) "media" had a lot to do with the de-educating (if that's a word) of everyone.

But I'm not done yet. Again, the media, when reporting on railway (train?) accidents insist on calling a TANK car a tankER car, good grief! They also insist on calling a FLAT car a flatBED or lowboy car. No doubt it is because they are so removed from the realities of any knowledge about railways and their equipment, and so much more familiar with trucking industry terminology, they just apply trucking terms, as much as they know them, to railways (trains?).

So what is a train anyway? Well, there is an official CROR (Canadian Rail Operating Rules - 1990) definition which defines a train as follows:

"An engine or more than one engine coupled, with or without cars, or a track unit(s) so designated by its operating authority, displaying a marker(s)".

The older UCOR (Uniform Code of Operating Rules - 1951), with the exception of the reference to the designation of track units, read almost exactly the same. The old UCOR used to also define specific types of trains, eg.: Regular Train, Section, Extra Train, ie: Extra, Work Extra, Passenger Extra, Mixed Extra, Plow Extra, Superior Train, Train of Superior Right, Train of Superior Class and Train of Superior Direction.

So much for official definitions. The following is my general, and very unofficial, definition of a train. My definition is intended only for those who commit the above noted nomenclature "crimes". And may I start by stating that a line of standing cars, freight or passenger, is not a train. They will, or may become a train when the locomotive(s) unit(s) is/are coupled on, when a qualified and rested crew takes over, after a brake test and inspection is successfully concluded, the equipment has been serviced as required, the markers are in place and operating, and "authority" to proceed from where they are to some point along the railway has been received (and acknowledged) from the RTC (Rail Traffic Controller), formerly known as the Dispatcher. Only now do we have a train.

Let me create a hypothetical example: Let's say that VIA train #31 arrives in Ottawa from Montreal. Technically, after its arrival it is no longer train #31, however this equipment, in our hypothetical case, is going to be turned on the wye and returned to Montreal as train #34. After being turned the equipment is placed on track 2 in Ottawa Station, but the return trip doesn't leave for several hours. So when does that equipment become train #34? Well it won't become train #34 until it has met all the requirements stated above. While it is standing in the station it is, in reality, train #34's "equipment", but not train #34. Now some of you may feel that I'm getting a little too technical here, but as Les. Kozma says, "let's get it right".

Why do I get the feeling that I'm preaching to the converted? Most avid rail enthusiasts I run into seem to know what's what. The worst offenders, who unfortunately have every opportunity to influence the general public, and who probably don't read **Branchline**, and who will in all probability never know any better, are members of the "media".

Recently, I finished reading my copy of John Garden's newest book "British Columbia Railway". If you haven't got a copy of this fine publication you're missing out on something really special (it was published by Footprint Publishing Co. Ltd., Box 1830, Revelstoke, BC, V0E 2S0). I heartily recommend this book for it is a fine addition to any serious rail enthusiast's collection. The contents of the book are very well organized, the photography is superb and the historical background information excellent. The quality of the captions on all those beautiful photographs and the equally well written Foreword, Introduction and Political History is an education in itself. What a pleasure to read railway photograph captions that are accurate and adequate, using correct railway terminology. What else would you expect from anyone other than the professional railroader that John Garden is?

And, oh, by the way, about the "Howard - Kozma STATION/DEPOT" issue (Letters to the Editor, April 1996 **Branchline**). It may interest the readers to know that the C.P.R.'s Montreal Windsor Station was also a depot. Yes, the staff of the Canadian Pacific Express Company located in the "mud hut" section of the station referred to their premises as "The Depot". My Dad worked at the depot, sometimes called "Windsor Depot", for the best part of 40 years (see accompanying photograph and caption).

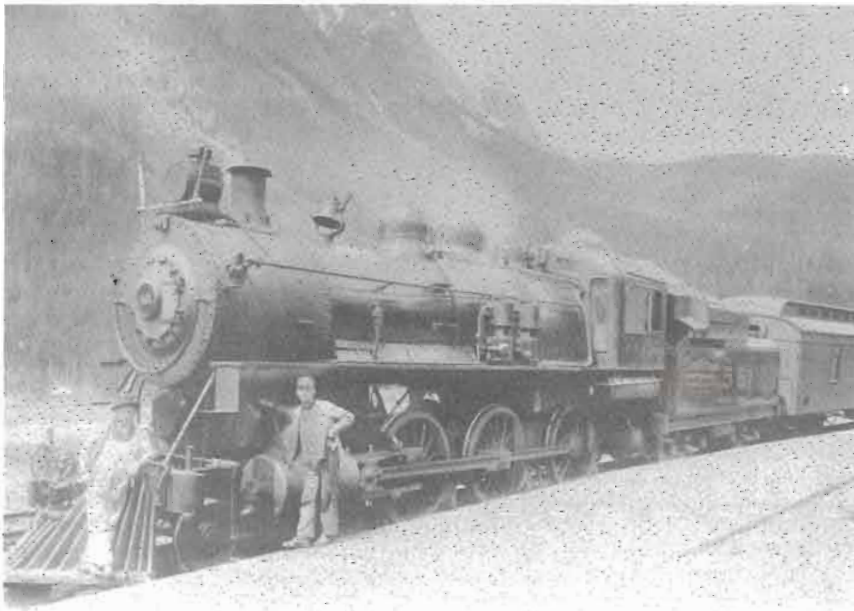
THE MUD HUT: The first of the three non-stone additions to the C.P.R.'s Windsor Station (1889) in Montreal was the so called "Mud Hut" (1906), and is shown above. The photograph was taken on the Osborne Street (now Lagachetière Street West) side of the building looking in an easterly direction. The time of the photograph, according to Canadian Pacific was 1942, although it hardly looks busy enough for wartime years. The late 1930s vintage trucks parked alongside the "depot sheds" belong to the Canadian Pacific Express Co., a separate corporate entity from the Railway Co., with head offices in Toronto. Interestingly, even beyond the end of the second world war, if you were to telephone "The Express" in the Mud Hut for a shipment pick up, the 'phone would have been answered: "wagon service". This was a throwback to an earlier era, when my Dad first worked at "the depot", and a time when pick up and delivery was by horse and wagon by the Dominion Express Co., the C.P. Express predecessor company.

The Canadian Pacific Railway Company's corporate headquarters were located, of course, in Windsor Station. The Mud Hut, and an adjoining west side non-stone addition built just after the second world war, have long



since disappeared. The third non-stone addition, built in the 1950s on the St. Antoine Street side of the station (beyond the trainshed), still exists. As a matter of interest, the skylighted trainshed, demolished a number of years ago was, by 1996, the location of the new Montreal Forum (arena), called the "Molson Centre". For the first time in well over 100 years, the Canadian Pacific Railway Company's corporate headquarters is located in Calgary, Alberta, and not in Montreal. (Photo. courtesy of C.P.R, print No. 285).

P.S. I knew it would happen, I just knew it! In my February, 1996, Tid Bit, I stated that the C.P.R. did not use two single cylinder air compressors on their steam locomotives during or after the second world war. Well, I guess I was right about that, but our knowledgeable and well informed friend, Ernie Ottewell (recently retired C.P. locomotive engineer and steam expert) of Revelstoke, B.C., tells me that C.P. did in fact use side by side single cylinder air compressors, - but you have to go back to a time before either of the world wars (ca. 1909 in this case) to



find them.

The accompanying photograph, generously submitted by Ernie, shows C.P.R. No. 561, a D9c class 2 cylinder compound 4-6-0, built by the American Locomotive Company of Schenectady, N.Y. in 1903, sporting two small single cylinder compressors on her left side. As a matter of historical interest, Ernie writes that at the time the photograph was taken the engine was working in main line passenger service between Revelstoke and Laggan. The engineer, seen standing on the pilot, is Mr. Lou Patrick who started with C.P.R. in the east as a trainman about the time the C.P.R. was started. When he got as far west as Winnipeg he decided to become an engineer, which he did, and ended up at Revelstoke. This gentleman ran the first passenger train through the Connaught Tunnel in December of 1916. The fireman on the 561, standing beside the HP cylinder, is Mr. Billy McCullough, nothing else is apparently known about Billy.

So what have I learned? Never make categorical statements about anything in **Branchline** unless you're absolutely certain, beyond any doubt, of your facts because the readers of **Branchline** have "eagle eyes" and they'll keep you honest! My thanks to Ernie for taking the time to both 'phone and write about this matter. I, for one, really do appreciate the comments of knowledgeable readers like Ernie, and "Joe" Howard, and all the others who take the time to make meaningful contributions to the quality and accuracy of **Branchline**. Just think of how much we're all learning, and isn't that what life's all about? ☼

"Swinging their hammers and drawing their pay" Successful Work Bee at Smiths Falls Railway Museum

Muscles which hadn't had a good work out in 18 years were put through their paces on May 4 as your scribe got a chance to participate in a special work bee put on by the Smiths Falls Railway Museum, located in Smiths Falls, Ontario. The museum is operated by the Smiths Falls Railway Museum Association, otherwise known as the Rideau Valley Division of the Canadian Railroad Historical Association. Its centrepiece is the now-restored ex-Canadian National, née Canadian Northern, station.

The bee was intended to advance a number of projects including track laying, painting, scraping, roofing, demolition and anything else that came to mind. A goodly crowd was on hand by around 09:30 for the various job assignments. I had the good fortune to get a ride from Ottawa with Ian Walker, one of the Museum's Board of Directors, and perhaps, thanks to his "pull" I found myself as one of the conscripts (volunteers) for the track spiking job. Others found themselves assigned to assembling rails and ties or a variety of other projects involving site clean-up, the demolition of an unwanted loading shed or help with the restoration of some of the other structures on the site.

I was not alone in my misery. Fellow BRS member Jim Lohnes also ended up with spike maul, and with several locals scrounging up spikes, splice bars and tie plates, we were assigned to a project laying extra rail on the Museum "Van Siding" in order to accommodate the Museum's newest acquisition, a former CN caboose which was donated by Dupont of Canada in Maitland, Ontario.

The last time I had driven railway spikes was during track shimming work on CP Rail's Brockville Subdivision way back in the winter of 1978. Needless to say, I was a little rusty in terms of accuracy and, as the day wore on, in terms of ability to wield the spike maul. Indeed, by the end of the day, I had a new found respect for the legions of navvies who, as Gordon Lightfoot sings in his Canadian Railroad Trilogy, had "an iron road running from the sea to the sea".

Besides clearing the way for the arrival of the caboose, we also put the finishing touches on a mainline switch that had been temporarily installed during the fall. The switch, located at the west end of the station platform, will connect to a building used for storing the Museum's two Wickham Rail Cars. These are used to give rides over the approximately 1/3 of a mile of trackage between the Museum and the Rideau Canal. The building and siding are located on the roadbed of a former passing siding in front of the station.

In spite of the Lightfoot song, there is nothing particularly romantic or thought provoking about track laying. As we progressed through the day, therefore, I was able to observe the many and varied projects under way at the site. The people at the SFRMA have truly worked miracles since acquiring the semi-derelict Smiths Falls Station back in the early-1980s. The building itself is the jewel in the crown and is now virtually restored boasting finished waiting rooms, operators bay, offices and meeting rooms in its former attic area and all the paraphanelia associated with a small town railway station. Recent efforts outside the structure have seen the restoration of its wooden platform, the installation of reproduction platform lights as well as order boards and paddles.

The station is not the only structure on the site. Located at the west end of the platform is a delightful octagonal-shaped Canadian Northern flag stop. The building makes up for its diminutive size - slightly larger than the average "two-holer" by

being composed of a variety of wood siding including board and batten and shiplap, the latter in both horizontal and herring bone patterns. Once you add in some chair rails, a couple of fancy carvings and a cedar shingle roof, you end up with something that looks like it could have been more at home as a Edwardian gazebo than a railway structure. The building has a history, being the one-time flagstop at Nolans, a rural crossing between Smiths Falls and Richmond. It was rescued a couple of years ago from a local farm where it had sat through a genteel yet mouldering retirement in splendid ignomy.

A more spectacular project, and certainly less advanced, is the restoration of a semi-detached wood frame house that was built by the CNOR to house the section foreman and one other principle. It has been moved from its original site - across the street and to the west of the station - because of the expansion of a local lumber company and will now be restored by the Museum as an example of a railway service building. This is an interesting project as, by and large such structures, have not been seized upon for preservation by rail heritage groups - their focus primarily being on stations. The SFRMA hopes eventually that the building could serve as the residence for a museum curator.

Equipment-wise, efforts continue with the restoration of former CN 4-6-0 No. 1112. The ten-wheeler began life as Canadian Northern No. 1112 in 1912 and, prior to coming to Smiths Falls from the Canadian Railway Museum in St-Constant, Quebec, even managed a stint on the Quebec, North Shore and Labrador Railway. The museum hopes eventually to have it under steam.

One of the most challenging projects is the restoration of former Canadian Pacific Business Car No. 23. Built by Crossen in 1896, this car is an example of what shouldn't happen a railway artifact. Following its retirement by Canadian Pacific, the car spent a number of years at the National Museum of Science and Technology prior to going to Toronto in an ill-fated move to have it restored. While there, it succumbed to vandals and the weather and was spared the ultimate end by sympathetic individuals at the SFRMA. It was shipped to Smiths Falls in 1990 in an advanced deteriorated condition and placed in indoor storage in a former freight shed on the site. Because of the years of neglect, restoration will involve a reconstruction more than anything else. Right now, little of it is in situ save the floor, ends and the roof. The rest of the car is a write-off but its condition does provide a fascinating study of the framing details in cars of that vintage.

The day wasn't all work. We also found ourselves having to move cars, aided by ex-Canadian Pacific S-3 No. 6591. This MLW product still sounds every bit as good as she did when she was a regular feature in and around Smiths Falls. The echo off the buildings of her distinctive Alco chant brought more than a few memories back to your humble scribe. As a youth, I remember her as one of the several engines assigned to CP's Brockville Wayfreight and I spent numerous hours in her and sisters 6528 and 6551 trundling around that community on a lot of trackage that has since been abandoned.

From the tone of this article, you can deduce that the day was a success. A delightful lunch was laid on for all participants. During the day we quenched our thirst with gallons of complementary soft drinks, water and coffee, etc. Above all, there was a friendly camaraderie, even for we out-of-towners. Smiths Falls affords a number of interesting sites for transportation buffs including its freight yards and Rideau Canal Museum. Drop by and get involved. It is well worth the effort! The Museum is located on William Street, west of Highway 43. For further information, write to the Smiths Falls Railway Museum, P.O. Box 962, Smiths Falls, ON, K0E 1E0, or call (613) 283-5696.

The Smiths Falls Railway Museum, looking east across William Street. Former QNSL 4-6-0 1112 (nee CNoR 1112) rests on an isolated section of display track that will ultimately be connected to yard trackage. The building behind the locomotive is utilized for car restoration. Former CP S-3 6591 is visible on the main lone to the left of the station. Photograph taken on September 3, 1995, by John Thompson.



One of the most unusual railway structures remaining in Ontario is the CNR rolling bascule bridge which crosses the Rideau Canada at Smiths Falls. Officially known as a Scherzer bridge after the Chicago engineer who designed it, the structure derives its rolling nature from a counterweight which is supported by a pair of "half wheels" that roll along the side girders as the bridge is raised and lowered. Although in more recent times, the bridge was activated by an electric motor controlled from the tower left (the operator's cabin is missing), it was originally manually operated by means of a crank!

This view looks west, towards Napanee, from an island in the middle of the Rideau River which is linked to the mainland by a deck girder bridge. Note that there are an additional two deck bridges on either side of the bridge.

The bridge has been in the up position since 1982 when CN last operated into Smiths Falls from the west. The tracks are still in place for about two miles west of the bridge, ending in the bush. About one-third mile to the east of the bridge is the Smiths Falls Railway Museum that occupies the former CN station and yard. Further to the east, the rails run to a point about one-third of a mile west of CP's Chalk River and Belleville Subdivisions under which the Napanee Subdivision used to pass.

The lift bridge was built by CN's predecessor, the Canadian Northern Railway. It is reportedly the last of its kind in North America and has been designated as a landmark, thus preventing its demolition. It is still owned by CN. Photo by John Thompson.

Steam Excursions Envisaged

The most ambitious plans of the Smiths Falls Railway Museum involve construction of a 10-mile steam heritage railway. The operation would extend from the Smiths Falls station (mile 35.08 of the former CN Smiths Falls Subdivision) to Otter Lake (mile 46.0) at Bass Lake Road. This would be on the former Canadian Northern line that extended from Smiths Falls to Napanee.

To accomplish this, seven miles of track will have to be relayed. CN abandoned through service on the line after April 29, 1979, when VIA Rail shifted its overnight Toronto-Ottawa service from the CN line to the CP route between Brockville and Smiths Falls which had been used since the mid-1960s by daytime passenger trains. CN continued serving a couple of industries in the Smiths Falls yard area until the mid-1980s.

In 1990, track was removed between Strathcona, about 10 miles east of Napanee, and mile 38.10, three miles west of the Smiths Falls station.

The operation will be called the Rideau Valley Railway and will be opened in four phases. Phase I would see trains operating from the Smiths Falls station to mile 35.70 (Highway 15/Lombard Street). This section includes the crossing of the Rideau River on a five span girder bridge and the Rideau Canal via a rare Scherzer Rolling Lift Bridge. Trains would stop on the west side of Highway 15 as the crossing of Highway 15 was removed several years ago. Phase II would involve the replacement of the Highway 15 crossing and the rehabilitation of existing track to mile 38.10, just east of Golf Club Road. Phase III involves replacement of track as far as mile 40.30 to the Lombardy Fair Grounds, near the village of Lombardy. Phase IV will see the relaying of track to scenic Otter Lake where turning facilities (either a turntable or wye) would be installed.

For motive power, the Rideau Valley Railway plans to use former Quebec North Shore & Labrador 4-6-0 1112. It is thought that the consist would include a combination car and one or two heavyweight coaches.

The Museum presently provides short rides from the station to the Rideau River bridge using Wickham inspection cars. (John Thompson) ☐

Last Train to Palmerston Work Train Closes Out Historic Line

by CHRIS STACEY

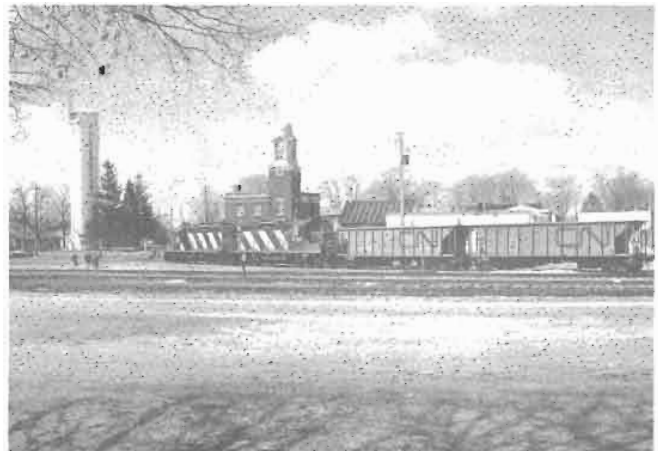
The last train to Palmerston has now run! Starting around Easter time, Canadian National started to remove the Owen Sound Subdivision between Harriston and Palmerston. The train consisted of GP9RMs 4115 and 4140 as well as two hoppers (to carry discarded spikes), two boxcars, a fuel car and a long stretch of cars for carrying rail and ending up with the machinery that draws the track onto the cars. The train proceeded south from Harriston to Palmerston at the rate of about a mile a day, recovering 100 pound rail which had been laid down as recently as 1986.

By Sunday, April 14, the special was in Palmerston and was watched by a few townsfolk as it inched onto the Newton Subdivision. On April 29, the 4115 and 4140 hauled the rail pickup train from Listowel to Stratford, the last train movement over what was recently known as the Newton Spur.

The loss of the track places in jeopardy any thoughts of the line being taken over by a short line operator although the right-of-way has been preserved.

For anyone wanting to reminisce about Palmerston operations, a number of articles have appeared in issues of *Branchline*, while the book *Two Divisions to Bluewater*, (now out of print) by Peter Bowers provides an excellent history of the operations as well as dozens of great photos taken during the last days of steam.

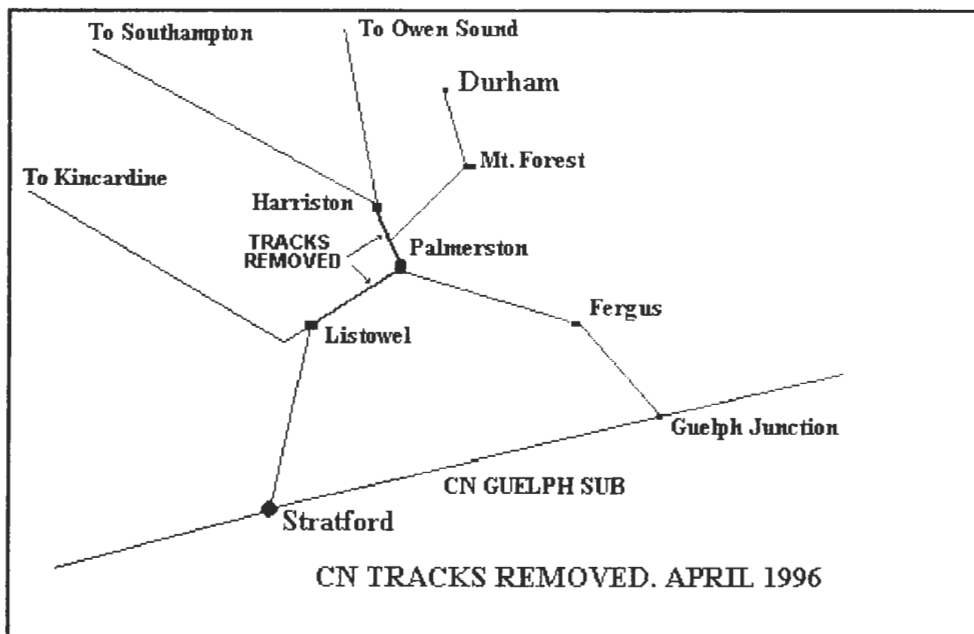
P.S. The lighter rail on the subdivisions will be removed by a contractor. Rail lifting operations on the Owen Sound sub. began at the Owen Sound city limits on or about May 1. The rail within the City limits was removed during the summer of 1995. The bridge over the Pottawatomi River in Owen Sound is slated for removal this year as are the pilings from the former bridge over the Sydenham River. The Palmerston yard tracks will not be lifted for now - the town may purchase the yard and station. (Thanks to Peter Bowers)



The top photograph shows the rail pickup train creeping between the Water Tower and the Post Office in Palmerston, Ontario, on April 14, 1996. Immediately behind GP9RMs 4115 and 4140 are two hopper cars for discarded spikes.

The lower photograph shows the train leaving Palmerston on April 14, 1996, progressing towards Listowel at the rate of one mile a day. It would be the last rail movement over the line.

Both photos by Chris Stacey.



CPRS' Control Cabs

by RAYMOND KENNEDY



Control Cab 1100 (formerly C-424 4236) and SD40-2 6043 trundle along the North Toronto Subdivision enroute from Toronto Yard to Lambton Yard where they will pick up "Road Railer" train 529 for Detroit. Photo by Donald Lister, taken on June 12, 1995.

CP Rail System identified a need for a special piece of equipment, one that would provide a second control cab for the engineer but without the expense of having to maintain and operate another diesel unit. Thus came the Control Cab converted from a failed locomotive, which retains its non-operational prime mover, has its traction motors removed, but retains a fully working crew cab. This "unit" is semi-permanently coupled (with a special additional M.U. cable) back-to-back with a specially modified working unit.

These Control Cabs are being utilized in special situations where the motive power of a second unit is not required, but where it is desirable to avoid having to turn a single unit for the return movement.

The first Control Cab was converted from failed C-424 4236 early in 1995 and was shortly after renumbered 1100. [NOTE: the number 1100 had previously been used for former MLW FA-2 4085 which had been converted into an Air Brake Repeater Car].

Control Cab 1100 was mated with SD40-2 6043 and is normally assigned to "Road Railer" Trains 528/529 operating between Detroit and Toronto. Previously, this train often operated with two 4-axle units for tonnage and to save turning the power at both ends. Early days of the "Road Railer" operation saw the single unit running light from Lambton to Toronto Yard (20 miles) primarily to turn on the wye. On occasion, it would run back to Obico Yard (4 miles) to wye. If the unit required servicing/repair or replacement it had to go to Toronto Yard, but it was a time-consuming move on the extremely busy North

Toronto line.

Of note is that the West Toronto Roundhouse turntable, less than a mile away in the same yard, is still serviceable, but the "Road Railer" unit is not turned on it.

Of greater importance is saving the turning of the unit in Detroit, where CPRS must pay a fee to have its unit turned.

The second Control Cab was converted from failed C-424 4213 and was renumbered 1102. [No. 1101 is an air repeater car constructed from former Robot Car R1023]. It is mated with GP38-2 3096. This smaller unit, compared to SD40-2 6043, is suitable for lighter trains and the 3096/1102 pair has often been assigned to the Second Oakville Road Switcher, departing Lambton Yard at 20:00 to Burlington over CN's Oakville Sub. Using the CN wye at Burlington often caused serious delay and it was for this reason, along with light tonnage, that the 3096/1102 pair was chosen. The pair was also tried for a short time on a day yard assignment at Lambton Yard which also switches (some days) Area H industries in Islington and /or other locations. It proved very unpopular with engineers - when switching from the control cab there is a lack of 'sensation'.

Four other control cabs have been converted to date: 1103 from C-424 4206, 1104 from C-424 4226, 1116 from RS-18 1802 and 1117 from RS-18 1836. All are mated with an 8200-series GP9u unit. These are for operations out of Toronto where a single unit will suffice for the tonnage and to avoid the need to turn it. ☐

Letters to the Editor

NEGOTIATIONS FOR ALL OF OWEN SOUND SUBDIVISION: The Ontario Midwestern Railway Company Limited is negotiating for the sale and purchase of Canadian Pacific's Owen Sound subdivision from Mile 0.2 (Mississauga Road) to end of track at Owen Sound, not just north of Orangeville (see May **Branchline**, Page 6).

The last train operated out of Owen Sound on October 31, 1995, when C-424s 4215-4234 hauled 44 equivalent cars (5 regular cars and 8 intermodal well and platform cars) and a van. CP embargoed the line the next day.

On May 2, 1996, after the crossing flangeways had been cleared between Orangeville and Owen Sound, a convoy of three hi-rails made an inspection trip from Streetsville to Owen Sound. The purpose of the trip was a joint CP/OMW pre-purchase inspection of the line with emphasis on the many bridges and crossings. [signed ... Peter Bowers, Director, Ontario Midwestern Railway Company Limited, Owen Sound, Ontario]

CLARIFICATION ON CPR EMBLEM: I would like to comment on the emblem used on Canadian American Railroad (CDAC) GP40 No. 40 (**Branchline**, April 1996, p. 27). The cutline for the photo states that the emblem is not unlike that utilized by the CPR between 1890 and 1929. This is true, but it is also exactly the same as the original CPR emblem. My reference is the Bison Book **Canadian Pacific** by Jim Lotz, pages 10 and 11. The book states that the emblem was adopted in July of 1886 and simply carried the company's name on an ornate shield. In December of the same year, the shield was simplified and the beaver was added at the top. [signed ... Ian Frost, Chateauguay, Quebec]

THOUGHTS ON AIR BRAKES: Duncan du Fresne, in his Tid Bit columns on air brakes, has done a very difficult job in explaining the operation of the air brake system so a non-operating person can understand how this system works. One thing I never did get an explanation for in all the years I worked air brakes on CPR's Mountain Subdivision was "how does all that straight air get through the crooked pipes?"

Which brings me to the point of this letter, the Pennsylvania Railroad passenger train accident in 1953, where it was found that an angle cock was partially turned (April 1996 **Branchline**). I was a regular fireman on passenger trains between Revelstoke and Field, BC, at the time. One day the train we were to get was No. 13, made up of one head end baggage car, one day coach, several sleepers, two diners, and the summer 'hay rack' on the tail end. The crew coming in from Calgary had a difficult time getting the train down to Field. I cannot recall all of their troubles.

We got a brake test from the carman at Field. The brakes on all 16 cars were working. The first time engineer Charlie Tidy set the brake after leaving Field the train took a long time to slow down. We did have full working dynamic brake on the diesels at the time (before it was reduced). At Golden, Charlie missed the spot, something he had never done before. After we got going again we discussed what we should do about getting this train down from Glacier to Revelstoke. I suggested we make a pull by brake test at Beavermouth. I got off at the station and Charlie pulled the train by me with the brake set. Brakes were working on the first five cars, but from there back the shoes were all loose! When Charlie stopped I asked the tail end brakeman how the train had handled from Golden to Beavermouth. He replied "good".

I asked the young brakeman how come the brake shoes were hanging loose on the wheels as I kicked one of the shoes to make it clang. He mentioned that he had been listening to engineers

explain how they power braked a passenger train around sharp curves. This brakeman had not been paying attention, as he thought the engineer could set the brakes up on each side of the train as the curve required. When I had kicked the loose brake shoe, he had said "Just a minute, I'll see if they are working on the other side!"

On the way to the head end, the brakeman got a lesson on braking trains. At the fifth car from the engine the brakes were still set. We looked between the cars and the angle cock on the west end of the sixth car was partly turned. The angle cock was opened, the brake pipe charged, and another brake test was made. This time all was well.

Later it was determined that while the train was in the station at Calgary, the train had been cut to let passengers from a train on another track access to their train. When the joint was made and air hoses coupled, the angle cock closest to the train was opened part way first to charge the hose, then the angle cock on the first car was partially opened until air was flowing, after which both angle cocks would be open fully. In this case one of the valves was not fully opened.

Later in the year I was called as engineer on a section of No. 1, at that time a local that made all the stops. It was a short train of six or seven cars. The engineer on arrival at Revelstoke said the train did not have much of a brake. After the usual brake test and OK we left town. Indeed, the train did not have much of a brake. At Salmon Arm, I set the brake after the station stop and walked back. Sure enough about three cars back there was a partly turned angle cock. Seemingly the instructions for cutting in the air had not been fully followed. [signed ... Ernie Ottewell, Revelstoke, BC]

MEMORIES OF THE SAGUENAY REGION: Pierre Ozorák's article "Saguenay Region Railways" (December 1995 **Branchline**) brought back memories of living in that area of Quebec as a small boy from 1938 to 1944.

My parents lived in Kenogami next to the former Price Brother's staff house on Oak Street. Approximately 150 feet behind the house were three tracks leading to the local paper mill. The centre track was the main line, the outer tracks were sidings. The main track led to Jonquière where it tied into the CNR main line from Montreal.

There was also a branch line that connected to the Roberval & Saguenay line in Arvida. This branch was used periodically by the R&S to bring in open gondolas filled with sulphur for use in the pulp mill. The cars were normally left on one of the sidings until the plant was ready to unload them. The large yellow lumps of sulphur were a great temptation and occasionally we would steal a few lumps. It was a big occasion when the R&S locomotive appeared (No. 14 I think). To a small boy this was a large locomotive compared to the little shunter that Price Brothers used around the mill. On one occasion I was invited by the engineer to sit in the cab for a few minutes.

During the winter, Price Brothers kept a wedge plow on one siding for clearing the tracks around the mill.

Prior to living in Kenogami, we lived in Riverbend, which was next door to Alma. Riverbend was a small village built by Price Brothers for the English speaking supervisors at the paper mill. The branch shown on Pierre's map terminated at Isle Maligne where Alcan had built a power station. I recall travelling by train from Montreal and transferring at a junction to the local train to Riverbend. If my memory is correct, this train was a short mixed train with a single combination coach/baggage car on the end. The only heating device was a small pot bellied stove at

one end of the coach.

I recall going for extended walks with my father (he was the principal at the local English school), and one of our favourite objectives was to walk over a long trestle towards Isle Maligne. On a nearby river bank, the Alma & Jonquière Railway had some trackage on which sat steam locomotive 1066 (4-6-0), which the A&J acquired from CNR in February 1926 (built in 1903 as Canadian Northern 1066). It appeared to have been set aside for scrap. It was a favourite pastime to sit in the cab and pretend you were the engineer highballing down the track.



Thank you Pierre for bringing back some fond memories.
[signed ... Bert Titcomb, Ottawa, ON] ♣

TTC Track Update

by JOHN THOMPSON

As soon as the frost had disappeared from the ground this spring, work resumed on two major Toronto Transit Commission streetcar track construction projects: the Spadina LRT line, and the new Eastern Entrance Loop at the Canadian National Exhibition grounds.

Track had been relaid on Spadina Avenue between King and Queen during 1995, including the installation of grand unions (curves in all directions) at Spadina/King and Spadina/Queen. Track was installed on Spadina south to Lakeshore Blvd. in the late-1980s as carhouse track for the Harbourfront LRT Line, opened in 1990.

By the first week of May, existing track on Spadina between Queen and Dundas had been lifted, and the trackbed excavated in preparation for installation of new track. The portion from Dundas north to College (about four blocks) will be undertaken in the summer of 1996. This work includes replacement of the diamond at College. Streetcars have not operated north of College since the abandonment of the Harbord carline on February 26, 1966. The section between College and King was retained, with minimal maintenance, for emergency reroutings and short turns.

In 1994, new track was laid north of College to just south of Bloor Street West to the top of the ramp leading to the new underground loop at Spadina subway station, the northern terminus of the line. The Spadina LRT Line will be through routed with the Harbourfront LRT Line (which originates in an underground loop at Union Station, with some cars turning back at the loop at Spadina Avenue and Lakeshore Blvd., the current western end of the 510-Harbourfront route (previously route 604).

It was originally hoped to have the Spadina Avenue trackage raised six inches above the road surface, as on the Harbourfront line, to discourage automobiles and trucks from driving on the tracks, however, this approach was dropped due to public resistance in favour of essentially pavement-flush rails, albeit with

National Transportation Agency News

CN RECEIVES APPROVAL TO ABANDON TWO LINES IN ONTARIO:

1) The NTA has given CN permission to abandon the operation of the Beachburg Subdivision from Pembroke (mileage 89.20) to Nipissing (mileage 215.36, near North Bay), thirty days from date of Order. No carload traffic originated or terminated on the branch line during the last three years. The branch line was utilized to handle bridge traffic until November 1995, traffic that is now routed via Toronto. (Order 1996-R-152, April 18, 1996)

2) The NTA has given CN permission to abandon the operation of the Newmarket Subdivision from Yelak (mileage 233.4, near North Bay) to Capreol (mileage 310.5) thirty days from date of Order. Carload traffic on the branch line declined from nine carloads in 1992, to four carloads in 1993, and none in 1994. The branch line was utilized to handle an average of 53,000 carloads of bridge traffic annually between 1992 and 1994, mostly to/from the Beachburg Subdivision (above) until November 1995, traffic that is now routed via Toronto. (Order 1996-R-173, April 30, 1996).

a concrete trackbed scored like paving blocks to give motor traffic a rough ride, and hopefully discourage it.

Construction of the underground loops at Bloor is well advanced. The Spadina LRT Line is scheduled to open in the spring of 1997.

Meanwhile, work is in high gear on the new Exhibition Loop. Construction of this facility was necessitated by the building of a trade centre on the existing loop. The new loop penetrates the CNE grounds somewhat further than its predecessor and abuts GO Transit's Exhibition Station. It is located on the north side of the Coliseum, almost beneath the elevated Gardiner Expressway, whereas the old loop was on the south side. The old loop last saw service on June 17, 1995. Since then, all service to Exhibition Place has been provided by buses. ♣



On April 17, 1996, workmen were installing tracks for the TTC's new Eastern Entrance Loop at the Canadian National Exhibition grounds. This view looks northwest west of Strachan Avenue. Photo by John Thompson.

VIA Rail Canada's Summer Timetable

by TOM BOX

VIA Rail Canada's summer 1996 timetable came into effect on April 28. Major changes have been made to the schedules of three trains, the Montreal-Jonquière "Saguenay", the Montreal-Taschereau/Cochrane "Abitibi", and the Jasper-Prince Rupert "Skeena". Only minor changes have been made to the schedules of other trains, mainly to allow for summer track maintenance programs, or for improved connections. Following are details of the major changes:

Montreal-Jonquière ("Saguenay"): Major changes have been made to the schedule of this train, in conjunction with its conversion from steam-heated equipment to rebuilt HEP cars. The "Saguenay" is now combined with the "Abitibi" between Montreal and Hervey. The days of operation of the "Saguenay" are unchanged, but northbound trains now leave Montreal in the morning (0830 Monday and Wednesday, 1015 Friday) instead of the former afternoon (1420) departure. The southbound train now leaves Jonquière at 0900 on Tuesday and Thursday, instead of 1105, and at 1300 on Sunday, instead of 1325.

The total running time of the train has been increased, in part to allow for switching operations in Hervey. The Montreal-Jonquière trip now requires 9 hours 25 minutes, an increase of 35 minutes northbound and 40 minutes southbound.

Five flag stops between Montreal and Hervey, formerly served by the "Abitibi" but not the "Saguenay", are now served by the combined train. Eight other stations which were formerly served separately by the two trains now only see the combined train. This is the only reduction in service on the entire VIA network.

Montreal-Taschereau/Cochrane ("Abitibi"): As with the "Saguenay", above, this train has been converted from steam-heated to HEP cars, and has undergone a major change to its schedule. It is now a day train, rather than an overnight service. There are no changes to the stops made by this train.

The northbound departure times from Montreal are as noted above for the "Saguenay", and replace a 2000 departure on Mondays, Wednesdays, and Fridays. The train runs to Taschereau on Mondays and Wednesdays. On Fridays, it stops overnight in Senneterre before continuing on to Taschereau and Cochrane the next day. The southbound "Abitibi" leaves Taschereau at 0350 on Tuesday and Thursday, instead of at 1800, and the Sunday train leaves Cochrane at 0315, instead of 1145.

The time at Hervey has been increased, to allow for switching, but the time at Senneterre has been reduced, as has the running time, especially between Hervey and Senneterre, so total times are relatively little changed. Montreal-Taschereau now takes 15 hours northbound, a reduction of 40 minutes, and 14 hours 35 minutes southbound, an increase of 5 minutes. Cochrane-Montreal requires a longer wait in Senneterre, so the total time has increased by 30 minutes southbound, to 19 hours 10 minutes.

Winnipeg-Churchill ("Hudson Bay"): The schedule of this train has been speeded up, in conjunction with its conversion from steam-heated cars to rebuilt HEP (ex-CP) cars. The entire trip now takes 33 hours 30 minutes, a reduction of 55 minutes for the northbound train and 1 hour 30 minutes for the southbound. Much of this speed-up has been obtained by cutting the time of the station stops at The Pas and Gillam from 1 hour 15 minutes to only 40 minutes. There are no changes to the stations served, the days of operation or the two-night/one-day service pattern.

Jasper-Prince Rupert ("Skeena"): The schedule of this train has

been completely revamped, changing it from an overnight train to an all-daylight service, with an overnight stop in Prince George. Trains now leave both Jasper and Prince Rupert on Sunday, Wednesday and Friday. The same-day connections with the "Canadian" at Jasper have been broken.

The running time between Jasper and Prince George has been reduced by 5-10 minutes, to 7 hours 15 minutes. Between Prince George and Prince Rupert, it has been cut by 40 minutes, to 12 hours 15 minutes westbound and 12 hours 10 minutes eastbound. The stops made by this train are unchanged from the overnight service.

There have been major changes to VIA's checked baggage policy. The former free baggage allowance of 100 lbs. has been replaced by an allowance based on the number of items checked. Six items may be checked without charge on routes serving remote regions, and by sleeping car passengers on the "Canadian". Three free items are allowed on other routes. Each item must weigh less than 50 lbs. Items between 50 and 75 lbs. will be carried, but will be counted as two articles. Each piece of baggage in excess of the free allowance will be charged \$10 per train used. There are additional charges for large items such as canoes, and deer and moose carcasses. Pets that may be transported are now restricted to "dogs, cats, or small rodents" and there is an additional charge for transporting them. Bicycles need no longer be crated if they are not being transferred between trains, though VIA assumes no responsibility for damage to uncrated bikes. ☐

Book Review

Remembering the Oshawa Railway, by Clayton M. Morgan with Charles D. Taws. ISBN 0-9680497-0-2, softback, 8½" x 11", 50 pages, 43 photographs, one 10" x 24" map, preface, timeline of major events, list of abbreviations, glossary, references, rolling stock roster with notes. Published 1996 by Bowmanville Museum, P.O. Box 188, Bowmanville, ON, L1C 3K9. \$10.00 plus \$2.00 packaging and postage (GST included).

The Oshawa Railway Co. was a small but prosperous subsidiary of Canadian National Railways which was electrified at 600 volts DC. It was constructed by the Rathbun Company of Deseronto and opened in 1895, bought by the Grand Trunk Railway in 1911 and de-electrified by CN in 1964. The Bowmanville Museum has produced a small book on the railway with much local colour.

By the 1930s, because of substantial switching traffic for both CN and CP at General Motors' main Canadian plant, the O.R. was an exemplary property with an up-to-date midtown freight house, a fine recently-added shop on Hillcroft Street, plus track and overhead in good condition. The trolley locomotives and street cars then were kept indoors and were in close to showpiece condition.

The one street car route was converted to buses in 1940, and the General Motors plant was given over for the duration of World War II to building military trucks in great quantity, initially to replace the huge number of vehicles lost in the evacuation of Dunkirk. The first five postwar years saw a seller's market in automobiles to make up for the wartime suspension of private automobile production. The Oshawa Railway was thus a very busy property.

A rolling stock roster in the book shows steeple cab trolley locomotives by seven different builders. The book provides an interesting account of an important local railway. (Reviewed by John D. Knowles)

Accident on the Avenue (Again)

By DON GROVE (CNR Conductor - Retired)

In the story "Accident on 'The Avenue'", **Branchline** July/August 1993, I told the story of the CN Mogul No. 88 on her side on Ferguson Avenue, at Hamilton, Ontario. This is another story of a doubleheader in trouble on "The Avenue".

EIGHT INJURED WHEN ENGINE SMASHED STREET CAR

Serious accident at the Ferguson Avenue crossing
 Many passengers had narrow escape from death

Such was the headline of the Hamilton newspaper on Monday, January 29, 1917, the day after a Grand Trunk doubleheader freight train collided with a Hamilton Street Railway street car at the King Street and Ferguson Avenue crossing. The accident happened about 2 p.m, on Sunday afternoon, when the GTR doubleheader, travelling on the mainline up the middle of Ferguson Avenue, entered the King Street crossing. The 2395 came to rest with the front of the engine in the waiting room of the King Street Station. The watchman's shanty, in the front of the picture, was destroyed.

The 2395 and the 2144 had left the GTR Stuart Street Yard a few minutes earlier on their way to Hagersville, and the Michigan Central Railway interchange. The newspaper suggested the GTR crew were at fault.

There were split rail derails on the Street Railway tracks to prevent street cars from entering the crossing when a train was approaching and signals on the GTR to control trains approaching the crossing. The signals were to be set at stop when the route was lined for the street cars.

The derails and signals were controlled by a watchman who would normally be stationed in the shanty demolished by the

2395. The watchmen were on duty 24 hours a day, except Sundays, and here lies the problem.

The collision happened on a Sunday when the watchmen were not working. The Street Railway claimed that, when the watchmen were not working, the GTR trains were to stop and flag the crossing. The GTR claimed the street cars were to enter the crossing with caution, watching out for trains. I do not know how the blame was finally assessed. Based on today's standards, the operation seemed to be lacking in regards to public safety.

Canadian National Steam Power, by Anthony Clegg and Ray Corley, shows the 2395 was built by the GTR in 1880, as a 2-6-0 Mogul, with 63 inch drivers and 140 lbs boiler pressure with a rating of 16%. This engine was renumbered 543 by the CNR and classed as an E-5-a. It was scrapped in December of 1925.

The 2144 was built in Rhode Island for the GTR in 1872, as a 4-4-0 American. This engine had 69 inch drivers and 140 lbs boiler pressure with a rating of 12%. It was scrapped in May 1921, before it would have been transferred to the CNR.

The combined tonnage rating of these two engine was 28%, the same as the old #88 shown in the July/August 1993 **Branchline**. The two engines would be able to handle 590 tons up the side of the mountain to Rymal, this would be about five of today's freight cars.

The fireman on the 2144 was the late James Buist, who started as a fireman on the GTR in 1910 and was qualified as an engineer in 1914. Jim had three sons who worked on the CNR, Bert and Ron were engineers and Alex was a conductor. I worked with all three of these fellows and when Ron retired in 1988, it ended 74 years that the name of Buist appeared on the GTR/CNR engineers seniority list. ☐



Wounded Beasts : Grand Trunk Mogul 2395 and American 2144 in the aftermath of a collision with a Hamilton Street Railway car on January 28, 1917. Note the remains of the watchman's shanty. Had it been occupied, the accident might not have occurred. Such, however, were the safety standards of the day, that a watchman was not on duty on the day in question, leading to the inevitable. Photo collection of Don Grove.

Along the Right of Way

NEW USE FOR RED DEER STATION: After being vacant for four years, the former CP railway station in Red Deer, Alberta, is now home to architects and lawyers.

A cloud of uncertainty hung over the station for several years after CP Rail sold its downtown yards. Westfair Foods acquired the station when it bought part of the downtown rail lands to build a store. A group of seniors tried to turn the station into a social centre, and a restaurant chain and other businesses expressed interest, but these and other plans fell by the wayside.

Because the station is a historic site its restoration qualified for \$100,000 in provincial funding. The matching-grant funding came from the Alberta Historical Resources Foundation, which uses lottery money to preserve historic sites. (*Red Deer Advocate*, 28/03/96, thanks to Michael Thomson)

ALUMINUM COAL CARS DELIVERED TO MODIFIED TERMINAL: Commencing in April, CN has operated 110-car unit trains of aluminum coal cars to the newly modified coal dumper at Neptune Bulk Terminals in North Vancouver, BC. The terminal's dumper was recently retrofitted in a cooperative effort with CN and the serving mines.

A specially designed draw bridge system allows the terminal to handle both Canadian sized steel rotary gondola coal cars and CN's fleet of American sized high capacity aluminum rotary coal cars. Neptune Terminal is the second terminal on the Canadian West Coast able to accommodate both types of cars. (CN News, 08/04/96)

STATION UPDATE: In December 1995, the CPR station at Saint-Jean-sur-Richelieu, Quebec, was designated under the Heritage Railway Stations Protection Act. In April, recommendations as to how the station should be preserved were made public. The renovations will restore the station, as much as possible, to its original appearance, including the rebuilding of the platform in wood (it is presently in asphalt), a new metal roof, restoration of the brickwork, and preservation of the original windows and doors. For the interior, the plan is to preserve the long bench in the waiting room (along the South and West wall) and to determine the original colour used in the public area. All original woodwork will be preserved as much as possible.

The station was built in 1887 during the construction of the "Short Line" to Saint John, New Brunswick. Additions were added in 1906 and 1950 to increase capacity.

The cost of the renovation project is estimated at \$450,000, to be split between the federal, provincial and municipal governments. Not mentioned were plans for the ticket office. (*Le Canada Français*, 10/04/96, thanks to Marc Lemaire)

LINE LIFTED: Rail has been lifted on the abandoned Cayuga Subdivision from Delhi (mile 81.0) east to Jarvis (mile 62.67). Track will remain from Jarvis (junction with the Hagersville Sub.) east to Nelles Corners to serve a grain elevator for a period of one year. The line from Nelles Corners (mile 54.07) east to Feeder West (mile 22.0) will also be lifted.

An abandonment request is expected for the former Canada Southern/New York Central/Conrail line across southern Ontario from St. Thomas to Welland, Ontario, which was last used by the CSX and is now longer in service. (Bryce Lee)

MADAWASKA (MAINE) TO SELKIRK (NEW YORK) VIA DELSON (QUEBEC): Commencing April 21, a daily dedicated Bangor & Aroostook paper train departs Madawaska, Maine (near Edmundston, NB) for Conrail's Selkirk Yard near Albany, New

York. A Canadian American Railroad (CDAC) crew takes the train (CDAC No. 1) from Millinocket, Maine, to Sherbrooke, Quebec, where it becomes CP train 552. The train picks up cars left by CP train 906 at Desnoyers (between St-Jean and Delson), and then heads south at Delson, picks up intermodal traffic left by CP train 552 at Lacolle, and then changes to a Delaware & Hudson (St. Lawrence & Hudson) crew at Rouses Point, New York, for the trip to Selkirk Yard. CP train 551 operates in reverse.

Trains 551 and 552 are normally powered by two CP SD40-2 units, spliced by a HATX or MKCX GP40 unit leased by Canadian American, or occasionally by CDAC's GP40 No. 40 (in a livery reminiscent of CPR's 1950s livery). (George Matheson)

PRIVATE CAR SPECIAL: Between April 25 and 29, High Iron Travel and Wisconsin Central operated a special train, known as "The Agawa Canyon Limited", from Chicago, Illinois, to Hearst, Ontario, and return, on behalf of the American Association of Private Railroad Car Owners (AAPRCO).

On arrival in Sault Ste. Marie (Ontario) on April 26, the train included 13 private cars and one Amtrak sleeper, powered by a Wisconsin Central unit and Amtrak F40PH 394. The train departed Sault Ste. Marie at 07:00 on April 27 for Hearst, with Algoma Central FP9A 1751 and 1752 replacing the WC unit ahead of Amtrak 394, and Algoma Central's private car "Michipocoten" added to the rear. Return to Sault Ste. Marie was at 04:30 on April 28. Wisconsin Central FP45 6652 (ex-ATSF 91) replaced the 1751 and 1752 for the 19:15 departure for Chicago.

The consist, in order, included Amtrak sleeper 2231 - "Silver Crest", Dome-Sleeper-Observation "Silver Solarium", Business Cars "Caritas", "Ohio River", "Henry E. Huntington", "Duchess Lynn", "Pennsylvania 120", "Tennessee", "Chapel Hill" and "North Star", Dome-Business Car "Sierra Hotel", Bedroom Lounge "Palm Beach", Wisconsin Central's unnamed Observation Car, Astra Dome-Observation-Lounge "Trempeleau River" and Algoma Central Official/Private Car "Michipocoten". (Wayne Brittain and Bruce Swanson)

CP UNITS IN CALIFORNIA: On May 4, Santa Fe westbound freight H BHBA1 30 (H=hot, BH=Birmingham, BA=Barstow 1=1st section, 30=date) arrived at Barstow, California, powered by CP SD40-2 5863, ATSF SD45-2 5802 and ATSF GP60M 126. A CP unit in California is rare; a CP unit in the lead position in California is very rare. The 5863 went back east from Barstow on train 991-04 - one of the two hottest trains on the Santa Fe. It was removed in Kansas City and worked through to St. Louis.

Earlier, on April 10, an eastbound Union Pacific train departed Los Angeles powered by UP SD60M 6219, CP SD40-2 5949 and UP SD60M 6229. (Wil Willcox)

HIGH WATER: High water in the Winnipeg area closed BNSF's Crookston-Noyes (Minnesota) line for some two weeks commencing April 24. Traffic was rerouted via CN at Pokegama (Wisconsin) or via CP at Minot (North Dakota). (BNSF Today, 07/05/96 thanks to Dean Ogle)

RAILWAY DAYS: The Elgin County Railway Museum held their Railway Days weekend on May 4 and 5 in the former Michigan Central Shops in St. Thomas, Ontario. Displays included former CN 4-6-4 5700 (nee 5703), and London & Port Stanley 60-ton electric boxcab L1, both former residents of the National Museum of Science and Technology in Ottawa. Special attractions were CP Rail's railway technology car 91 (nee RDC-2 9108), and Ontario

Southland RS-18 183 (nee Inco 208-3), sporting a modified version of the Toronto Hamilton & Buffalo paint scheme. The ECRM's 43-ton GE No. 51 - "Tillie" powered a special for visitors. Also present was Ontario Southland's just received former Inco RS-18 208-4, sister to Ontario Southland's 183. (Pierre Ozorák)

4449 YES; 4449 AND 2860 NO: As scheduled, former Southern Pacific 4-8-4 4449 made her first visit to Vancouver, BC, from May 5 to 8. The two-day trip from Portland, Oregon, included:

- Auxiliary tender PNWC 4219
- Baggage Car DLMX 5811
- Clackamas River DLMX 9201
- Baggage Car WPRX 1402
- Dome Car BSKK 9410
- Amtrak Dome Car 9407
- Dome Car BSKK 4001 - "Silver Scene"

Willamette & Pacific heavyweight sleeper "Casper Mountain".

Plans to doublehead BC's Royal Hudson 2860 with the 4449 to Portland on May 8 and 9 were scrubbed, apparently the result of poor ticket sales, with the 4449 returning to Portland solo on May 8 and 9. As well, the doubleheaded return to Vancouver scheduled for May 12 and 13, and 4449's return to Portland on May 14 and 15 were cancelled.

On the May 8 southbound trip, 4449 carried "357" in her train number boards, a tribute to Great Northern's southbound "Morning International" from Vancouver to Seattle. (Kevin Dunk)

INSPECTION TRAIN: Between May 13 and 15, a Bangor & Aroostook/Canadian American (Iron Road Railways) inspection train covered St. Lawrence & Hudson track from Sherbrooke to Farnham, Quebec, and then south through Newport and St. Johnsbury to Wells River, Vermont. The train included CDAC GP40 No. 40 (ex-CSXT), BAR GP38 300 (ex-CSXT), CDAC van 150, BAR "Power Car", and BAR business cars "Burnt Hill", "Five Islands" and No. 100.

Indications are that the inspected lines, and several small subdivisions (including the St-Guillaume and Stanstead Subdivisions out of Farnham), will be acquired by Iron Road Railways on September 1, 1996. (Lee Mayhew and John Godfrey)

THREE COMMUTER LINES IN JEOPARDY: A Metro Toronto Committee has been told that three major GO Transit rail routes from Toronto to Milton, Bradford and Stouffville could be closed as early as the summer of 1996 under a CN and CP Rail proposal to abandon key railway lines. The potential closures could affect up to 10,000 daily commuters. GO Transit is confident that the province of Ontario will not let the lines go.



The first VIA HEP-equipped combined "Abitibi" and "Saguenay" leaves Montreal on April 29, 1996. Photo by Gerry Gaugl.

Used Magazines For Sale

The Society has on hand various magazines:

- **Trains** from 1965 to 1978
- **Railroad** from 1941 to 1978
- **Railfan** (later **Railfan & Railroad**) from 1976 to 1995
- **Passenger Train Journal** from 1981 to 1993
- **Railroad Model Craftsman** from 1969 to 1979
- **Model Railroader** from 1963 to 1980

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, please write to:

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

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

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

Milton is served by five weekday round trips over CP's Galt Subdivision, Bradford is served by one weekday round trip over CN's Uxbridge Subdivision, and Stouffville is served by two weekday round trips over CN's Newmarket Subdivision. (*Toronto Star*, 17/05/96, thanks to John Thompson)

SHORT LINE CONFERENCE: The Ontario Regional Short-Line Rail Conference will be held in at the Holiday Inn in Barrie, Ontario, on June 11 from 09:00 to 17:00. Topics will include: opportunities for short line rail, tourism potential, Transport Canada's safety requirements, relevant federal and provincial legislation, passenger services, rail right-of-way taxation, shipping considerations, and case studies.

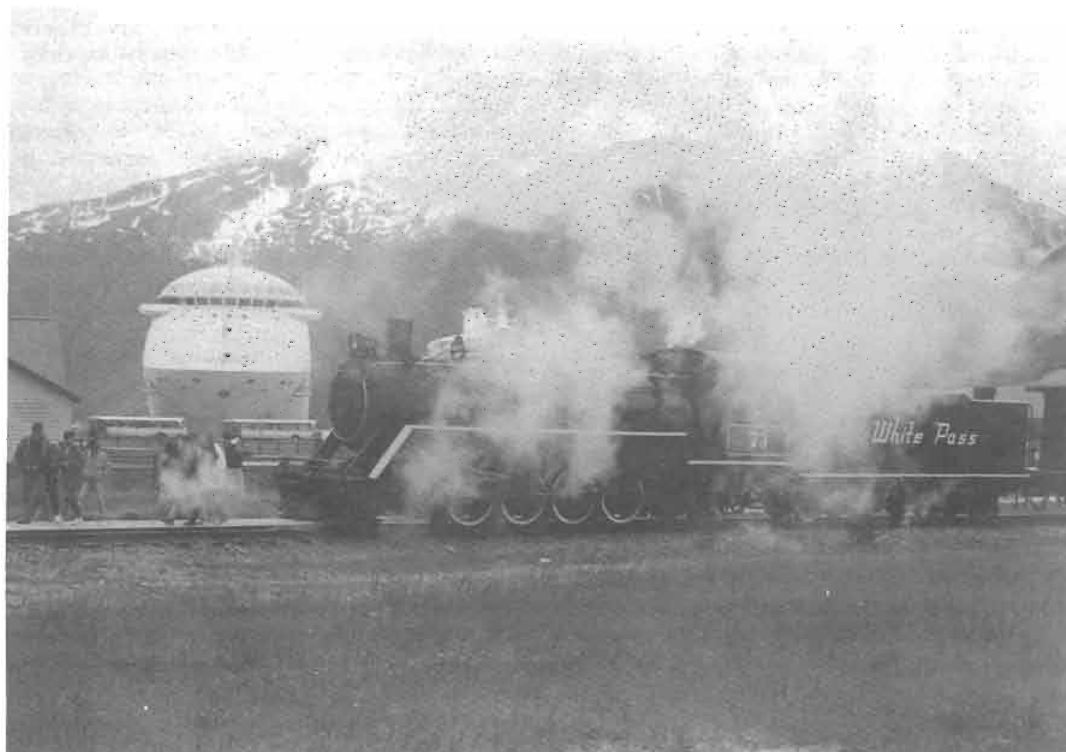
Various industry and government representatives will be on hand as conference speakers. Sponsored by Transport 2000. Conference fee is \$65. Information from: Rail Ways to the Future Committee, 247 Silver Birch Avenue, Toronto, ON, M4E 3L6, or telephone (416) 698-9005, or fax (416) 698-1905.



Family get-together: CV, GT, DW&P and CN units lay over at Bedford Park, Illinois, on April 10, 1996. Photo by Ken Lanovich.



VIA FPA-4 6782 and FPB-4 6869 roll the eastbound "Canadian" into Pickering, Ontario, on March 28, 1984. Both units have been retired, the 'blue' cars have been retired, the stainless steel cars have been converted to head-end power, and the "Canadian" no longer ventures east of Toronto. Photo by Ron Lipsett.



Mikado No. 73, the star of the White Pass & Yukon Route's summer-only passenger service, simmers on the dock track at Skagway, Alaska, on June 14, 1995. No. 73 is used to haul the Summit Excursion train from the docks to the WP&YR shops where diesels take over. Looming in the background is the 1590-passenger cruise ship "Crown Princess". Photo by Eric L. Johnson.

COMING SOON: "Last Trains to Lindsay", by Keith Hansen, with special assistance from John Cowan, is a new book that traces the history of Lindsay the Terminal, CNR's Midland, Campbellford, Uxbridge, Haliburton, Lakefield, Maynooth, Madoc and Picton Subdivisions, as well as CPR's Bobcaygeon Subdivision. The book will contain written accounts of both the early development of the lines and changes that befell them during the late-steam era and the diesel period through to the cessation of operations and abandonment (in most instances).

"Last Trains to Lindsay" will contain over photographs (most never published), over 80 track diagrams and maps, anecdotes from railroaders who worked on the lines, plus timetables, and more. Expected publication date is late summer or fall of 1996. For information on prepublication offer, send a SSAE to: Keith Hansen, RR #1, Roseneath, ON, K0K 2X0.

Summer Cycle

To give the editorial 'staff' a bit of a summer vacation, a combined July-August issue of **Branchline** is published in mid-July, roughly seven weeks after the mailing of the June issue. The September issue will follow roughly six weeks after the July-August issue.

Thank you for the many articles, new items, lashups, consists, and more. Your support is greatly appreciated.

Do have a safe and accident-free summer.

A SELECTION OF PASSENGER CONSISTS

23 April 1996 VIA #1 - "Canadian" at Toronto, Ontario	26 April 1996 VIA #15 - "Ocean" at Moncton, New Brunswick	28 April 1996 VIA #606 - "Abitibi" at Pointe-aux-Trembles, QC	4 May 1996 VIA #620 - "Champlain" at Montreal, Quebec	6 May 1996 RMR #104 to Jasper at Kamloops, BC
F40PH-2 6453 F40PH-2 6438 HEP-II Club Galley 4005 * Baggage 8610 Coach 8124 Coach 8127 Skyline 8500 Sleeper "Mackenzie Manor" Sleeper "Jarvis Manor" Sleeper "Elgin Manor" Sleeper "Bell Manor" Diner "Alexandra" Sleeper "Stuart Manor" Sleeper "Laird Manor" Sleeper "Burton Manor" Dome-Obs. "Kootenay Park" * deadheading for service on the "Skeena" -----	F40PH-2 6434 F40PH-2 6409 Baggage 8619 Coach 8119 Skyline 8514 Coach 8140 Coach 8133 Diner "Louise" Slpr. "Chateau Maisonneuve" Slpr. "Chateau Montcalm" Slpr. "Chateau Papineau" Slpr. "Chateau Iberville" Slpr. "Chateau Laval" Slpr. "Chateau Latour" Dome-Obs. "Yoho Park" -----	FP9Au 6313 Baggage 9672 Coach 5464 Cafe-Coach 3217 Coach 5449 Cafe-Coach 3252 Baggage 9639 FP9Au 6308 FP9Au 6309 (last operation of 'Blue' cars and 'F' units into Montreal) -----	LRC-2 6914 LRC Club 3473 LRC Coach 3321 LRC Coach 3301 TTSL FP9Au 6306 * * Train Touristiques de St-Laurent 6306 being deadheaded -----	HATX GP40-2CLC 804 Generator 9270 Baggage-Dormitory 9488 Coach 5709 Coach 5707 -----
22 April 96 VIA #601 - "Saguenay" at Ahuntsic, Quebec	29 April 1996 VIA #6 - "Skeena" at Prince George, BC	29 April 1996 VIA #601 - "Abitibi" at Ahuntsic, Quebec	6 May 1996 RMR #102 to Calgary at Kamloops, BC	10 May 1996 VIA #2 - "Canadian" at Edmonton, Alberta
FP9Au 6312 SGU 15462 Baggage 9639 Cafe-Coach 3252 -----	F40PH-2 6453 Coach 8120 Skyline 8515 Sleeper "Grant Manor" * * last sleeper to operate on the "Skeena" -----	F40PH-2 6400 * Baggage 8606 * HEP-I Coach 8130 * HEP-II Coach 4123 * HEP-II Coach 4125 HEP-II Coach 4109 HEP-II Coach 4105 HEP-I Coach 8116 Baggage 8608 F40PH-2 6419	CP SD40-2 5904 HATX GP40-2CLC 805 Generator 9272 Baggage-Dormitory 9487 Coach 5706 Coach 5718 Coach 5716 Coach 5702 Coach 5724 Coach 5703 Coach 5713 Coach 5749 Dome Coach 9501 -----	F40PH-2 6426 F40PH-2 6451 Baggage 8616 Coach 8101 Coach 8102 Coach 8126 Skyline 8512 Sleeper "Douglas Manor" Sleeper "Bayfield Manor" Sleeper "Rogers Manor" Skyline 8505 Sleeper "Carleton Manor" Sleeper "Monck Manor" Sleeper "Dawson Manor" Sleeper "Drummond Manor" Diner "Empress" Sleeper "Lorne Manor" Sleeper "Chateau Roberval" Sleeper "Draper Manor" Dome-Obs. "Kootenay Park" -----
28 April 1996 VIA #693 - "Hudson Bay" at Winnipeg, Manitoba	6 May 1996 VIA #5 - "Skeena" at Prince George, BC	* To Jonquiere; others to Taschereau; first operation of HEP equipment -----	30 April 1996 VIA #693 - "Hudson Bay" at Winnipeg, Manitoba	26 April 1996 VIA #604 - "Abitibi" at Ahuntsic, Quebec
F40PH-2 6458 F40PH-2 6455 Baggage 8600 Coach 8108 Coach 8113 Diner "Annapolis" Sleeper "Chateau Viger" -----	F40PH-2 6453 Coach 8120 Skyline 8515 HEP-II Club 4005	29 April 1996 VIA #17 - "Chaleur" at Gaspé, Québec	F40PH-2 6457 F40PH-2 6456 Baggage 8602 Coach 8115 Coach 8109 Diner "York" Slpr. "Chateau Varennes" Slpr. "Chateau Vercheres"	FP9Au 6313 Baggage 9672 Coach 5464 Cafe-Coach 3217 Sleeper "Emperor" (last steam-heated sleeper to operate on VIA Rail)
Correction: STCUM FP7A 1303 was incorrectly shown as FP9A 1303 in the May issue.		F40PH-2 6442 Baggage 8612 Sleeper "Chateau Brule" Sleeper "Chateau Richelieu" Skyline 8511 Coach 8139		

(Thanks to Brent Best, Tom Box, Jim Brock, Jeff Geldner, John Godfrey, Jim Johnston via Dean Ogle, Bill Linley, David Meridew, Willie Radford, Stan Smith, Michel Tremblay)

The Motive Power and Equipment Scene

Many thanks to Denis Allard, Bruce Chapman, Doug Cummings, Ken Garber, John Godfrey, Bryce Lee, Roland Legault, Richard Longpré, David Meridew, Jim Sandilands and Shawn Smith.



RETIRED: (retirement date)

- CN GMD1m 1117 (May 16) and 1148 (May 10);
- CN SW1200RS 1298 (May 10) - to become a remote control car mover at Symington (Winnipeg);
- CN RSC-14 1750, 1751 and 1761 (all on April 22);
- CN GP38-2(W) 4763 and 4764 (both on May 13) - see next item;
- CN SD40 5034 (May 16) and 5184 (May 10);
- CN S-13 8710 (May 6);
- CN GP40-2L(W) 9451 (May 16) - wrecked at Becancour, Quebec, on February 27, 1996.
- CN GP40-2L(W) 9491 (May 13), 9497 (May 6), 9516 (May 6), 9535 (May 6), 9563 (April 25) and 9594 (May 6) - all to Helm Leasing for service on Kansas City Southern.

'UN-RETIRED': GP40-2L(W) 9508 and 9550, retired on March 19, 1996, for sale to a customer in Venezuela, were 'un-retired' on May 3. In their place, GP38-2 4763 and 4764 were retired on May 13 for sale to Perkins (or Pekins) in Venezuela.

SUBSTITUTIONS: Four of the 22 GP40-2L(W) units earmarked for sale to Helm Leasing for service on Kansas City Southern have been changed. Removed from the list are 9589, 9603, 9610 and 9616. Added to the list are 9491 (retired May 13), 9496, 9535 (retired May 6) and 9614.

FIVE ONTARIO HYDRO UNITS ADDED: CN has secured a contract to haul coal from Bienfait, Saskatchewan, to Ontario Hydro at two locations in northern Ontario, a contract previously handled by CP. Coincident with the contract transfer, Ontario Hydro-owned CP SD40-2 5779-5783 and 120 'CPHX' coal hoppers have been transferred to CN. The five units, which remain owned by Ontario Hydro, were renumbered CN 5388-5392 in early-May, given class GF-30x and had CP markings removed.

STORED SERVICEABLE:

- CN GMD1m 1105 and 1124;
- GTW GP9 4134, 4135 and 4139.

STORED UNSERVICEABLE:

- GTW GP9 4433;
- GTW GP18 4700 and 4703.

RENUMBERED: SD38-2 5700, 5701 and 5703 were renumbered 1650, 1651 and 1653 during the week of May 6 to clear the 5700 series for SD751 5626-5730 to be delivered between late-May 1996 and January 1997. (5702 was renumbered 1652 on April 15).

TRANSFERRED:

- From Montreal to Moncton: CN SW1200RS 1343;
- From Toronto to Moncton: CN SW1200RS 1366 and 1396;
- From Senneterre to Montreal: CN GP9RM 4025-4036;
- From Toronto to Montreal: CN GP9RM 7233;
- From Montreal to Toronto: CN GP9RM 7276;
- From Montreal to Winnipeg: CN GP40-2L(W) 9500, 9501, 9503-9515, 9518-9520, 9522-9531, 9533, 9534, 9536, 9538-9558, 9560-9562, 9564-9572, 9574-9587, 9589-9593, 9595, 9597-9610 and 9612-9632.

LEASED OUT: GTW GP9 4136 has been leased to DOT RAILSERVICE of Indiana Inc. for use as a switcher at Kellogg's in Battle Creek, Michigan.

SOLD: Retired SD40 5152, 5174 and 5208 have been sold to Helm Leasing. Nos. 5174 and 5208 have been moved to AMF for upgrading and repairs; No. 5152 will follow.

OFF LEASE: LMSX C40-8 715-739, leased for the winter months for 18 years starting in 1994, were off lease in early-May and moved to Conrail lines.

15 UNITS LEASED:

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

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.

CONVERTED: SOO SW1200 1207 was converted to CP Slug 1000 effective May 7. It is mated with GP9u 'mother' 1639 - assigned to Thunder Bay.

RETIRED: RS-18u 1862 on May 9 (engine damage).

TRANSFERRED: CP SD40-2 5779-5783, owned by Ontario Hydro, were transferred to CN on May 4, 2, 2, 4 and 4 respectively and renumbered CN 5388-5392 (further details above under CN). Ontario Hydro-owned SD40-2 5784-5786 and 5860-5862 remain of CP.

RETURNED TO SERVICE: CP RS-18u 1834.

RENUMBERED:

- CP GP9 slug 1534 renumbered 1025 on April 19 (date correction);
 - SOO GP40 2045 was returned to service on May 11, renumbered CP 4620.
 - CP SW900 slug 6713 renumbered 1015 on May 6.
- STORED SERVICEABLE:** CP SW9u 1200; CP SW1200RSu 1211; and CP SW1200RS 8123.

54 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 1209 (converted to a slug - to eventually be mated with a CP GP9u unit);
- SOO SW1200 1213 and 1220;
- SOO SW1200 1222 (to be converted to a slug for use in Canada);
- SOO MP15AC 1535 (damaged in St. Paul, MN, yard on 15/02/96);
- CP GP9u 1604;
- CP RS-18u 1804 and 1833 (failures);
- SOO GP40 2014;
- 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/slug);
- CP GP35 5002*;
- CP GP35 5012 and 5021 (to be converted to a control cab/slug);
- CP GP35 5023 (accident damage);
- CP SD40-2 5685 (accident damage at Savona, BC, on 20/08/95);
- CP RS-23 8024*, 8025, 8028, 8029*, 8031*, 8033*, 8035 and 8044*;
- 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 UNIT ACTIVITY SINCE LAST ISSUE:

Added:

- EMDX SD40 6505 on April 29;
- HLCX SD40-2CLC 6057 on April 20;
- HLCX SD40-2 6213 on April 30;
- PNCX SD40 3012 on May 3.

Removed:

- GL GP20C 2001-2009 (assigned to SOO) on May 2;
- MRL SD40 204 and 209 on May 10;
- MRL SD40XR 255 on May 10.

NOTE: Conrail Leasing SD40 600-611, leased to CP, were recently acquired by Helm Leasing. They were expected to be renumbered HLCX 5014-5025 in order. Instead, 600-605 have been renumbered HLCX 5015-5020, 606 has been renumbered HLCX 6214, and 607-611 have been renumbered 5021-5025.

181 UNITS LEASED:

10 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 6505-6507 (ex-CSXT 8345, 8355, 8358; ex-SBD 8286, 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.

106 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-HLCX/IPSA 301; exxx-MP/UP 603; nee CRI&P 343);
- HLCX SD40 4057, 4060-4062, 4066 (ex-UP same numbers; exx-MP 3057, 3060-3062, 3066; nee MP 757, 760-762, 766);
- HLCX GP40-2CLC 4403 (ex-HLCX 656; exx-Amtrak 656 [leased]; Helm 3072; nee ICG/IC 3072);
- HLCX GP40-2CLC 4405-4407 (ex-HLCX 650, 651, 654; exx-Amtrak 650, 651, 654 [leased]; exxx-Kyle 3104, 3108, 3116; nee CR/PC/NYC 3104, 3088, 3083);
- HLCX GP40-2CLC 4409-4410 (ex-HLCX 658-659; exx-Amtrak 658-659 [leased]; exxx-B&M 321, 323; nee CR/PC 3229, 3233);
- HLCX GP40-2CLC 4412 (ex-HLCX 653; exx-Amtrak 653 [leased]; exxx-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 5015-5016 (ex-CR 600-601; exx-CR 6344, 6293; nee PC/PRR 6091, 6040);
- HLCX SD40 5017-5018 (ex-CR 602-603; nee CR/PC 6277, 6280);
- HLCX SD40 5019-5020 (ex-CR 604-605; exx-CR 6347, 6310; nee PC/PRR 6094, 6057);
- 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);
- HLCX SD40-2CLC 6056;
- HLCX SD40-2CLC 6057 (ex-HLCX 5007; nee KCS 610);
- 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 6211-6213 (ex-DM&E/SOO 6384, 6386, 6387; nee MILW 194:2, 199:2, 200:2);
- HLCX SD40u 6214 (ex-CR 606; exx-CR 6321; nee PC/PRR 6068);
- HLCX SD40-2 6388 (exx-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.

17 from Montana Rail Link:

- MRL SD40 200, 206 (ex-BN/C&S 6341, 6336; nee C&S 881, 876);
- MRL SD40 213, 214 (nee BN 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 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 6460; 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, 9539 (ex-ATSF SD45u 5350, 5352, 5354; nee ATSF 5577, 5529, 5514).

8 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).



SOLD: LRC-2 6920, badly burned in the November 20, 1994, sabotage accident at Brighton, Ontario, has been sold to Century Locomotive in Lachine, Quebec, for scrap.

REPAIRED: Coach 8104, damaged in a derailment at Blue River, BC, on April 22, 1995, was released from Canada Allied Diesel in Lachine, Quebec, on May 1.

TRANSFERRED: Cafe-Coach 3248 has been moved from Toronto to Winnipeg for eventual conversion for service between Lynn Lake and The Pas, Manitoba, replacing 'Canadian Flyer' coach 5186.



RELEASED:

- Connecticut DOT GP40-2H 6695 (ex-CSXT GP40 6578) on April 25;
- Connecticut DOT GP40-2H 6696 (ex-CSXT GP38 2075) on April 25;
- Connecticut DOT GP40-2H 6697 (ex-CSXT GP38 2090) on April 30;
- Connecticut DOT GP40-2H 6698 (ex-CSXT GP38 2181) on May 10; (all painted in New Haven livery)
- CN Dash 8-40CM 2410 and 2426 (engine repairs);
- Several CN SD70I units (5600s) after being retrofitted with new fuel tanks.

WORK IN PROGRESS:

- CN Dash 8-40CM 2409 (engine repairs);
- CN Dash 9-44CWL 2505 and 2507 (frost damage);
- Former CSXT GP38 2189, being converted to a GP40-2H unit for Connecticut DOT (to be renumbered 6699);
- Former CN GP40-2L(W) 9474 and 9517 for conversion to GP40-2LH units for the Massachusetts Bay Transit Authority (another 23 to follow);
- Former CN GP40 9312 for conversion to a GP38-2 unit for Roberval & Saguenay (another five to follow, including KCS GP40 784, 785 and 787);
- Former SSW SW1500 2489 and 2491 for major overhaul for Vancouver Wharves;
- Helm Leasing's former CN SD40 5174 and 5208 to be upgraded with the installation of a CLC microprocessor (CN SD40 5152 to follow);
- Ports Canada MP15AC 8404 for truck and various repairs and painting;
- MTA (Maryland & Delaware) RS-3m 1201 for major overhaul;
- 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).



Connecticut DOT GP40-2H 6699 (ex-CSXT GP38 2189) in primer paint, undergoes tests on CN at St-Lambert, Quebec on April 29, 1996. No. 6699 is the last of six former CSXT units being converted for Connecticut DOT at AMF Industries in Montreal. No. 6699 will soon be delivered in "New Haven" livery. Photo by Gerry Gaugl.

ELSEWHERE

PAYBACK: BC Rail SD40-2 744 and 747 are working on CN in the Vancouver area to back horsepower hours owed to CN.

NEW POWER: For the summers of 1990 to 1995, the Great Canadian Railtour Company leased former Santa Fe B36-7s 7488 and 7498 from General Electric for its "Rocky Mountaineer" excursions between Vancouver and Banff/Jasper. Both units were purchased by BC Rail in late-1995.

HATX GP40-2CLC 800, 804 and 805 have been leased from Helm Leasing for the 1996 "Rocky Mountaineer Railtours" (RMR) season. The three units have been painted to match the RMR's cars. HATX 804 and 805 were formerly CSX GP40 6746 and 6753 (nee Seaboard Coast Line 1591 and 1598).

In addition, RMR has purchased Great Lakes Western electric generator units 492 and 493. The cars were built by National Steel Car in 1957 as CN baggage cars 9270 and 9272. CN modified both in May 1969 to include a 550-volt power supply for Tempo passenger cars (later reduced to 480 volts). Numbered 15301 and 15302, they were transferred to VIA Rail in 1978 and remained on the roster until the late-1980s. Both were purchased from VIA by Great Lakes Western in March 1993. The cars have been repainted into RMR's livery and renumbered 9270 and 9272.

FOR SALE: Quebec North Shore & Labrador SD40-2 228, 242, 249, 251, 253 and 255 have been moved by ship from Sept-Îles to AMF Industries in Montreal for disposition.

ALBERTA DOINGS:

- Alberta Prairie Railway Excursions acquired four former CN multiple unit trailers from the Montreal commuter line in 1995 (Nos. 6740, 6741, 6744 and 6747). No. 6747 has been converted into a dining car and named "Val Royal".
- Former CN business car 91 - "Bonaventure" is no longer on lease to the Central Western Railway and the CWRC reporting marks have been removed. The car is for sale through CANAC and is located on a siding in Cochrane, Alberta;
- Alberta Prairie Railway Excursions coaches 5208 and 5210 were returned to CN and have been sold to a tourist railway in Michigan;
- Rocky Mountain Rail Society's former CN baggage-caboose (comboose) 1602 (ex-CN 7857, exx-NAR 1602) has been moved from Warden to a location in Calgary.

ON THE INDUSTRIAL SCENE

CORRECTION: In the last issue, the move of former ICI (Cornwall) SW900 No. 915 to Harmac Pacific in Vancouver was reported. The unit is destined to Harmac Pacific in Harmac (south-east sector of Nanaimo) on Vancouver Island after a stop at the Southern Railway of British Columbia shop in New Westminster for painting and air brake modification.

NEW HOME: Canadian Rail Service's former Vancouver Wharves S-6 826 (built by Alco in August 1956 as Southern Pacific 1065 - serial 81806) has been renumbered 1065 and moved to Trans Alta Utilities at Sundance (near Wabamun), Alberta.

IMPORTED: Conrail SW8M Nos. 8675 and 8685, have been acquired by A.A. Merrilees (dealer) and moved to their facility at Mascouche, Quebec. Nos. 8675 and 8685 were built by EMD in September 1951 as Lehigh Valley 261 and 271. They were retired in April 1990 and April 1991 respectively.

ON THE PRESERVED SCENE

CABOOSE RELOCATED: A former Essex Terminal Railway wood caboose, privately owned at 5865 Malden Road in Windsor, Ontario, has been moved to Essex, Ontario, and placed adjacent to the former Essex station. The caboose is one of two built by the Essex Terminal Railway almost 90 years ago, and had served as a pool house at a private residence since 1972. Its sister caboose houses Gibson Gallery in nearby Amherstburg, Ontario.

GONE SOUTH: Former VIA Cafe Lounge 750 (reported moved in the May Branchline), and Sleepers 1113 - "Edgeley" and 1140 - "Enterprise" have been sold by Montreal equipment dealer Richard Longpré to Renaissance Rail for use on "The Madison County Zephyr" between Bureau, Illinois, and Earlham, Iowa. As well, Richard Longpré's former VIA Sleeper 2141 - "Naiscoot River", has been leased by Renaissance Rail and joins the other three cars. The 750 departed Montreal on CN Train 395 on April 13. The three sleepers departed Montreal on CN Train 391 on April 24.

SOME SAVED, SOME SCRAPPED: Of seven pieces of rolling stock held by Univers du Rail in Charny, Quebec, two have been relocated, and five have been scrapped.

Relocated was 25-Ton Davenport No. 25 (ex-Canadian Arsenals) to Tingwick, Quebec, and former CN wood caboose 78602 to Parisville, Quebec.

Scrapped were former VIA/CN dinette 427, former VIA/CN coach 5201, former CN coach 5800, former CN work baggage car 71640 (nee 9195), and wood box car UNIX 002.

VANDALIZED EQUIPMENT ORDERED BURNED: The town of Stephenville Crossing, Newfoundland, was given five pieces of rolling stock after railway operations in Newfoundland ceased in 1988. The cars were subsequently vandalized to the point where town officials ordered the fire department to burn them. A contractor paid the town \$30 a ton for the scrap metal.

Destroyed were former CN work car 4051 (nee CN coach 771), CN work sleeper 5013 (nee CN 314 - "Princeton"), CN kitchen car 5016 (ex-CN baggage 1302, nee Newfoundland Railway 222), a former USAF wedge plow, and a CN caboose (caboose 6062 and 6071 were at Stephenville Crossing - it has not been determined which of the cabooses was destroyed). ♠



REMEMBER WHEN?: Though CN had renovated its Bengough Subdivision between Radville and Willow Bunch, Saskatchewan, in the 1980s, it still had 60 pound steel. Consequently, it was restricted to A1A-A1A GMD1 units. In August 1990, CN took over CP's Meadow Lake Branch in northern Saskatchewan in exchange for the Bengough line to the south. With the CP abandoning its trackage rights over other CN lines in northern Saskatchewan, also restricted to GMD1s, the CP's six light RS-23s used on these became available to service its new line. Designated as the Radville Subdivision by CP, the RS-23s, as well as the boxcars, were used until new rail could be installed.

On June 25, 1991, four RS-23s, led by 8014, haul a westbound train up the three miles of 1.5% grade west of Bengough on its way to Willow Bunch. It is fortunate the empties went west because this grade reduced the tonnage rating of a GMD1 from 2,440 to 950 tons. By 1992, CP GP38s and hoppers were running on the Radville Subdivision. Photo by Charles W. Bohi.

A SAMPLE OF DIESEL LASHUPS

- April 19 - CN at Prince George, BC: Dash 8-40CM 2421, SD50F 5402, SD60F 5550 and GP9RM 7000.
- April 20 - CN at Baie d'Urfe, QC: SD40u 6019, SD40 5206, GP40 9317 and SD40-2(W) 5254.
- April 20 - CN at Dorval, QC: GTW SD40 5928, GTW GP38AC 6216 and NREX SD40 869.
- April 24 - CN 452 at Edmonton, AB: SD40 5192, M-636 2338, SD60F 5557 and SD50F 5421.
- April 26 - CP Havelock Turn at Havelock, ON: C-424s 4227, 4243 and 4239.
- April 27 - CN 450 at Richmond Hill, ON: GP40-2L(W) 9538, SD40 5091 and M-636 2313.
- April 28 - CN 311 at Moncton, NB: SD40-2(W) 5317, LMSX C40-8 739 and GP40 9314.
- May 4 - BC Rail at Williams Lake, BC: Dash 8-40CM 4621, B36-7 7488 and 7498 (both lettered Great Canadian Railtour), Dash 9-44CWL 4643 and SD40-2 754 operated remotely.
- May 5 - CP 936 at Chalk River, ON: RS-18u's 1843 and 1839, RS-23 8044, RS-18u 1840 and RS-23s 8024 and 8031. (the three RS-23s were stored unserviceable on arrival in Montreal).
- May 10 - CP 906 at Sherbrooke, QC: C-424s 4210 and 4245, and Bangor & Aroostook GP38DC 301 (ex-CSXT 2067, nee B&O 3867, being delivered to BAR).
- May 11 - CN 711 at Edmonton, AB: GP40-2L(W) 9579, SD40-2 5392 (ex-CP 5783, owned by Ontario Hydro) and SD40 5128.
- May 11 - CN 806 at Edmonton, AB: GP38-2(W) 4792, SD38-2 1653 (just renumbered from 5703), and GP38-2(W) 4794.
- May 12 - CN 391 at Doncaster, ON: SD40 5041, GTW GP38 6204 and Conrail C30-7A 6578.
- May 15 - CN at Ardrossan, AB: Dash 8-40CM 2425, SD40 5116, GP40-2L(W) 9579 and SD40-2 5392 (ex-CP 5783)
- May 15 - NS 328 at Niagara Falls, ON: C30-7 8025, GP38-2 5072, GP38AC 2839 and C30-7 8006 (with cabooses 555090 and 555077).
- May 15 - BC Rail CV at Williams Lake, BC: Dash 8-40CM 4609 and B36-7 7494, plus Dash 8-40CM 4615 operated remotely.

(Thanks to Jason Arnot, Paul Bloxham, James Brock, Ken Jones, Harm Landsman, Bill Linley, George Matheson, Lee Mayhew, John Moore, Ron Ormson, Marty Phillips, Stan Smith and Adrien Telizyn)

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