

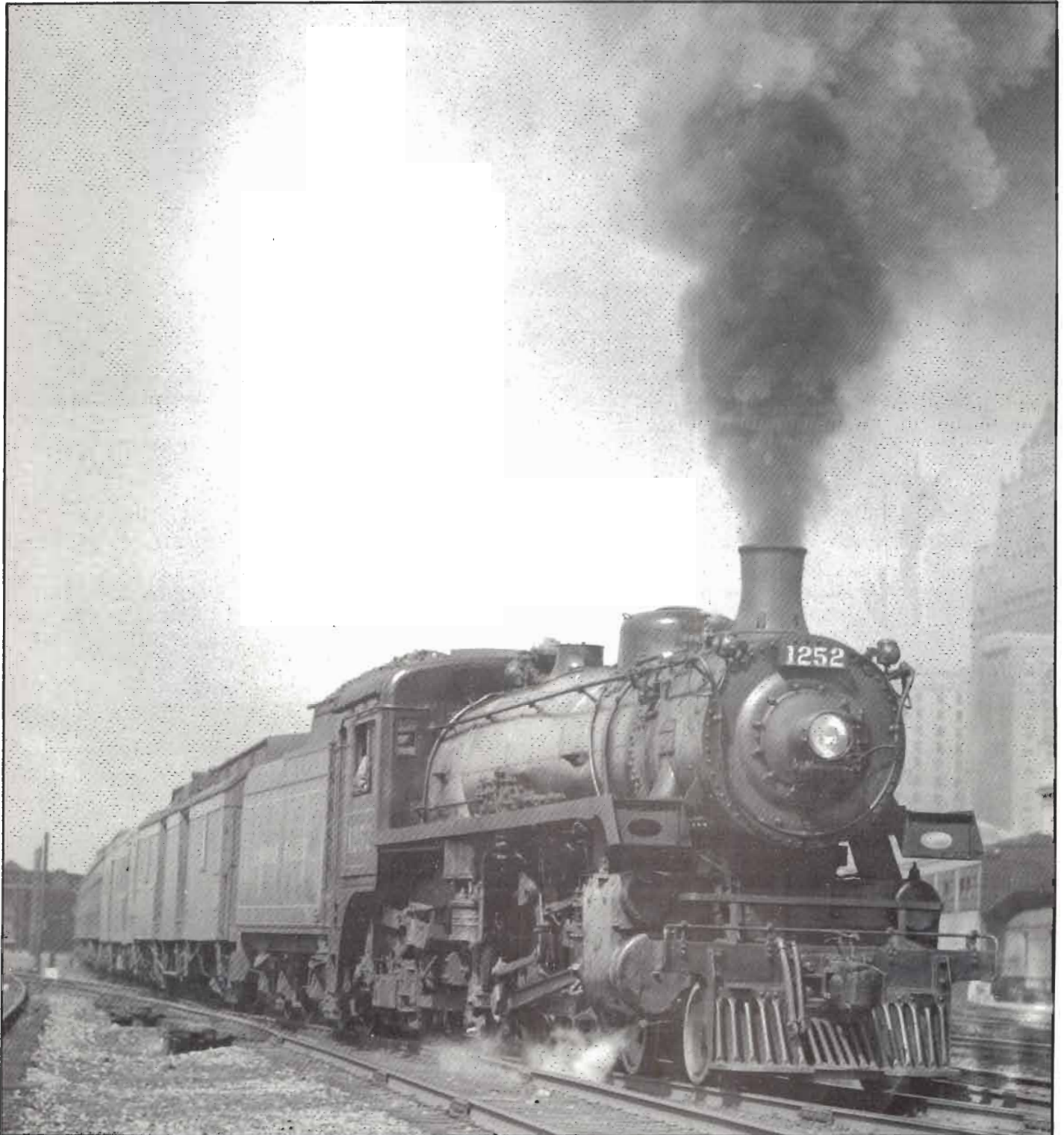


November 1996 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Riding CN's Winnipegosis Sub.
Remaking of the *Adirondack*
IC3 Flexliner



Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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Please direct all membership/subscription correspondence to: Membership Chairman, Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9611 = expiry with the November 1996 issue). Notice of expiry will be inserted in the second-to-last and last issues.

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

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We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible 5 1/4" or 3 1/2" disk. Please include a printed copy.

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

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

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Tourist Railway Association Inc.

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MEETINGS

A **regular meeting** is held on the first Tuesday of each month, except July and August, 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, November 5, 1996**, at which John Frayne will take us on a nostalgic look back to several excursions operated by Bill Williams and later by the Bytown Railway Society.

An **informal slide night** is held on the third Tuesday each month, except July and August, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. The next informal slide night will be **Tuesday, November 19, 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.

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

CAN YOU HELP?

It appears that the *Official Register of Passenger Train Equipment* dates from 1943. Was there some sort of "industry" document (as opposed to something from each individual railway) previously available? If you can help, please contact Dale Wilson, 158 Adie Street, Sudbury, ON, P3C 2C8, or e-mail: dwt2@web.net

Cover Photos Sought: The Publications Committee is looking for suitable photographs for the front and back covers of the 1997 edition of the **Canadian Trackside Guide**. The Committee's preference for the front cover is a striking colour slide of a Canadian locomotive in vertical format, or a horizontal slide that would, with cropping, lend to a vertical format. Deadline is the "Informal Slide Night" on December 17, 1996. If you have suitable entries and cannot attend the December 17 meeting, kindly forward your entries to our mailing address. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.

On the Cover: Canadian Pacific 4-6-2 No. 1252, one of 102 G5 class Pacifics to grace CPR's roster, departs Toronto Union Station with Train No. 36 for Montreal via Peterborough circa 1947. Paterson-George Collection.

Press date for this issue was October 21
Deadline for the December issue is November 15

Information Line



VANCOUVER-TORONTO FIBRE-OPTIC LINE PLANNED:

Fonorola Inc. said its Fonorola Telecommunications Ltd. partnership and Ledor Industries Ltd. will begin the construction of a national \$120 million fibre-optic cable network connecting Vancouver, Calgary, Edmonton, Winnipeg and Toronto. Construction will begin this fall in Edmonton and first move eastward to Winnipeg and Toronto, with completion of the link between Toronto and Vancouver by the third quarter of 1998.

Fonorola Inc. said that Canadian National Railway Co. will provide rights-of-way for the link between Edmonton and Toronto and indicated the link will provide CN with "significant benefits in terms of modernizing its communication and signalling system across the Prairies and Northern Ontario." (*Edmonton Sun*, 22/09/96, thanks to Harold Lake, and *The Financial Post*, 26/09/96)

NEW CUSTOMER SERVICE CENTRE IN WINNIPEG:

Canadian National Railway opened a state of the art customer service centre in Winnipeg on October 1. The new 68,000-square foot facility in the Eaton Place office building, staffed by 500 people surrounded by computer terminals, replaces centres the company had across Canada. Some 400 employees have been transferred in from other centres.

CN President Paul Tellier told an official opening ceremony that the centre will respond to customers who "demand quick, reliable access to information about their shipments, and timely resolution of service issues. The CSC allows us to deliver that kind of response in an efficient and cost effective manner. This is a very, very critical element of the new CN". Tellier described how the centre and other such activities were all part of a major push to make CN a viable enterprise. "No company has changed as much as CN over the past three years.... No North American railroad has decreased its operational ratio as much as CN. This is a major turn-around story. But as I have said before, this is only the bottom of the fourth, top of the fifth inning."

When customers contact the centre, a computer system routes their calls to service representatives who specialize in the business group the customer belongs to which includes coal, sulphur and fertilizers, grain and grain products, forest products, petrochemicals, ores, metals and minerals, intermodal and automotive. These employees look after CN's top 800 customers. There is another division which looks after 5,100 other customers with growth potential.

The representatives can take orders for cars, schedule pickup and delivery, keep customers advised on the progress of shipments and look into problems. The Winnipeg office stays in touch with CN's field account managers and representatives. If a customer can not reach the usual field representatives, he or she can call the Winnipeg centre for assistance.

The centre also keeps the railway's operating side aware of equipment needs and in the event of a derailment or accident, alerts customers to delays and delivery alternatives.

It also generates 20,000 waybills a week sending them by fax, EDI or mail. The centre is expected to handle 45,000 calls a week. The centre's technology also allows customers to contact CN's Internet website (www.cn.ca) and enter its freight car tracing program to see where their shipment is. (Thanks to Alex Binkley, David Maiers and Jim Lewis, background information from *Winnipeg Free Press*, 01/10/96 and 02/10/96)

CN GIVES NOTICE OF DISCONTINUANCE OF RAILWAY

LINE: CN provided notice on October 1, 1996, that it intends to sell its operating interest in or to discontinue operating the - Smoky Subdivision (in Alberta) from mile 280.7 near Girouxville to mile 306.2, near Tangent.

Parties interested in acquiring the line have until December 2, 1996, to advise CN, otherwise if no agreement has been entered into within the four months following, the line will be offered to the Federal, Provincial and municipal governments whose territory the line passes through. Each will have 30 days to indicate their intention to acquire the interest in the line. If no agreement is entered into, operations on the line will cease. (*Financial Post*, 01/10/96)

CN CASTS NET WIDE IN LOOKING FOR BUYERS FOR NORTHERN MANITOBA LINES:

In the face of strong political pressure, Canadian National is mounting a very pro-active search for buyers of its lines in northern Manitoba, including the line to Churchill. At one time, a deal appeared imminent with a local organization, Gateway North Transportation Systems Ltd. Recent developments, however, have led CN to make a call for proposals to at least five other short-line rail operators in Canada and the United States. Regardless of the success in attracting a buyer, CN is determined to pull out, said CEO Paul Tellier. If a buyer is not found, the province may have to step in as the line to Hudson Bay, especially, is the sole link many communities have with the outside world. (*Winnipeg Free Press*, 03/10/96, thanks to Jim Lewis)

HUMAN ERROR BLAMED FOR CRASH: Inadequately set hand brakes have been identified as the main cause of an accident that resulted from 20 freight cars rolling out of the yard at Edson, Alberta, onto the mainline into the path of the oncoming intermodal train. The collision on September 12, 1996, left three men dead.

A special report by Rail Sciences Inc. (RSI) of Atlanta, Georgia, commissioned by CNR, said a train crew had not tightened hand brakes on the cars enough, or not tightened brakes on enough cars, to ensure they would hold on a downward slope and had not properly checked the cars afterwards.

The report also said that a derail device should have been in place at the end of the siding to prevent freight cars from getting out onto the mainline. The Transportation Safety Board recommended derails for sidings in 1994 but neither the federal government nor the railways acted on the proposal. CN is now installing them at 600 sidings across the country.

The Safety Board is still working on its report on the crash and "is looking at things quite a bit deeper," said Gary McLaughlin, the head of rail accident investigations. The Board may reach some different conclusions than RSI did.

He said the crew may have tightened enough handbrakes but one could have malfunctioned. There could also be questions about how the railway trains its employees. He noted that experts spent a month testing various handbrake settings at the siding where the accident occurred before it determined what was the correct setting.

CN fired a conductor and an assistant conductor and disciplined a locomotive engineer for their part in the accident. Their union says CN should accept responsibility for cost-saving measures that helped lead to the accident.

Rail unions said lax CN policies led to the accident. Wayne Wright of the Brotherhood of Locomotive Engineers said any responsible company has to take responsibility for how it applies rules and supervises employees.

A rail traffic dispatcher in Edmonton was distracted at the moment of the runaway because of problems on another train and missed the original signals of moving cars. By the time he realized something was wrong, it was too late to alert the approaching train. RSI recommended installation of an audio alert system to warn dispatchers about runaways. McLaughlin said derails would largely make that unnecessary.

CN President Paul Tellier picked Rail Sciences for the special study and said he would ensure the firm's recommendations would be acted on. Statistically, CN is the third safest railway in North America. Tellier said his goal is to become the safest on the continent. (Alex Binkley)

CN INTERMODAL IN DEAL WITH ST. JOHN'S FIRM: CN Intermodal has entered into a partnership with Newfoundland Capital Corp.'s Clarke division which will see Clarke handle the distribution for CN Intermodal on the island while continuing to serve existing customers. The deal gives shippers to and from Newfoundland access to Clarke's province-wide highway service as well as CN's transcontinental track network and connections to other major North American rail carriers. CN Intermodal is owned by Canadian National Railway Co. Newfoundland Capital of St. John's is a management company with transportation and communications interests. (*Financial Post*, 08/10/96, thanks to Harold Lake)

Canadian Pacific Railway

PROPERTY ARM SOLD: Canadian Pacific has sold its Marathon Realty unit to a company owned equally by Oxford Properties Group, of Toronto, and the international arm of General Electric Capital Corporation of Stamford, Connecticut. The sale is worth \$952 million (CAD) and is a part of CP's strategy to focus on its core transportation, energy and hotel businesses. (*Medicine Hat News*, 06/09/96, thanks to Ian Frost)

IRON ROAD RAILWAYS EXPANDS NETWORK: On September 28, Washington-based Iron Road Railways acquired 391 kilometres of track from CP in southern Quebec and northern Vermont. The acquisition links the company's existing system in Maine (Bangor & Aroostook, and Canadian American) and Canadian American's line between Megantic and Lennoxville, Quebec, directly to the Montreal area, as well as to northern Vermont. Two new subsidiary railroads were formed for the acquisition: The Quebec Southern Railway, and The Northern Vermont Railroad.

The lines acquired by Iron Road are between Lennoxville and St-Jean, Quebec (128 km); between Brookport, Quebec, and Wells River, Vermont (196 km); between Farnham and St-Rosalie Jct., Quebec (45 km); and between Farnham and Stanbridge, Quebec (22 km). Iron Road also acquired running rights over CP between St-Jean and Montreal, and CP has running rights between St-Jean and Farnham.

The purchase makes Iron Road the largest regional railway in eastern Canada and northern Maine, the latter courtesy of its holdings in CP's former Canadian Atlantic Railway between Lennoxville and McAdam as well as the Bangor and Aroostook Railroad.

Iron Road would also like to buy CP's line from Montreal to Quebec and contract with CP for industrial switching in and around Montreal.

In a related story, Iron Road recently bought several coaches from VIA Rail. Spokesperson Ben Coes said the former VIA cars might permit the company to provide ski trains from Montreal into Vermont or "Hockey Night in Canada" trains from

Sherbrooke to Montreal. The company hopes to obtain running rights into Montreal's Windsor Station, near the Molson Centre where the Canadiens play." (John Godfrey, *Telegraph Journal*, 30/09/96, thanks to Scott Anthony, and *Financial Post*, (01/10/96, thanks to Harold Lake)

StL&H ACQUIRES OWNERSHIP OF ITS LINES AND ASSETS: Effective October 2, the St. Lawrence & Hudson Railway Company Limited (StL&H), an autonomous subsidiary of the Canadian Pacific Railway Company (CPR), became an operating railway.

All Canadian assets, lines, operating interests and associated facilities previously identified as comprising the St. Lawrence & Hudson Railway (StL&H) were transferred by CP to StL&H. They consist of the Canadian portion of the StL&H network between Quebec City and Chicago through Montreal and Toronto; and between Montreal or Toronto and Albany, New York City, Philadelphia, Baltimore and Washington. The StL&H will operate over all lines east of Windsor. The connecting points with the CPR are at mileage 12.5 (Burbidge) on the MacTier Sub. and mileage 0.5 Cautionary Limits (Scott) on the Chalk River Sub.

The status of the U.S. assets being operated as part of the StL&H has not changed.

In accordance with the Canada Transportation Act, lines, interests and facilities within the StL&H, which had been previously identified as candidates for rationalization under CPR's three-year rationalization plan, will now be included within StL&H's own three-year rationalization plan to be issued shortly. (*The StL&H Express*, 07/10/96)

INTERNAL SHORT LINE: CP Rail has transferred the Havelock Subdivision (140.3 km from Tapscott Road in Toronto to Havelock via Peterborough) and the Nephton Subdivision (running 32 km north from Havelock into mining country) to the St. Lawrence & Hudson Railway Co. Ltd., its newly created operating division in eastern Canada.

Effective October 1, both subdivisions became an internal short line, meaning that they operate under a separate union agreement than the main CP Rail contract. The new unit will employ a salary pay structure as opposed to paying train crews on the basis of mileage. It will also include flexible work rules, self-directed work teams and a profit sharing plan. Canadian Pacific hopes that the new system will allow it to turn a profit on the operation. Last year, it posted a loss of \$137,000 on revenues of \$7 million.

Mike Hone, vice-president of the United Transportation Union, said the new venture shows that managers and employees can find imaginative ways to deal with the escalating cost of running railways. Discussions have already started about implementing similar operations on the line between Quebec City and Montreal as well as operations in and around Nelson, British Columbia. (*The Financial Post*, 02/10/96, thanks to Harold Lake, and *Globe and Mail*, 03/10/96, thanks to John Thompson)

SALE OF WESTON SHOPS UNDER CONSIDERATION: Canadian Pacific has announced that it is considering the sale of its historic Weston Shops in Winnipeg, Manitoba. The move is designed to focus the company on its core business of transportation. The company has already initiated major job cuts and transfers which have seen 275 car and locomotive maintenance positions either cut or transferred to Ogden Shops in Calgary by the end of February.

Barry Scott, CP's director of communications said: It's a tad premature to say we're selling the shops. We've hired a consultant to look at whether it's feasible to sell the operation."

With the possible loss of the car and locomotive work, the only activity at Weston would be in the manufacture of wheels and track components such as switch frogs. CP has indicated that it

may be a lot cheaper to contract out for this work as opposed to maintaining an in-house expertise. (**The Winnipeg Free Press**, 10/10/96, thanks to Jim Lewis, and **Globe and Mail**, 11/10/96, thanks to Michael Iveson)

CANADIAN PACIFIC RAILWAY ACQUIRES QUEBEC CENTRAL RAILWAY: CP says that it has completed its takeover bid to acquire all the capital stock of Quebec Central Railway, Co. not already owned by it. CP Rail said about 98.5 per cent of the capital stock subject to the offer has been tendered. It said it will take up and pay for all the stock tendered. Canadian Pacific Railway, which already owns or controls about 9 per cent of the capital stock of Quebec Central, had said it would offer \$5.75 for each one pound of capital stock, for total consideration of about \$5.8-million. (**Globe and Mail**, 15/10/96)



VIA RAIL ON AGENDA FOR MPs: Thunder Bay-area MPs Joe Comuzzi and Stan Dromisky will push for VIA Rail passenger service along the Sudbury-Thunder Bay-Winnipeg route during the new session of Parliament. Dromisky and Comuzzi say they have met with Canadian Transportation Minister David Anderson about the matter and have taken other steps to bring VIA back to the route it abandoned in 1990.

Dromisky said it is crucial for communities that would benefit from VIA's return to pass resolutions calling for the federal government to restore the service.

VIA's return would mean passenger service on the CN Northern line through communities like Armstrong and Longlac would cease, Comuzzi said. "I've talked to people in Armstrong about this and they would rather have some consistent bus service link with Thunder Bay." (**Chronicle Journal**, 16/09/96, thanks to Dominik Stangier)

VANCOUVER-JASPER SERVICE TO BE EXPANDED IN SUMMER 1997: Between June 14 and October 19, 1997, VIA Rail will be operating new Trains 3 and 4 between Vancouver and Jasper, in addition to Trains 1 and 2 ("Canadian"). This will result in six day a week service in each direction.

Train 1 will depart Jasper on Monday, Thursday and Saturday at 15:30; Train 3 will depart Jasper Tuesday, Friday and Sunday at 15:35. Train 2 will depart Vancouver Tuesday, Friday and Sunday at 20:00; Train 4 will depart Vancouver Monday, Thursday and Saturday at 20:05. (Jeff Parker)

OTHER INDUSTRY NEWS

"ROCKY MOUNTAINEER" TO EXPAND: The 1997 operating season of the "Rocky Mountaineer" will see train frequency doubled from the current tri-weekly junket from Vancouver to Jasper and Banff-Calgary. According to a spokesperson for Great Canadian Railtours (GCRC), operators of the popular tourist train, the additional frequencies could increase patronage by as much as 23,000 passengers. At the moment, the service carries 43,000 riders. (**Kamloops Daily News**, 11/09/96, thanks to Ken McKenzie)

GCRC recently acquired 25 passenger cars from VIA Rail Canada, bringing its fleet to 55 cars.

EDMONTON ANNOUNCES UPGRADE FOR LRT SYSTEM: Edmonton will upgrade the north end of its LRT system by building new stations at its Belvedere and Clareview stops. The present stations were built as temporary facilities some 20 years ago when the service was introduced and are judged to be "well

below the standard of the rest of the system." The Belvedere station is particularly dangerous. Many passengers have to walk across one LRT track as well as CN's line to Fort Saskatchewan to catch the LRT. The situation is particularly awkward if a CN train is stopped near Belvedere. Said one Edmonton counsellor, "When I was still a bus driver, I saw people sometimes crawl under a train to catch the bus." (**Edmonton Sun**, 20/09/96, thanks to Harold Lake)

NEW INLAND GRAIN TERMINAL: Manitoba Pool Elevators and Pioneer Grain have announced that a new inland grain terminal will be built in Roblin, Manitoba. The community is located on Canadian National's Togo Subdivision. The terminal will replace a wooden elevator in Roblin which is owned by Manitoba Pool as well as an elevator belonging to Pioneer Grain at Togo, Saskatchewan.

Earlier this year, farmers in the Roblin area and Cargill Grain formed a partnership to study the possibility of building the Parkland Inland Terminal near Roblin. The Cargill/farmers consortium is continuing to look for local investors. The Pool/Pioneer terminal is scheduled to be completed by the fall of 1997. (Thanks to David Maiers)

GRAIN CAR FLEET EXPANDED TO HANDLE EXPECTED RECORD CROP, BUT EFFORTS NOT GOOD ENOUGH: Both of Canada's railways have expanded the size of their respective grain car fleets to handle what looks to be a record grain crop. Canadian National has secured an additional 1,000 cars while Canadian Pacific has obtained a further 1,300 cars. Although they have acquired the extra cars, both railways have cautioned that all parts of the grain logistics system must function smoothly this year in order to meet Canada's export goals in an expeditious fashion.

Indeed, both companies have been forced to turn back some orders. At the end of September, for example, a major sale to Saudi Arabia was lost because of transportation constraints. Although the railways have added cars, they have also cautioned that they can't afford to build a fleet to handle a month of intense traffic and then have it sit idle for the balance of the year. (**The Winnipeg Free Press**, 01/10/96 thanks to Jim Lewis and **The Financial Post**, 03/10/96, thanks to Harold Lake)

CHANGES IN GRAIN TRANSPORTATION SYSTEM MEAN WESTERN SHORT LINES FORCED TO RECONSIDER SIZE OF NETWORK: Short lines, with their relatively low overhead, are seen as the ultimate solution to the big railways wanting to abandon branchline operations. However, regardless of how much costs are lowered, a railway can't exist without traffic and, when the business is gone, the railway soon follows.

Such is the case for both the Southern Rail Cooperative of Saskatchewan and Alberta's Central Western Railway. Southern Rail has abandoned its Colony Subdivision because on-line elevators have been closed. The Central Western has abandoned the east end of its Lacombe Subdivision and is considering parts of its Stettler Subdivision because of declining traffic. The line is experiencing elevator closures at a number of points. Whereas there were 11 elevators shipping grain when the CWR was started, the number has now dwindled to 5. Said CWR president Tom Payne, "You have to wait on your shippers on something like this ... If the shippers all close, it makes the decision pretty easy." (**The Western Producer**, 03/10/96, thanks to Rick Mannen)

NEW CONTRACT: On October 1, Amtrak and Burlington Northern Santa Fe Corp. announced they have signed an agreement allowing Amtrak to operate on BNSF tracks over the next 15 years. The new contract replaces previous agreements between the two companies that spanned 25 years from 1971, the year in which Amtrak was created, to April 30, 1996. Amtrak

continued to operate over BNSF under the terms of the previous contract after its expiration until the new agreement was reached.

While terms of the agreement were not disclosed, BNSF President and CEO Robert D. Krebs said the contract not only covers Amtrak's right to services, but it establishes emergency service procedures, standards of performance, rules for usage of stations and platforms, and performance incentive and penalty payments.

Some 50 Amtrak trains operate on BNSF lines every day, logging more than 5.1 million train miles per year, more than on any other railroad. Amtrak trains operate on BNSF tracks throughout the Western United States, including routes from Minneapolis/St. Paul to Seattle; Chicago to Denver; Chicago to Los Angeles; and within the Pacific Northwest and into Vancouver (BC), California and Texas. (**Business Wire** 01/10/96, thanks to Ernie Kenward)

LINE TRANSFER: The Tottenham and District Chamber of Commerce has agreed in principle to sell the rail lands that it owns between Tottenham and Beeton, Ontario, to the South Simcoe Railway (SSR) for a dollar. If the SSR ceases to function, the lands will be returned for a dollar.

The deal will allow SSR to borrow \$175,000 so that it can build a badly-needed repair shop so that winter-time maintenance can be carried out on the railway's equipment, especially former CP 4-4-0 136 and former CP 4-6-0 1057. The only way to get the financing was for the railway to have ownership of the land.

The SSR plans to increase the number of operating days next year from 96 to 132. Increasing the days of operation is seen as vital to attracting new investment in Tottenham. (**Tottenham Times**, 02/10/96, thanks to John Thompson)

ONTARIO WANTS TO PRIVATIZE GO TRANSIT: Ontario Transportation Minister Al Palladini has said he wants a blueprint by the spring of 1997 for the "commercialization" of GO Transit, Ontario's provincially run commuter train network. He plans to let a private firm run GO to reduce the agency's \$123 million annual subsidy.

"I want to see GO run like a business," he said. "The government would still be involved but the private sector would run it on our behalf."

Palladini also wants municipalities along GO lines to pick up 25% of the operating costs to lower the subsidy and help finance expansion of GO service. He said municipalities have been getting a free ride because they benefit from the service while the province pays 100% of the tab. The province has already cut subsidies to GO by 25% since 1992.

Municipal and GO officials were infuriated with talk that the operation is not well run and that Ontario wants to download costs. Rick Ducharme, GO Transit's managing director, said "This is an insult to all of us at GO given the sound business decisions we've made to react to very severe government cutbacks."

Ontario Finance Minister Ernie Eves denied the government has plans to privatize GO Transit. "I suppose we're going to, in the future, look at a lot of things, but, no, we're not doing that right now," Eves said. (**Toronto Star**, 04/10/96 and 05/10/96, thanks to John Thompson)

SAFETY MODIFICATIONS: Federal regulators in the United States are recommending a series of safety modifications to locomotives and railroad cars to better protect passengers and rail workers. In a report developed over the last three years, the Federal Railroad Administration (FRA) said stronger collision posts and longer corner posts on locomotives are needed to better absorb the impact of a crash.

The FRA noted that in a Silver Spring, Maryland, train collision last February which killed 11 people, the collision posts

were "totally destroyed." The posts on the trains were not as strong as those recommended in the report released on October 9.

The report also recommends creating "crash refuge" spots in all trains where workers can take cover if they see that a crash is imminent, improved fuel tank design and better methods to control noise and temperature levels inside locomotive cabs.

The study was mandated by a 1992 law responding to complaints from the Brotherhood of Locomotive Engineers, the United Transportation Union and other rail labour organizations.

The report now goes to the 40-member Railroad Safety Advisory Committee, made up of regulators, railroad companies and unions. The committee makes recommendations to the Federal Railroad Administration, which then makes the rules. (**The Associated Press**, 10/10/96)

CSX BIDS \$8.4-BILLION FOR CONRAIL: In a move that would create the second-largest railway in the United States, and could force more giant rail mergers, CSX Corporation has agreed to buy Conrail Inc., for cash and stock currently valued at \$8.4-billion (U.S.). The combination of CSX, currently the third-largest railway, and No. 5 Conrail would form a freight powerhouse east of the Mississippi River.

But CSX may have a battle on its hands, as Norfolk Southern Corp. was rumoured to be the leading candidate for Conrail. Norfolk Southern declined to be specific, but in a statement the company said "Whatever happens in this process initiated by our competitor, Norfolk Southern will be part of it".

A CSX-Conrail combination, if completed, would appear to be the final chapter in the 20-year saga of Conrail, government-created after the collapse of Penn Central and other northeastern railways. Since privatized, Conrail has accomplished a remarkable turnaround, and became a merger candidate. Norfolk Southern was attracted to Conrail because it has a dominant position over rail freight in the New York City area, the largest market in the U.S. Analysts now believe that if Norfolk Southern is unable to derail CSX's plans, that it will be forced to merge with a western railway, creating the U.S.'s first coast-to-coast rail line.

The combination of CSX and Conrail - the companies are calling it a "merger" of equals rather than a purchase - would create an East Coast giant with \$14-billion in annual revenues, including non-rail operations, and 46,661 kilometres of track serving 26 states (and 2 provinces .. Ed). The transaction is expected to be completed in late 1997. (**Globe and Mail**, 15/10/96)

FORTIETH ANNIVERSARY: August 26, 1996, marked the 40th anniversary of the first official train to operate over the Pacific Great Eastern's new line from North Vancouver to Squamish.

On August 27, 1956, three special trains left the North Vancouver terminal with invited guests aboard cars borrowed from Canadian National, Canadian Pacific, Great Northern, Milwaukee Road, Northern Pacific and Union Pacific. Alas, a rockslide delayed the convoy for over 17 hours as it was enroute along Howe Sound, much to the embarrassment of Premier W.A.C. Bennett. The train finally arrived in Squamish on August 28, and went on to Price George, arriving there on August 29. (**WCRA News**, 10/96)

LAST RUN PLANNED FOR "DUCHESS OF HAMILTON": November 30 will mark the retirement run of former London, Midland and Scottish 4-6-2 "Duchess of Hamilton". The engine was built in 1936 to haul the "Royal Scot" and "Coronation Scot" expresses between London and Glasgow. The "Duchess" was first retired in 1954 and put on display by a private group until it was restored to operating condition in 1975 by the National Railway Museum. Following its last run, it will be once again displayed at the National Railway Museum. (**Daily Telegraph**, 28/09/96, thanks to Bob Elliot) ☐

Mixed Pilgrimages to the Coast

Riding Canadian National's Winnipegosis Subdivision

By MARK A. PERRY

The line-up of grain-laden one-ton trucks waiting to dump their precious cargo of this year's crop is growing outside of the Manitoba Pool Elevator (MPE). The weather has turned cool; there is a forecast of frost. The clouds have rolled in, making for an identifying reminder that fall is coming and that the harvesting of this summer's yields will create another rewarding season for the men at the 40-year-old metal-sided grain elevator. It's a sure indication that things are fine and dandy in the small hamlet of Fork River, Manitoba.

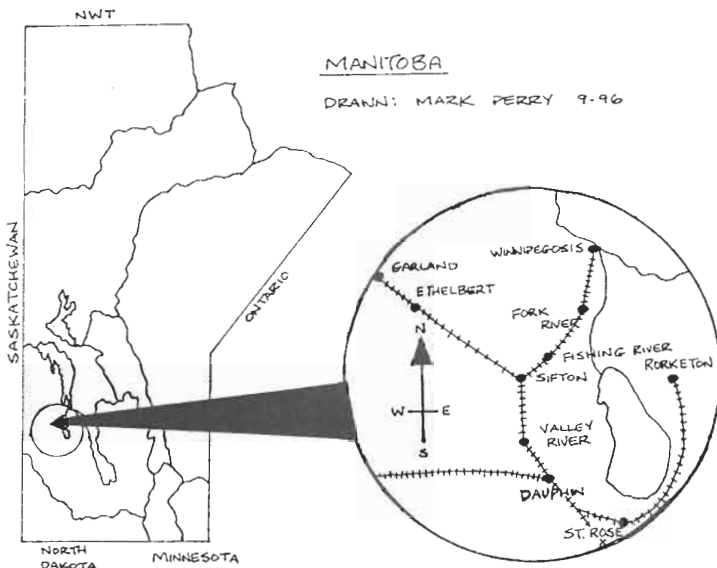
But the look on the face of 11-year MPE employee Dave Zurba, positioning the loading spout into the top hatch of aluminum hopper CNWX 106310 to be filled with 60 tons of #1 Red Wheat, is disturbing. Various news reports throughout the day from the local radio station in Dauphin, as well as newspaper articles in the **Winnipeg Free Press**, have not been promising. Canadian National has put out legal notices indicating that the company intends to discontinue or sell its operating interests in the Cowan and Winnipegosis Subdivisions. With the worries of his uncertain loss of employment, paying off a mortgage on a newly-purchased home, two small children in school and a wife, Dave has seen better days in this small farming community on the Winnipegosis Sub.

Only a few feet away, a two man survey team measure and record data along the overgrown and weedy right-of-way and across the Manitoba Pool property. They have travelled all over the province and into neighbouring Saskatchewan, plotting, examining and appraising Canadian National's realty assets. The measurements and figures will be calculated, checked and re-checked, compiled and ultimately will be sent off for assessment to some real estate office in CN's Montreal headquarters. Soon enough, like at numerous locations throughout the Dominion, a boldly painted red and white "For Sale" sign, with a 1-800 number, will appear on the ghostly, vacant property.

Centennial of a Steel Radial Thoroughfare

Fork River has seen trains trek through its realm for almost 100 years. A vision by an enterprising gentleman, J.B. Tyrell, brought the railway through the town and to the coast of Lake Winnipegosis. A charter envisioned a steel radial thoroughfare, the Lake Manitoba Railway and Canal Company, originating at the town of Gladstone, a junction point with the Manitoba and Northwestern Railway, northwest to the small coastal harbour at Winnipegosis, a total of 123 miles. Within a year though, Tyrell's undertakings were faltering and were then quickly swallowed up by the infamous Manitoba rail barons, Donald Mann and William MacKenzie. The transfer of control of the LMR&CCo. to Mann and MacKenzie took place on January 29, 1896. The line became a reality on October 8, 1897, with the first train entering Winnipegosis. On December 20, 1898, the LMR&CCo. was officially merged into the Canadian Northern Railway.

The building of sawmills and the commencement of the booming fishing industry on Lake Winnipegosis saw the railway flourish during the early years. Daily passenger trains supplemented by fish, stock and freight trains, frequently traversed the Winnipegosis Subdivision, the name given to the stretch of track between Winnipegosis and Sifton Junction, located on the Cowan Sub., just outside of Sifton. Merged into the CN system in 1918, the line ensured that the emerging towns of Fishing River, Fork River and Winnipegosis were not left behind in the rapidly modernizing post-World War I world. Every product that was made available in the major centres throughout



RIGHT: Manitoba Pool Elevator employee Dave Zurba loads CNWX 106310 at Fork River, Manitoba, on September 5, 1996. This scene will soon no longer be repeated. Photo by Mark Perry.



Canada could be bought and shipped over the country's many branch lines. Life in the small prairie towns was exciting, stimulating and just plain easy to enjoy in those times.

The Automobile Dooms the Mixed

But, as with most rail lines across the country, the emergence of the automobile spelled misfortune for branch lines across the continent. Families, excited with the freedom afforded in owning and driving a motor car, snubbed the railway's passenger service and soon Pullman sleepers, heavyweight coaches and combines were leaving railway stations across the country with few or no passengers. The Winnipegosis Subdivision was no exception. As early as 1964, proposals were contemplated for the abandonment of the pike. The exhaustion of lumber tracts, the depletion of the fish stocks and the changing nature of commercial fishing saw the closure of many lumber mills and fish plants, thus jeopardizing traffic levels on the line.

Mixed train service had been operated on the Cowan and Winnipegosis Subdivisions for over 80 years when Commissioner H.H. Griffin of the Railway Transport Committee of the Canadian Transportation Commission, issued Order #R-24506 thus authorizing CN to terminate passenger rail service between Dauphin and Winnipegosis effective April 21, 1977. On the morning of April 19, the last mixed train (M285) and its crew made ready to leave Dauphin. The tour of duty began in Dauphin at 08:30. Conductor Erik "White Seal" Erikson was in the crew booking-in room going over his switch lists, train journal and other paper work. On the platform, the tail end brakeman was standing over the red stepping box at the foot of the steps leading up into M285's assigned black and grey combine No. 7201. Over on the shop track, Engineer Pat Evans checked and verified the condition of his lone steed, anxious to get underway with the day's proceedings.

Power honours for the last mixed to Winnipegosis fell to GMD1 No. 1055. She was in good shape for the round trip to the "coast" thanks to the efforts of the midnight engine watchman during the previous night. The shiny black, unique looking, six-axle unit was from one of several orders totalling 78 units that CN purchased from General Motors between 1958 and 1960. Numbered 1000-1077, the GMD1s were designed to replace the dwarfish, nimble steam engines which had plied the many branch lines in western Canada. Thanks to their unpowered middle axles, the units had a light enough axle loading to roam anywhere on the CN system.

Alas, by the late-1980s, many of the light steel lines had been abandoned thus removing the need to have so many of the unique A1A-A1A trucked units on hand. In 1988, 15 units were selected and sent to the Pointe St. Charles backshop in Montreal for upgrading for continued service in prairie branchline service. Their 12 cylinder 567C engines were rebored and fitted with 645-series power assemblies. The 15 engines retained their A1A trucks and were renumbered 1600 to 1614.

As for the remaining 1000-series units, 21 were similarly remanufactured at Pointe St. Charles backshop in 1989 but received modified four-axle B-B trucks and were renumbered 1403-1423. The balance of the 1000s, including five built for the Northern Alberta Railways, were rebalasted and renumbered into the 1100 series, also equipped with modified four-axle trucks, and placed in yard and transfer system all across the system. Indeed, the last 'original' GMD1 to operate on the Winnipegosis Subdivision was No. 1056 on August 9, 1990.

Departing the shop track, Evans and his brakeman tied the 1055 onto the small train which was spotted in front of the imposing 1912-built Canadian Northern brick and stone station. Upstairs, on the third floor of the sullen depot, amongst the noise and clatter of the everyday workings of a dispatching office, Dispatcher M.G. "Rocky" Bruyere barked out orders according to M285's schedule in Time Table No. 71. The operator obediently typed out his flimsies (onion-skinned train orders). Delivery of the orders was made by the operator to Conductor Erikson who in turn conveyed them and read them aloud to the engine crew. As this ritual was going on, the clerks calculated and wrote up the car journal for the train. Journal No. 78349 indicated that M285 had 1 coach, 1 caboose, 3 loads and 1 empty for a total of 364 equated tons. This was not much of a workout for Evan's charge.

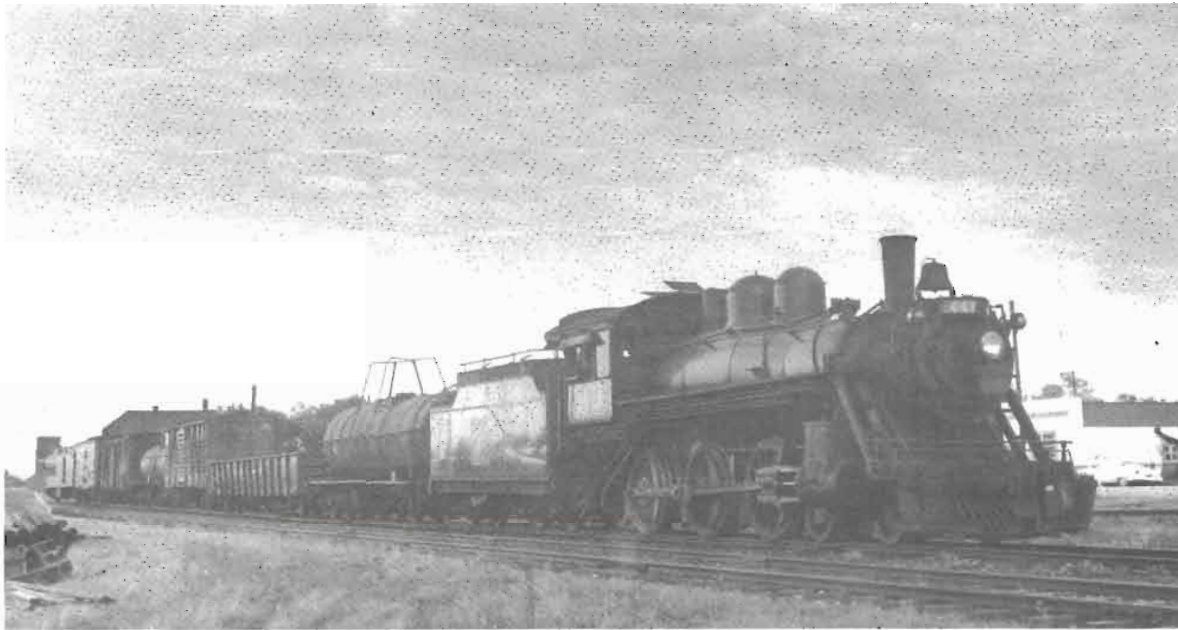
After the compulsory air test by the car department, the manoeuvring of passengers from the platform to the coach segment of the combine, the loading of baggage, express and less than carload freight shipments, M285 departed Dauphin station at 08:55. The last mixed pilgrimage to the coast had begun.

Heading west on the Togo Subdivision for a short 2.8 mile jaunt to North Jct., the train gained the Cowan Subdivision and headed north. The undersized, archaic train was making history. It was in and out of Sifton (mile 13.2) at 09:38 and 09:39 respectively. Executing the short jaunt to Sifton Jct., the mixed OS'd itself out of there by radio to the Sifton operator at 09:44. Northeast as the crow flies, M285 was on the Winnipegosis Subdivision with 20.8 miles separating it from Winnipegosis.

At Fork River (mileage 10.4), one load was set out on the



M285 arrives at Winnipegosis on June 27, 1973. The mixed regularly ran from Dauphin to Winnipegosis and return on Tuesdays. But, on this day, the train is running on a Wednesday because of engine problems which prevented operation on the regular day. Because of the shift, M285 is in reality Extra 1031, as evidenced by the white flags on the GMD1. Note the uniform consist and contrast it with the more varied offering of M227 some 14 years earlier. Photo courtesy of Winnipegosis Museum.



M227 powered by H-10-a 4-6-0 No. 1447 gets ready to leave Winnipegosis on September 8, 1959. Note the diminutive consist. On the head end are Engineer "Sky-Rocket" Thompson and Fireman Phil Leonard. Photo by Stan Mailer, collection of Mark Perry.

back track. Arrival at Winnipegosis was noted by "Rocky" Bruyere on the train dispatcher's sheets at 10:45 with 1 coach, 1 caboose, 2 loads and 1 empty. The combine and caboose were spotted at the humble Canadian Northern Type A station and the passengers given the opportunity to detrain.

Only two years prior, Operator D.M. "Matt" Shumsky would have been on duty as Winnipegosis's last agent/operator. He would have been busy with any baggage and freight coming out of the baggage portion of the 7201 as well as selling tickets. But, on this day, the operator's job was but a memory and the train crew had to unlock the empty waiting room themselves.

The train was then switched out and the two loaded cars were spotted at their various industrial destinations. The empty car was a forty-foot grain box. It was dropped by way of a flying switch to the National Grain Elevator spur at the south end of town. The crew then turned the unit and the tail end equipment on the wye, spotted up the station again and then had some free time on their hands in anticipation of M284's southward departure. "White Seal" Erikson went uptown to roam around the stores looking for a deal. The two brakemen took their fishing rods out of the baggage section of the combine and headed off to the Mossy River, hoping to take home a feast of tasty pickerel for supper. Engineer Evans probed and tinkered around the 1055, patiently waiting for the return trip home to Dauphin. His actions were strikingly similar to how H.D. "Sky-Rocket" Thompson must have done it, oiling around his H-10-a "Ten Wheeler" No. 1447 on M227 some 18 years prior.

The last mixed train to serve Winnipegosis left at 14:00, fifteen minutes off the advertised. It was a modest consist, including the combine, caboose and 2 empties. The train OS's itself out of Sifton Jct. at 14:57 and Sifton proper at 15:00. Upon arrival at North Jct. and, after negotiating the east leg of the wye, M284 scurried onto the Togo Sub. mainline and proceeded to spot itself up at the Dauphin station. For its last on-time arrival, M284 checked in with 1 combine, 1 caboose, 5 loads and 2 empties for a total of 684 equated tons.

Evans took the 1055 to the shop track and secured her down. Erikson registered, booked any required rest and finished up his reports. The crew then marked off duty at 16:25. Meanwhile the

7201 stood empty and alone on the station track, temporarily out of a job. With its 3-axle trucks, 34 hard leather passenger seats and large baggage compartment, the 1919-built ex-heavyweight colonist sleeper would later be sent to The Pas for use in northern Manitoba. It still sees mixed-train service with VIA Rail Canada between Wabowden and Churchill. During its years on the Winnipegosis line, the car did not see a lot of strenuous service. Indeed, CN's records for 1975 show that the combine only handled 15 passengers for the entire year!

Another Nail in the Coffin

The end of passenger service was yet another nail in the coffin of the Winnipegosis Subdivision which had already lost its fish, stock and fuel oil traffic. Indeed, all that was left was the once-a-week six car spot at the National Grain Elevator. Such density was quite displeasing to CN's bean counters in both Winnipeg and Montreal.

And so it was that plans were drawn up for the abandonment of the line. A public hearing was held in Fork River on October 19, 1982. Although there was some negative response from a few industrial concerns and the various brotherhoods representing the railway workers, the abandonment order was duly approved by the three C.T.C. commissioners.

Effective March 14, 1983, order No. WDR1983-00060 allowed the abandonment of trackage between Winnipegosis (Mileage 20.8) and Fork River (Mileage 10.4). The report also indicated that the segment of line between Fork River and Sifton Jct. be abandoned by December 31, 1985. For some reason, this was not pursued.

Tenders for track removal on the Winnipegosis-Fork River portion were called for by June 25, 1984. During the summer of 1985, contractors speedily dismantled the 10.4 mile segment. Their work was extremely effective as very little is now visible, most of the road bed having been turned into fertile farm and pasture land by adjacent farmers. The yard limit trackage at Winnipegosis is now a golf course. Only the grain elevator, now privately owned, and the station (turned into a museum) have been left standing.



The Station cum museum at Winnipegosis on September 5, 1996. Little remains of the rail scene at this inland "port". Photo by Mark Perry.

Winnipegosis Station - Memories of a Bygone Era

Open by telephone appointment, the rustic Winnipegosis station, last renovated by CNR in 1940, has enjoyed some tender loving care of late. Inside it, one can find a number of railway and military exhibits on display. Its present state is due to the efforts and hard work of one Mrs. Edna Medd. A long-time resident of Winnipegosis, the petite, elderly lady stands by the operator's bay window and quietly reflects on the brighter times the building has experienced. Built to Canada Northern plan No. 100-63 in 1897, the quaint Type A building no longer hears the sounds of telegraph keys pounding out Morse Code, the soft panting exhaust of steaming 4-6-0s outside, the call of "highball" by the train's conductor or the operator thumping out 19R train orders on a manual typewriter. No, the only thing heard by the building are the sounds of visiting school children or the reminiscences of a visiting tourist.

Contemporary Action - Primitive to Say the Least

Let's move forward to the late-1980s. The bay windows of the tall square cab are shaking violently, the wheel-slip indication light is flashing brightly in engineer Larry "Salty" Sulatyski's fatigued face. The needle on the ammeter gauge is showing 1500 amps, buried well below the time rating red line. The roar of the 12 cylinder 567C engine is deafening. "Salty" has GMD1 1009's throttle opened out to the 8th notch, struggling to get 18 loaded 40 foot grain boxcars and a caboose rolling on the slight upgrade out of Fork River. The wheels are hopelessly spinning, trying to find some traction on the wet, slippery steel. A thick, slimy, mashed green pulp of thistles has made the 56 pound rail as smooth as silk. In the darkness, the brakemen, clad in rain suits, are hunched over, riding the front footboards, sprinkling cinders scooped up off the roadbed, onto the ancient rusty rails. This primitive operation is required because "Salty" has long since gotten rid of the 1009's customary allocation of sand as he has struggled to bring his heavy consist over the tired rail bed.

At 05:20 on the morning of a July day in 1988, the crew of Train No. 551 are having quite a time of it. Ordered in Dauphin for 00:01, they were called to make a Fork River "Turn" in the dead of night, complying with Manitoba West Division special instruction MW-2 which states that trains must not be operated on the Winnipegosis Subdivision when the temperature exceeds 27 degrees Celsius (80 degrees Fahrenheit) unless authorized by the Chief Train Dispatcher. The pouring rain outside of Conductor John "This-Here" Atamanchuk's caboose is keeping the temperature well below the restriction. Indeed, the thermometer

Weather Provides No Favours

Weather has been a perennial thorn in the side of the Winnipegosis Subdivision for some time. Rain, melting snow, and ugly weather could shut it down every spring and keep it closed until the ground was dry and the way safe for the passage of trains. High grass and bush along the way made for headaches in the winter time. Indeed these contributed to the building up of snow in winter and helped to make the line impassable at times. Although the rebuilt GMD1s were given small snow plows at both ends, these blades were not equal to the task of clearing out hardened snow drifts. When the wind really blows, and snowdrifts become hard packed, a snowplow or spreader must be called in to clear the line. Sometimes this is easier said than done.

In April 1990, no trains had traversed the sub. in over a month and the snow had really drifted in on the north end of the line. The elevator at Fork River required hoppers and quickly and CN elected to run a plow train before sending out a grain run. On April 9, Plow 55409, GMD1s 1054 and 1072 and a caboose were dispatched to Fork River and return. At mile 9.6, about a half-mile south of Fork River, the plow extra hit a huge, hard packed drift and promptly jack-knifed the snowplow and its crew into the ditch! Recovery of the plow was made the next day, the same units being helped by a rented front end loader and a high-rail boom truck.

Turning from snow to rain, on the weekend of July 3, 1993, the Parkland area received a torrential downpour. The Cowan Subdivision, linking Dauphin with Swan River, was washed out between Garland and Minitonas. The Winnipegosis Sub. sustained minor damage and washouts but the wooden bridge that spans the Fork River sustained major damage. CN Bridge and Building gangs managed to have the bridge back in service by July 15.

The Cowan Subdivision was not so lucky and, to date, the washouts have not been repaired. The Cowan line now terminates at Garland where pulpwood is loaded onto bulkhead flatcars. The only other loading of cars on the line is grain at the MPE grain elevator at Ethelbert. Tri-weekly train 549/550, operating over the Cowan Subdivision to Swan River, has been eliminated. This train would make side trips up the Winnipegosis Subdivision to Fork River, if needed. The crew would leave the heavier GP9 and GP38 locomotives at Sifton Junction and run up the line with a single GMD1. With the abolishment of the Dauphin-Swan River assignment, Dauphin train and engine crews are now ordered on Fork River/Ethelbert-Garland turns on a when required basis but the standard practice is to run the turns on Tuesdays.

at Sifton Jct. indicates a cold damp 11 degrees Celsius, well beneath the previous afternoon's high temperature.

The motley procession of GMD1, aging boxcars and faded red steel caboose had only managed to move a few car lengths out of Fork River before coming to a shuddering halt. No sooner had the tail end halted than conductor Atamanchuk had toned in the dispatcher in Winnipeg on his caboose radio, wanting to know how he should deal with his stalled train.

"Double the train to Sifton Jct. if needed", came the response over the red 5-watt Motorola. It was to be mid-morning before the "Salty", "This Here" and the rest of the crew, after tripling the train to Sifton Jct., were able to climb into their respective beds for a "good night's sleep".

By 1996, things have worsened. The Winnipegosis Sub. is not high on CN's maintenance list. Petite 56 pound rails spiked to rotting ties devoid of tie plates and set in cinders and pit-run ballast make for a 10-mile speed limit and numerous motive power



ABOVE: On July 25, 1996, GMD1u 1608 and the 14 cars of Train 549, with a little manual intervention, clear the 100 year reunion decorations at Fork River, Manitoba. LEFT: Weeds, cinders and ballast support aged ties and 56 lb. rail dating back to the beginning in 1896. This track is at Fork River on September 5, 1996. Both photos by Mark Perry.

restrictions. Indeed, the heaviest engine it can handle is the GMD1, a colourful but increasingly uneconomic type of motive power. Time, economics and the elements have caught up to the "coast line".

The Beancounters' Revenge

The hand of fate's hammer is positioned high over the nails lined up along the edge of the Winnipegosis Subdivision's coffin. A swift blow, brought on by some unknown individuals sitting at their desks in a stuffy office building in Ottawa will prove to be fatal and deny the line the ability to celebrate its centennial. With CN West Time Table No. 4 in effect, Sunday, April 28, 1996, the Winnipegosis Subdivision lost its status as a subdivision in favour of being called a spur. The "Winnipegosis" will be lucky to see the beginning of 1997. The line is the last 'GMD1 sub.' left in Manitoba, and is scheduled to be shut down in November 1996.

Not only will the line's centennial be denied but young boys will no longer be able to thrill to the sights and sounds of a "Sixteen Hundred" exiting Fork River, careful not to bring down the 100 year reunion decorations strung above the roadbed.

Gone will be a way of railroading that once was so common in the province of Manitoba. Save for a few caring souls, hardly anyone will even notice until it is too late. A scant number will make some noise and grumble but, in this day and age, it will fall on deaf ears.

Affluent individuals call it progress. Is it a better way of operating a transportation system? Few folks, of the present generation, are qualified to make a judgement on that subject. Does anybody really care? Who knows? Not many of the throng seems to be putting up a fight.

Dave Zurba isn't reminiscing about his role in the everyday rituals, past and present on the Winnipegosis Sub. He's got other things on his mind. How to bring up a family and make a living. Word has it that he might be able to stay on at the Manitoba Pool Elevator's Agri-Plant site, located just up the road from Fork River or maybe take a job relocation to another MPE elevator within driving distance.

As for the Manitoba Pool elevator at Fork River? The elevator will be taken down; the metal storage bins will be sold

off.

The town? With the elevator closing, there won't be much left. The one remaining corner grocery store has closed its doors for good. Many people were just content to see that the town was able to hold its centennial in July 1996, before the rails were lifted.

Winnipegosis museum "Curator" Edna Medd is well past her working career and can only add another historical reference to the already growing list displayed on the walls and shelves of the museum. She knows that most of today's younger people won't give a hoot about her endless and unrewarding calling. But she soldiers on, pondering the future, hoping her achievements will fuel an interest from an indifferent and newer generation.

"White Seal" Erikson, "Sky-Rocket" Thompson, "Rocky" Bruyere, "Matt" Shumsky, "This Here" Atamanchuk and Pat Evans, the notable and individualistic hard working men who toiled, laboured and skilled their vocations on the Winnipegosis Subdivision, have all retired or gone to higher places. Most remaining railroaders won't give the subdivision a second thought. Not one will shed a tear for either the abandonment of the line or the slow, time-consuming trains. There are faster and much better paying road trips to be had on other lines. One less lousy trip to try to get out of going on! Undoubtedly, someone will be laid off because of the shutdown. Persons will have to move and relocate to better employment situations. Something, perhaps a type of job or a way of living, will be lost forever. This is an irreplaceable loss. Such is the modern way of railroading and life in general.

In time, the few pictures that have been taken will fade in museums or only been known to those with private collections. People's names and details will be forgotten. Stories and tales, told over and over about the Winnipegosis Subdivision, will become changed, coloured and disregarded as time passes on. In spite of our march towards progress, somewhere out there on the Manitoba prairie, there will still be a few of the masses that will remember the line, the trains, the people and the way of life. And they can proudly boast, myself included, that they had experienced and enjoyed the many enlightening aspects of the "Mixed Pilgrimages to the Coast" and they were better for having done it. Φ

The Remaking of the *Adirondack*

By RAYMOND FARAND

With style, flair and enthusiasm, celebrants from both sides of the border were invited to join Amtrak and the State of New York for the relaunch of daily premier passenger service between the cities of New York and Montréal.

On September 20, 1996, a special train introduced the new *Adirondack* to the citizens of up-state New York, operating northward along the Hudson River, Lake Champlain and eventually across the Saint Lawrence River into Montréal. The train, powered by two Genesis class locomotives and looking resplendent in the bright September sun, featured refurbished Heritage cars in classic Budd Company stainless steel livery, with Amtrak business car #10001 providing VIP accommodation for guest speakers and railroad officials during the whistle-stop tour. Even though the equipment has seen many miles and years of service, including operation on distinguished trains such as the "Congressional" and the "Senator", improvements to the cars are designed to provide passengers with a smoother ride than ever before.

The day's festivities gave Amtrak a chance to showcase its three newly designed lounge cars specifically configured to meet the particular needs of the train's mostly non-business class ridership. The cars, emblazoned with the *Adirondack* Logo and named "Saratoga Inn", "L'Auberge Laurentien" and "Adirondack Lodge", feature a varied selection of food and beverages, much of which is produced in the Champlain Valley. Of note, is the new "Champlain Cocktail", inspired by a secret ingredient from Quebec. (Ah-h-h, such a mysterious province). Mindful of the international considerations of the new service, cafe cars have menus that are listed in both French and English with interiors decorated to incorporate the motif of the Canadian and Adirondack regions through which they travel.

The coaches are bright and spacious with traditional large windows ideal for viewing the impressive scenery encountered throughout much of the Hudson and Champlain Valleys enroute to Montréal. Comfortable seats in soft pastel

colours also provide ample leg-room for both tourist and recreational travelers alike. Improved overhead storage, ski racks (the stationstop at Westport is near Lake Placid and Whiteface Mountain), and additional luggage space are evidence that the company is trying hard to meet the needs of the market niche it hopes to tap into even further. If properly promoted, the 10 percent increase in ridership experienced in 1995 between Montréal and New York should increase considerably. Now if Amtrak could see its way clear to add a dome coach to the consist north of Albany, the train would be an absolute winner.

The day's activities were highlighted with dedication ceremonies taking place at numerous station-stops between Albany and Rouses Point along Canadian Pacific's St. Lawrence & Hudson "Canadian Main Line". The itinerary called for a Street Fair complete with a Banner Breaking ceremony at Albany, with the train greeted by a marching band at Saratoga Springs, a Fife and Drum Corps at Fort Ticonderoga and a Dixieland band at Plattsburg. With most of the stops in major communities along the line being approximately 25 minutes in duration, it allowed plenty of time for supportive speeches from politicians and railroad officials who promoted the new service before large and friendly crowds. On board, musical entertainment between stations was featured in Lounge Cars "Saratoga Inn" and "L'Auberge Laurentien". A running historical commentary about the local area was delivered throughout the train by hostesses dressed in period (Victorian) garb. I would be remiss if I didn't mention that the food was superb and the canapés included the largest shrimp I have ever seen.

Guests boarding the celebration train at Penn Station in New York City and then along the route to Hudson, just south of Albany-Rensselaer, returned home on either Trains #284 or #286 from Albany, or a short time later aboard Train #68 from Whitehall. Canadian guests were accommodated



Amtrak P32-AC-DMs 705 and 701 head up the eight-car inauguration special at Plattsburg, New York, on September 20, 1996. Photo by Raymond Farand.

from Montréal and St-Jean on Train #68 as far as Fort Ticonderoga, returning to Canada on the special train. Mandatory customs inspections in both directions went smoothly with no delays encountered at either Rouses Point or Cantic.

When asked to cover the event for **Branchline**, I was quick to accept, for it would be my first time over the line, not having had occasion to ride the Delaware and Hudson at any time in the past. Accompanied by fellow Bytown Railway Society member John Godfrey (my personal tour guide..... he's traveled the line often), we boarded Train #68 (CN #694) at Montréal's Central Station for a scheduled departure at 10:40. Our train made its way east across the Victoria Bridge leaving the St-Hyacinthe Subdivision at Cannon just after 11:00. As the train traveled for a distance along Kimber Street as far as Castle Gardens, it was still possible to notice the line's interurban heritage with the right-of-way flanked closely by paved streets on either side. This portion of the Rouses Point Sub. uses trackage of the former Montréal and Southern Counties Railway. At St-Jean, a sizable number of guests boarded our train, for the most part filling the reserved coach positioned directly behind the locomotive. The 35 minute stop at Rouses Point provided ample time for U.S. Customs and Immigration Service personnel to do their necessary inspection, as well as allow me to view and photograph the nearby railroad structures. The old Rutland depot serves (since 1995) as the Amtrak employees Crew Room. St. Lawrence & Hudson's maintenance-of-way employees occupy the nearby Delaware and Hudson station.

We departed Rouses Point at 12:50, and after making regular station stops at Plattsburg and Port Kent, proceeded south towards Westport. This part of the trip offers up probably the best scenery encountered anywhere along the line, as the railroad hugs the rocky west shoreline of Lake Champlain. At one point I was intrigued at the sight of three old and rusted steel hopper cars that had been filled with rip-rap and then overturned along the right-of-way thus helping stabilize an earthen embankment. The track appeared to be at its highest above the lake as it swung around Willsboro Bay, which included passing through the narrow Willsboro Tunnel at mileage A144.94. There were numerous locations where the train was pressed against sheer rockfaces towering high above our coach windows. This is where a dome coach would be a real bonus.

After a meet with northbound Train #69 at Wadhams, mileage A130.73, we arrived a short time later at Westport at 14:30. It's a twenty minute run from Westport to Port Henry with much of the distance covered at water level right next to the Lake Champlain shoreline. It's extremely pretty as the line glides around the many bays on a well maintained roadbed. In the distance could be seen numerous sailboats, with the city of Burlington rising above the water on the opposite shoreline. Beyond that and clearly visible in the clear September air lay the Green Mountains of Vermont.

It was 15:15 when Train #68 arrived at Fort Ticonderoga and all guests were requested to detrain in preparation for the return trip north. A short time later the Special arrived, having met Train #68 just south of town at the next passing location. The train consisted of two General Electric P32-AC-DM Genesis class locomotives #705 and #701; Lounge Car #3127 - "Saratoga Inn"; Coaches #7611 - "New York City", #7602 - "Albany", #7616 - "Whitehall" and #7000 - "Saratoga Springs"; Lounge Cars #3111 - "L'Auberge Laurentien" and #3126 - "Adirondack Lodge"; with business car #10001 - "Beech Grove" bringing up the markers. As the Fife and Drum Corps, fitted-out in their scarlet uniforms,



Amtrak Business Car 10001 - "Beech Grove" brings up the rear of the inauguration special at Plattsburg, New York. The "Beech Grove" was originally Amcoach 21222, built by Budd in 1975. Photo by Raymond Farand.

played a spirited musical arrangement, guest speakers prepared to address the crowd and flags were positioned on the head end of each locomotive. American and Canadian flags were placed on the first engine, with a Québec Fleur-de-Lys and a New York State flag on the next. Forty minutes later, with everyone on board, we began to retrace our steps northward. Ceremonies were conducted at Port Henry, Westport, Port Kent, with the biggest at Plattsburg, where a remote feed was established to a local television station ensuring coverage on the evening news. During the 45 minute stop I was able to get some interesting pictures of the station at street level which included horse drawn carriages, antique cars and an early turn of the century delivery truck, fitted out with beer barrels and stenciled "Bootleggers Pub and Brewery". Yes it was riding on solid rubber tires.

Departure from Plattsburg was at 19:07, and after a brief dedication ceremony at Rouses Point, the train proceeded to Cantic for a Canadian Customs inspection. The stop was a brief 12 minutes since most celebrants had detrained at Plattsburg. The absence of most VIP's also gave John and I a chance to ride in the Beech Grove as far as St-Jean. Of course I now owe a certain Car Attendant a picture.....but heck, it did the trick!!

The back-up move into Central Station was made at approximately 21:45 bringing an end to a very successful day. Saturday, September 21, would see a dedication ceremony taking place in Montréal before the train departed on its return move to the United States.

I wish to sincerely thank Amtrak Service Manager Don Rouleau for making it possible for the Bytown Railway Society to cover this unique event, and Maureen Garrity, Amtrak Media Relations Officer, who provided additional background information during the trip.

For the record, John Godfrey's research identifies Lounge Car 3127 as former Pennsylvania Railroad (Pennsy) 7137 - "William Penn"; Coach 7611 as Pennsy 1951; Coach 7602 as Pennsy 1579; Coach 7616 as Pennsy 1597; Coach 7000 as Pennsy 1569; Lounge Car 3111 was Santa Fe 1557, originally a counter dining car; and finally Lounge Car 3126 was former Pennsy 7133 - "Johan Printz".

Train #68 operated with EMD F40PH 280, Coaches 21647, 21240, 21630, 21001 and Custom Class Dinette 48150. ♣

IC3 Service Inaugurated, but Soon Removed

As reported in the October 1996 *Branchline*, VIA Rail received new European-designed self-propelled passenger equipment (the IC3 Flexliner) that was to be put into revenue service for up to six months after being on display and providing a few demonstration runs in late-September.

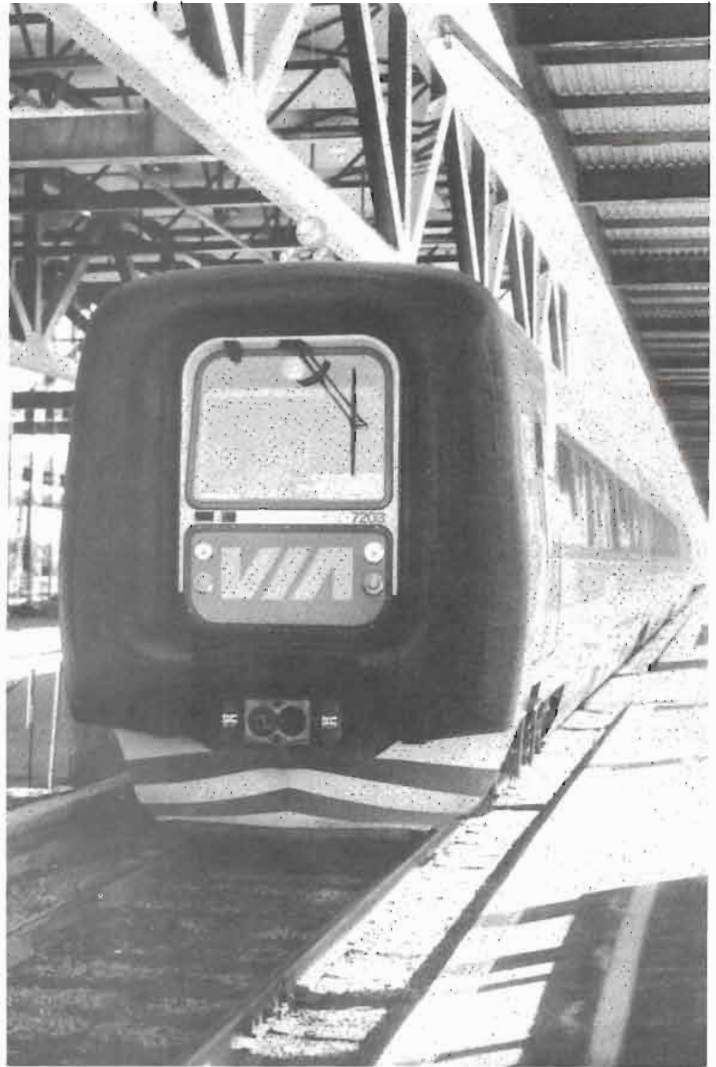
The demonstration runs took place, and the train was open to the public to see, but when it came time to put the trains into revenue service, it was discovered that the trains were not reliably activating crossing protection, and were disappearing from Rail Traffic Controllers' screens on Centralized Traffic Control territory. The equipment was pulled from service on September 30 while a solution to the problem was found.

This problem was unexpected, as the train had been in service for Amtrak in California for about a month, then was demonstrated at a number of locations, most recently in the Boston, Massachusetts, area, before coming to Canada, and these types of problems had not been encountered.

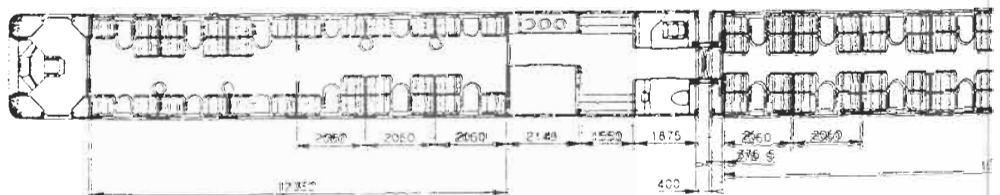
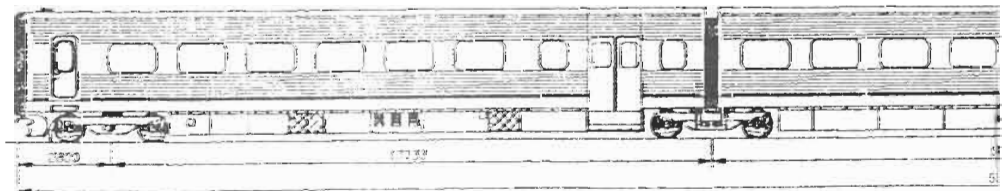
It was felt that the Flexliner's light weight and its disk and shoe brakes were the cause of inadequate contact with the rails. As the shoe brakes were originally equipped with fibre, these were initially replaced with composite shoes, and later with cast iron shoes. However, this modification does not appear to have totally satisfied regulatory bodies that crossing protection is being reliably activated. At press time (October 21), the trains were still out of service.

For those interested in some facts and figures, and why VIA expressed an interest in this equipment, we provide you with the following:

- Acceleration: 0-100 mph in 150 seconds, over 14,000 feet (there are four 400 hp air-cooled engines)
- Emergency braking: 100-0 mph in 3,000 feet
- Maximum speed: 130 mph (limited to 95 mph in Canadian service)
- Light weight: 224,000 pounds tare
- Body shell: extruded aluminum
- In service: operation abroad for more than five years, and currently, nearly 200 Flexliner trains are in service in four countries.
- Flexibility: bi-directional train employs an automated "coupling" connection system that allows individual trains to be joined and separated within minutes. This technology enables multiple trains travelling to different destinations. Its modular design also allows the Flexliner to be adjusted according to passenger volume. Unlike conventional trains, the Flexliner does not require a locomotive to power the train. The self-propelled



'VIA' IC3 7003 during display at Ottawa Station on September 20, 1996. The trailing cab car is numbered 7003. Photo by David Stremes.





ADtranz's IC3 Flexliner pauses at Ottawa Station on September 20, 1996, prior to heading to Kingston for further display. Photo by Gerald Gaugl.

train is built to run on existing, conventional rails. In addition, the Flexliner employs advanced tilt technology for curved rail lines. The touring Flexliner is diesel powered, but computer technology allows diesel and electric equipment to run as a single train with either the electric or diesel motors providing traction power.

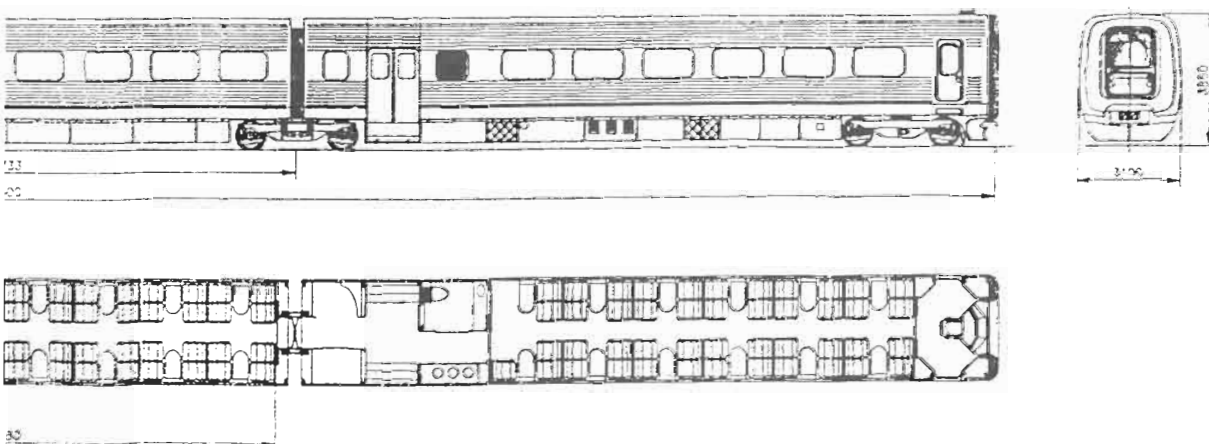
State-of-the-Art Design

- computerized diagnostic system that allows the driver and maintenance personnel to monitor train conditions.
- features a rubber front and a unique "fold-back" door design that allows easy passage between coupled trains, permitting unrestricted movement through the length of the modular Flexliner.
- flexible interior is designed to accommodate a minimum of 140 passengers. Each train can be adjusted for high capacity, short-distance commuter service and for spacious configurations for longer intercity journeys. (The two three-car trainsets leased by VIA Rail have 32 first-class seats in one car, and 109 coach seats in the other two cars). Both the Coaches and First-class Cars have comfortable contoured and reclining seats with folding

seat-back tables, face-to-face seating with tables for working, meetings or meals, outlets for laptop computers, multi-channel stereo system at each seat, electronic route maps and information displays.

- flexible configuration: trains can consist of two to four cars and up to five trains can be connected to comprise a Flexliner trainset.
- passenger comfort: the Flexliner is equipped with state-of-the-art electronic equipment and passenger information systems, panoramic windows, roomy seats and other world-class amenities.
- controls: The cab has a control console located in the centre, on a pedestal, which folds to one side if another train is to be coupled up.
- braking: The train has emergency track brakes like a lot of LRVs and PCCs.

The Flexliner is manufactured by ADtranz, a 50/50 joint venture combining the worldwide transportation businesses of ABB Asea Brown Boveri Ltd. and Daimler-Benz. The company is a complete global provider of transportation products, systems and services, especially passenger rail systems, automated guideway transit systems and automated train control systems. Φ



Shay - Summer '96

For 17 members of the Society the summer of 1996 was an active one indeed. The planned operation of the National Museum of Science and Technology's (NMST) former Merrill & Ring Lumber Co. Ltd. Shay No. 3, the rebuilding of which was completed by the NMST during 1995, took place as scheduled.

The operation was simple enough, given that the length of the run is only about a half mile, all of which is contained in the Museum's yard. The Museum's re-created CPR "portable" station served as our base of operations and it was at this point where the Shay was displayed for stationary viewing. This didn't work out as well as expected as the raised "cab viewing platform", which was constructed on the station platform, obscured the best part of the Shay (the engine). This "obstruction" was removed for the Thanksgiving weekend operation on October 12 and 13. Having it out of the way eliminates the need for such accurate stops in order to line the cab door up with the narrow platform opening and, at the same time, eliminate a safety hazard as the platform was too close to the sides of the passing rolling stock.

In addition to running and demonstrating the Shay, we pulled the Society's fully restored ex-CPR wood caboose 436436 and "shortie" Business Car 27 around, complete with museum going "passengers". No one took a head count but I estimated that more than 2,000 "kids" of all ages took a ride on the BRS equipment behind the rumbly Shay.

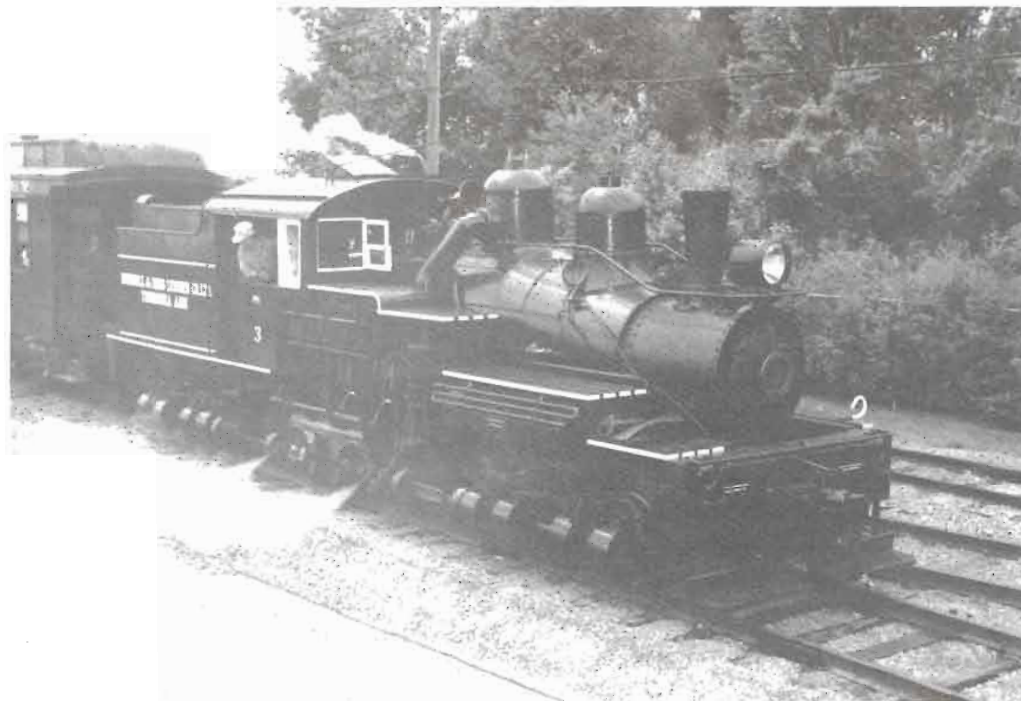
Essentially the operation was one of standing the equipment at the station for viewing and passenger loading and then backing westward to the end of track. This was followed by a forward run-past at the station, over the cross-over switch, around the right hand curve at the end of the yard, over the shop track switch, to a stop just outside the shop building. At this point we backed the equipment down to the station and the procedure was repeated.

One fact that should not be missed here is that those Society members who took charge of this operation were expected to arrive at the Museum Shop at 07:00 each Sunday and Wednesday morning to haul the Shay out of the Shop, inspect it, and light it up. Additionally, and at the very least, it was necessary to do the daily "switching" in order to move ex-CN box cab electric locomotive 6715 out of the way and couple up the BRS caboose and business car behind the Shay. The switching is done, by the way, using the Museum's fork lift truck and a large and heavy logging chain (that you can learn to hate).

The point here is that the NMST has complete faith in the BRS members involved to open their shop, use whatever Museum equipment they require, and get their Shay in operation for the day. In other words, they expect us, on our own, to fully manage the day-to-day complexities of the operation. This is quite a responsibility and a responsibility taken very seriously by Society members. We continue to take on and carry out our tasks successfully and have received high praise from the NMST for our efforts. Over the years the BRS has established itself as a support organization that the Museum's staff can put their trust in and we're working hard to keep it that way.

During the course of the summer all the regular BRS Shay operation workers were seen doing all the necessary work to keep the operation going. At the very least, we needed a Conductor, one or two Brakemen, a Fireman, an Engineer and a couple of "trainees" who, at the very least, kept their eyes open to ensure that the operation was safe, our greatest concern. All of our people, ideally, should be able to take on any and all jobs and do them well. Obviously the whole operation results in a continuous period of training and practice and is a very satisfying activity. I suppose if it ever becomes work we'll have to reassess our position!

During the course of the summer each BRS member who came out to work got at least one or two opportunities to fire and run the Shay. For those who have never done anything like this



The Society's restored ex-TNVR (nee CPR) business car and caboose (out of the picture) look great behind the Museum's fully restored 1923 Shay. That's Dave Elliott, head of the Museum's Restoration Group, at the controls. Photo courtesy NMST.

before, I hope you enjoyed your brief experience.

On the downside, and there is a downside, is putting up with the heat. During July it was both wet and warm, during August it was quite hot, the sort of weather people love when they sit on a beach or on a shaded deck with a cool glass of whatever in their hand. Well, the cab of the Shay was something else. When the outside temperature rose to 31° C., the cab of that engine must have been 51. We got baked and broiled, all at the same time. We all longed for a day when the maximum temperature got down to 20 degrees (it never happened!). Our only relief was to keep changing off from one job to another and rotate personnel through the cab. It was certainly a lot cooler standing on the back platform of the caboose at the back-up hose.

One of the jobs that had to be done while back on the caboose or business car was to tell the riding guests something about the equipment they were riding on, who rebuilt and owns it, when was it built in the first place, what it was used for and how did the employees of the railway use it, as well as answer the myriad of questions that ensued. We found it difficult, believe it or not, to get people to understand that the real reason they were there was not to necessarily go for a ride on our equipment, but to observe, visit and watch a real, live, steam propelled Shay logging locomotive operate! The majority of people I observed didn't know boo about the locomotive and didn't seem too interested in finding anything out about it. Certainly the NMST needs to have some knowledgeable "someone" on the platform, fluent in both official languages, and assign that person the job of directing visitor's attention to this very interesting piece of technology and point out its features, the fact that it took Museum staff many years to totally rebuild it, invite them to enjoy a cab visit, and field any questions they may have. When BRS members did this from time to time, the Shay drew lots of attention. Museum management please take note!

Another activity we "invented" during the Shay operation was that of either leading or following the Shay around with a "second section". The second section was the Society's "newest" rebuilt Fairmont track speeder. One or two of the "extra" bodies on hand could fire up the speeder and cool off by sitting on top of it and putt around the "layout". We even found that it made a great vehicle for sanding the rails, and they do require sanding as the Shay throws a lot of grease and oil onto them. Our sander was nothing more than an apple juice can with a hole in the bottom, and it worked perfectly if you run the speeder slow enough. I got a real charge watching our "car foreman", Neil Robertson, sitting on top of that speeding speeder. He was the closest thing to Buster Keaton I've ever seen, all he needed was the "pork pie" hat!

I suppose I got tagged with doing a lot of the operational training for running the equipment, especially the handling of the Shay. Many of our active members had some experience with the Museum's ex-CPR light Pacific 1201, and this was an enormous help, especially with the oil firing of the boiler. One area where no one, except yours truly, had any experience was in the handling of the Westinghouse No. 6ET air brake equipment in the cab of the Shay. Because we were handling two passenger carrying cars it was essential that the automatic brake valve be used. I can tell you how it is done, I can certainly show you how it is done, but until you try it yourself all the talking or showing in the world won't make an "air brake artist" out of you. Some of the guys picked it up faster than others which, in my experience, is perfectly normal. I seemed to be having a hard time getting the guys to make a second 5 or 10 pound reduction after stopping, after they had made a 3 to 5 pound reduction to get stopped. This is required in order to ensure that the brakes on the cars will release. That old "K" equipment doesn't necessarily release when the brake valve is placed back in "running" position after very small reductions have been made.

And it's not only the "K" equipment that acts this way. During the South Simcoe Railway's members day event at the end of September of this year, they were hauling one "UC" valve equipped heavyweight combination car and a "K" triple valve equipped caboose and they were having difficulty getting the brake on the combine to release after stopping, after having made a 2 or 3 pound reduction to get stopped. Again, a further reduction of 10 pounds after the stop had been made solved the problem.

But it's a learning process. Life is nothing but a learning process and it takes time, study, training, and practice. And that's our problem, no one is going to get nearly enough "exposure" to the equipment and, consequently, not enough time to practice and develop their own personal technique. And believe me there's a lot of technique and "feel" involved in becoming an automatic brake valve artist, even if it is only on a slow moving Shay in the Museum's back yard.

I saw quite a few instances where equipment handling could stand improvement and personal techniques could be improved, but I did not see anyone doing anything that was unsafe. I did not want to become a pain in anyone's neck by standing over them, continuously pointing out this or that until that person was ready to throw the throttle lever at me. I guess it's all part of the learning process but any number of our "engineers" seemed to be so euphoric after completing a run that they forgot to open the cylinder cocks or pin the throttle or centre the valve gear or put the lubricator back to the "pump only" position.

And speaking of the hydrostatic lubricator, I noticed that many of the guys running the engine were not observing it at all. Not good, it's all part of running a steam locomotive equipped with one of these old things. You have to pay attention to it to ensure your engine and its compressor are getting life-giving lubrication. Similarly it's equally important to examine the lubrication quality on the piston and valve rods when the engine is stopped in order to determine just what kind of a job the lubricator is doing. I know, when I was there, I looked after this function, but it's not just my job, it's OUR job, so pitch in - fill your boots!

I would be remiss if I failed to mention that I was missing from the crew from July 5 until the beginning of August. This was due to a planned holiday on a supply vessel operating out of St. Anthony, Newfoundland, to a point 1,000 miles north "down" the Labrador coast. Joyce and I, and the good ship "Northern Ranger", spent a lot of time pushing our way through ice flows to reach the remotest of outposts along that rugged and desolate coast. The trip of a lifetime!

However, while I was enjoying myself the full responsibility for managing the BRS activities at the Museum fell to our faithful member, Joe Toscas. As usual, Joe did an excellent job, the only kind of job he knows how to do. Many thanks, Joe. If only we knew how to "clone" Joe, we could use many more like him!

The Society operated the Shay on the Saturday and Sunday of the Thanksgiving weekend, to close out our activities with this interesting piece of railway equipment for the year. I really hope that all those members who participated in this activity in 1996 enjoyed themselves. This operation was a splendid effort by BRS members who put in 150 person/days and somewhere between 1,300 and 1,400 hours of volunteer time on the Museum's project. We are all privileged. Just think about it, only in Summerland and Duncan, B.C. do Shay locomotives operate in Canada. That puts us all in a very select group. Of course we know we're all in a very select group anyway, - the Bytown Railway Society! ☼

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

VIA Rail's Corridor Fall Timetable

by TOM BOX

As reported in last month's **Branchline**, VIA Rail Canada's fall/winter timetable came into effect one month early this year, on September 29. The reason for this early change was the introduction into service of the ADtranz IC3 Flexliner*, leased by VIA for a trial period of roughly 18 weeks. Changes have also been made to schedules of other Quebec-Windsor corridor trains. The departure and arrival times of the new IC3 services were given in last month's issue, and are not repeated here, though the new IC3 services will be mentioned in the context of the new service patterns in the corridor.

One surprise in the new schedule is a change which did not occur. VIA adds 5-10 minutes of padding to the schedule of many corridor trains with the spring timetable change, to allow for maintenance of way work by CN in the summer. Schedules are normally speeded up again with the fall timetable change. The schedule padding was added in April 1996, but has not been removed in the latest timetable change, so many trains are 5-10 minutes slower than they were a year ago.

Here is a route-by-route look at the new timetable:

Quebec-Montreal: No changes. Five minutes of padding, added in April to all trains, are retained.

Montreal-Ottawa: No changes. No padding had been added in April.

Montreal-Toronto: Train 57 now runs 10 minutes slower, and train 60 is 8 minutes slower. The consist of these trains was changed on September 5 from LRC cars to HEP-2 cars. Although the maximum speed of these trains was always limited to 90 mph by the presence of a HEP-1 baggage car, the new, heavier consist means slower acceleration after these trains' frequent stops, and so a slower running time.

All other Montreal-Toronto trains are unchanged. Most retain 10 minutes of schedule padding added in April.

Ottawa-Toronto: A new train has been added in each direction, using an IC3 trainset. Westbound, the schedules of all the existing trains are unchanged. Most keep 7 minutes of padding added in April. The new IC3 train is 643, running daily except Saturday with intermediate stops in Smiths Falls, Brockville, Kingston, Cobourg, Oshawa, and Guildwood.

Eastbound, the IC3 train is 640, and runs in the time slot formerly occupied by 40. It now stops in Port Hope instead of Cobourg, but its schedule is otherwise identical to the former 40 schedule. Train 40 is now a new early departure from Toronto at 06:50, making the same stops as 643, and arriving in Ottawa at 11:03. Train 42 no longer stops in Oshawa and Port Hope. This allows it to arrive earlier at stations from Cobourg to Smiths Falls, though its final arrival time in Ottawa is unchanged. Trains 44 and 46 are unchanged, except that 44 has added a Saturday run. On that day only, 640 uses conventional equipment and 44 uses the IC3 trainset.

Kingston-Toronto: A new IC3 train has been added. On Monday to Friday, 651 runs from Kingston to Toronto in the morning, with stops in Belleville, Cobourg, and Guildwood. On Saturday only, this train runs 45 minutes later as 655, and stops in Oshawa instead of Cobourg. The return trip is 650, running in the evening daily except Saturday, and making the same stops as 651.

This service is reminiscent of the "Ontarian", a Kingston-Toronto train eliminated in the 1990 VIA cutbacks. The new train arrives earlier in Toronto, making it more useful to commuters, and it makes fewer stops.

Toronto-Niagara Falls: Schedules of existing trains are unchanged, except for some one-minute changes to train 92 at stations from

Grimsby to Toronto. A new IC3 train has been added on Saturday and Sunday only. It runs from Toronto to Niagara Falls as train 93 and returns as 94, stopping at all passenger stations en route.

Toronto-Kitchener-Stratford-Sarnia: Two new IC3 runs have been added. One is a Stratford-Toronto round trip, leaving Stratford in the early morning as 680 Monday to Friday, and 682 on Saturday, and leaving Toronto in the late evening as 683 on Sunday and 687 Monday to Friday. The other is a Monday-Friday Toronto-Kitchener round trip in the afternoon, as trains 681 and 684. All these trains stop at all stations en route.

Some changes have been made to the times of other trains on this route. The westbound "International", 85, now leaves Toronto at 07:00, fifty minutes earlier than before, and the Sunday version of this train, 685, leaves five minutes earlier than before. Train 89, the evening train from Toronto to Sarnia, now departs at 17:30 instead of 18:25. This should make it more useful to commuters who travel to Toronto in the morning on the new train 680. This change has, however, broken the close connection at London which formerly existed between trains 79 and 89. The schedules of trains 689 and 84 are unchanged, while 88 has very minor changes of 1-3 minutes at most stations.

Toronto-London-Windsor: A new IC3 run has been added on weekdays, going from Toronto to London in the morning as 83 and returning in the early afternoon as 82. Both trains stop at all stations except Ingersoll.

No other changes have been made to the pattern of service on this route, but the times of many trains have been changed. Train 71 now leaves Toronto 35 minutes earlier. The departure times of other westbound trains are unchanged. Several eastbounds have had their departure times from Windsor changed: 70 leaves ten minutes earlier, 72 ten minutes later, 74 1 hour 5 minutes later, and 76 and 78 are unchanged.

The consists and running times of many trains have also been changed. Trains 70, 75, and 670 have changed from LRC cars to HEP-2, and are now 10, 9 and 7 minutes slower, respectively. Trains 71, 73, 76, and 78 have undergone the opposite change, from HEP-2 to LRC, and are 8, 10, 8, and 11 minutes faster, respectively. Trains 72, 74, and 79 have had no change of equipment, but are 3 minutes slower, 5 minutes slower, and 4 minutes faster, respectively.

A new system folder has not been issued, and I am told that none will be issued for the change of time on October 27, as no schedules will be changing outside the corridor. The new timetables have been issued in two regional folders, one for routes from Quebec to Toronto, and one for routes west of Toronto. These are in a new format. Each folder is on 10" x 4½" glossy paper, and is eight pages long. The cover of the southwestern Ontario folder features a photo of the IC3, and the Quebec - Toronto folder shows an LRC train south of Montreal Central Station.

The new timetables no longer include train names or distances between stations. There is no longer any mention of Montreal or Toronto commuter train services, nor of Quebec - Jonquiere connecting buses, though Trentway-Wagar bus connections in Ontario are described in detail.

One welcome change is that Montreal-Toronto and Ottawa-Toronto schedules are once again combined into a single table. This was the practice in CN timetables until the early 1970s, and is more convenient for passengers from points between Brockville and Toronto than the recent system of separate tables for trains from Montreal and from Ottawa.

* At press time the IC3 Flexliner has been removed from service - see Page 14. Most IC3 schedules are being covered by a F40PH-2 with LRC, HEP-I and/or HEP-II coaches. Φ

What are Railway Lines Worth?

by Henry Brown

The recent decision of the Canadian Transportation Agency (CTA) on the net salvage value of part of CN's Chatham Subdivision in Ontario gives an interesting glimpse into what various components of a railway line are worth.

As previously reported in **Branchline**, on July 14, 1995, the National Transportation Agency (NTA) ordered the abandonment of the Chatham Subdivision between Bloomfield (mileage 63.9) and Tecumseh (mileage 99.2), effective July 14, 1996. The line carries some 226,000 passengers annually through Windsor, making Windsor VIA's sixth largest station.

Under the National Transportation Act, 1987, VIA Rail Canada is given the right to purchase an abandoned line over which it operated. If an agreement on price is not reached, the NTA may set the price for the parties, which price is to be the "net salvage value of the line." When the parties could not agree on the net salvage value, the NTA was asked to intervene.

VIA took the position, basically, that it would pay the value of the track, plates, ties, etc., less the cost of removal, but argued it should pay nothing at all, or perhaps only a nominal sum - such as a dollar - for the railway land involved.

Ingeniously, VIA advanced its land value argument on the theory that since land can't really be "salvaged", it must be given a zero value under the Act. As a back up, VIA allowed that if it was wrong, based on previous sales of railway land by CN, the maximum price should be \$99 an acre, or some \$64,000 for the 35.3 miles of right of way involved.

CN took a completely different approach, claiming "corridors are a rare thing these days", and asking \$4,950,000 for the land.

The Agency rejected VIA's argument that it could get the land for nothing. The Agency obtained outside assistance in the form of a real estate appraiser to help it evaluate the land. It decided on a two step approach: what was the land's fair market value, and how much should that be discounted given the limited market and use for the property. The CTA accepted that the fair market value of the land was \$4,380,000. But since the land was limited in use, the value would be discounted by 90%, yielding a price for the land of \$438,000.

The Agency - renamed the Canadian Transportation Agency in July 1996, but continuing with the case - then reviewed the value of the track and other material. In this, it was assisted by an internal report prepared by CTA staff.

115 lb. CWR (continuous welded rail) class 1 rail was worth \$465 per ton, or \$2,287,000. 115 lb. jointed class 2 rail was valued at \$250 per ton, or \$786,000. 100 lb. class 4 rail was worth \$225 per ton for a total of \$20,000, and 80/100 lb. class 4 scrap rail was valued at \$135 per ton, or \$13,000. In all, the rail on the line in question was worth \$3,106,000.

The number of tie plates is not given (although **Branchline** readers may wish to figure it out), however, \$450,000 was allowed on account of tie plates (there would have been quite a few!).

Splice bars were valued at \$365 per ton, rail anchors were valued at \$530 per ton, and for the remaining steel \$125 per ton was considered reasonable. The Agency ruled that \$6,000 for partly worn turnouts represented a reasonable value - there were five of them. The total of these "other track materials" came to \$194,000.

CN said there were 117,500 ties on the line in question, of which 35,000 were to be scrapped. The CTA said an average value per tie of \$5 was reasonable, yielding \$588,000 for the ties, according to the internal report. The CTA agreed, but added \$94,000 to the cost of salvaging to cover "the environmentally sound disposal" of the 35,000 scrap ties. Look for them at your garden centre!

Having calculated the gross salvage value of the land, track

materials and structures, the final issue was the cost of salvage. The CTA accepted CN's position that the average cost of salvaging its lines during the past four years was \$16,903 per mile, but adjusted that upwards given that the subdivision was largely CWR, to a round \$20,000 per mile. The CTA ruled that the total cost of salvaging was \$949,000.

In the final result, the CTA ruled that the net salvage value of the line was \$3,827,000.

This report provides an interesting insight into the value of things at the end of a line.

Henry Brown is a railway lawyer with the firm Gowling, Strathy & Henderson in Ottawa, Ontario. ☐

Canadian Transportation Agency News

Overlooked with the our coverage of the passing of the Canadian Transportation Act (**Branchline**, July-August 1996), was that incorporated into the act was permission for CN and CP to discontinue operations on a number of subdivisions listed below. This permission became effective 10 days after the Act took effect.

Subdivision From - To

Canadian National -

Bodo	Unity (M 0.0) to Cactus Lake (M 40.4)
Central Butte	Mileage 44.2 to Riverhurst (M 110.5)
Cudworth	Meacham (M 23.6) to Totzke (M 38.4)
(Meacham Spur)	
Neepawa	Neepawa (M 1.1) to Rossburn Jct. (M 5.3)
Rhein	Rhein (M 14.0) to MacNutt (M 45.2)
Rosburn	Rosburn Jct. (M 0.0) to Russell (M 104.3)

Canadian Pacific -

Dunelm	Player (M 0.0) to Simmie (M 25.2)
Gretna-La Riviere	Altona (M 6.8) to Gretna (M 14.1)
Langdon	Cosway (M 42.1) to Carbon (M 58.6)
Langdon/Acme	Irricana (M 25.8) to Cosway (M 42.1)
Langdon/Acme	Cosway (M 0.0) to Wimborne (M 27.9)
Lomond	Vauxhall (M 97.0) to Hays (M 112.3)
Lyleton	Deloraine (M 0.0) to Waskada (M 17.6)
Neudorf	Esterhazy (M 82.0) to Neudorf (M 126.2)
Prince Albert	Lanigan (M 0.7) to St. Benedict (M 57.8) (excluding CN's 1.3 miles between Humboldt and Orlebar)
Russell	Binscarth (M 0.0) to Inglis (M 23.9)
Shamrock	McMahon (M 95.2) to Hak (M 103.4)
Stirling	Orion (M 6.0) to Etzikom (M 20.7)

(Our thanks to the Calgary & South-Western Division, CRHA for pointing out our omission) ☐

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

Letters to the Editor

CORRECTION REGARDING RICHARD TREVITHICK: I thoroughly enjoy receiving *Branchline*, and respect it for an accurate and reliable source of information. Having said that, I'm afraid I will have to correct the brief note about Richard Trevithick in the September 1996 *Branchline*.

Richard Trevithick was a Cornish engineer who first used pressurized steam to do work. Previously, all the steam engine pioneers (including the great James Watt) worked with steam at atmospheric pressure to avoid the possibility of a boiler explosion. These earlier engines were known as "atmospheric", because the steam was admitted to the cylinders, and then the steam was condensed (either in the cylinder or later in a separate condenser). The condensation caused a partial vacuum in the cylinder, and atmospheric pressure forced the piston to move into the cylinder.

Richard Trevithick's genius was to use steam at a pressure greater than atmospheric (he was limited by materials and boiler design to a pressure less than 50 psi). This meant that smaller engines could perform the same work as the larger atmospheric engines, and could do it with higher efficiency. In 1803 Trevithick sold a share in his high-pressure engine patent to Samuel Homfray, owner of the Penydarren Iron Works in Merthyr Tydfil (mer-thur tid-vil) in South Wales. Homfray had Trevithick install some high-pressure engines at his ironworks. He was evidently so impressed with the Cornish engineer that he made a bet (500 guineas - a sum equivalent to about the annual wages of 15 or 20 average working men) with rival ironmaster Richard Crawshay. The bet stated that Trevithick would build a locomotive to pull 10 tons of iron the 9.5 miles from Merthyr to Abercynon and to pull the empties back, all along the Merthyr tramroad.

The Merthyr tramroad was a 4'4" gauge flanged tramway - the wagons ran on 1 yard long cast iron plate rails supported at each end upon stone blocks. Trevithick's coke-burning single-cylinder unsprung 0-4-0 geared locomotive accomplished its task in winning the bet on February 21, 1804, best described in Trevithick's own words: "...yesterday we proceeded on our journey with the engine; we carry'd ten tons of Iron, five waggon, and 70 Men riding on them the whole of the journey. Its above 9 miles which we perform'd in 4 hours and 5 mints, but we had to cut down some trees and remove some Large rocks out of the road. The engine, while working, went nearly 5 miles pr hour, there was no water put into the boiler from the time we started until we arriv'd at our journey's end. The coal consumed was 2 Hund'd. On our return home abt 4 miles from the shipping place of the iron, one of the small bolts that fastened the axel to the boiler broak, and let all the water out of the boiler, which prevented the engine returning until this evening".

The locomotive performed additional trips on the line over the following weeks, but ended up as a stationary engine for pumping water, winding coal and driving a forge hammer. Apparently its weight (~ 5 tons) tended to fracture the cast iron plate rails. Exact plans of the locomotive have been lost, but a best-estimate replica of the locomotive was built in the 1980s, along with a fifty-yard section of tramway.

The reason for writing this brief history of the Penydarren locomotive is that it was un-named. The locomotive "Locomotion", credited to Trevithick in the September issue of *Branchline*, was built by George Stephenson for the opening of the Stockton and Darlington Railway on September 27, 1825. [Morgan Brown, Pinawa, Manitoba]

THOUGHTS ON THE SEPTEMBER ISSUE: CP 4-6-2 2319 indeed was wrecked (in the 1920s), on the Algoma District. I believe it fell into a lake. The General Superintendent was

somehow implicated and was fired. He exercised his conductor's seniority, picked up his caboose and went out the same night!

Supplementing John Thompson's excellent piece on John Street; whenever it was necessary to separate the crosshead from the piston rod, such as for new piston rings, the engine was carefully spotted so the crosshead key was opposite a space between the driver spokes so it could be driven up and out by a blow from the pit. When everything was back together, one had to ensure the piston did not strike either cylinder head; tram marks were used for this.

The fourth pair of drivers on Union Pacific 4-12-2s (9000s) was originally flangeless, while all the other drivers had thin flanges and widened gauge. No. 9000 later lost this feature since the wheels would drop off the rails on curves. [F.H. (Joe) Howard, White Rock, B.C.]

FURTHER TO THE CANOE RIVER WRECK: In reference to the Canoe River Wreck (September *Branchline*), this past summer I had the privilege of 'working' on former CN 4-8-2 6060 at the Alberta Railway Museum in Edmonton. While I was wiping 6060's rods, Harry Home (CN engineman) brought to my attention that both the right and left siderods between the #1 and #2 crank pin were off another 4-8-2.

In the mid-1950s, as 6060 was travelling in Northern Ontario near Fire River (mile 223.5 of the Ruel Sub.), one of these siderods failed. It was sometimes necessary to replace the opposite rod as well since the remaining one could be under excessive stress while briefly running #1 drivers on its own and perhaps at high speed.

The 'new' rods came from 4-8-2 6004 which had been retired in June 1951. No. 6004 was the locomotive pulling CNR Train #2 which met head on with the westbound troop train, headed by 2-8-2 3538 near Canoe River, BC, in 1950. It was the lighter 3538 which flipped up and back onto some of the wooden coaches. No. 3538 was also retired in June 1951.

Incidentally, 6004's original stampings are still evident on the rods now on 6060! [Jacques Beaubien, Jr., Hornepayne, Ontario]

THOUGHTS ON ST. JOHNS: In John Godfrey's interesting article on the 160th anniversary of Canadian railways (October 1996 *Branchline*), there are two references to St. John, Quebec. This is a very minor detail, but the town was known in English as St. Johns. It was spelled with an "s", unlike the New Brunswick city (Saint John), but without an apostrophe, unlike the Newfoundland capital (St. John's).

The town was called St. Johns in a notice published by the Champlain & St. Lawrence Railroad in the Montreal Gazette of August 6, 1836, and it was called St-Jean (St. Johns) in the VIA Rail system timetable of June 17, 1979.

That was the last VIA timetable to include St. Johns, as the "Atlantic" was rerouted from CP to CN rails between Montreal and Lennoxville with the next timetable change on October 28, 1979, and no longer passed through St. Johns.

As best as I can determine, the last regular Canadian National passenger train to stop in St. Johns was on August 25, 1966. The Montreal-New York "Ambassador" and the Montreal-Washington "Montrealer" and "Washingtonian" were slated for discontinuance on September 3 of that year, but a railway strike in Canada brought them to an end a few days earlier than planned.

The last Canadian Pacific passenger train serving St. Johns was the Farnham-Montreal commuter train. From my timetable collection, this seems to have made its last run on October 24,

1980. However, the annual report of the Canadian Transport Commission for 1981 suggests that it continued to operate for another year. If any reader has the definitive story on the demise of this train, I would be curious to hear it. [Tom Box, Montreal, Quebec]

TRIBUTE TO BRS VOLUNTEERS: This is a tribute to the BRS workers who toiled in the heat on Labour day weekend on the Shay at the National Museum of Science and Technology in Ottawa.

You probably made some history ... Along with friends Dan Byrne, Stephane and Tammy Soubliere and their children (Nico age 5, and Chelsea age 10 weeks), I boarded BRS' ex-CPR caboose 436436 at the NMST Museum Station. The Shay pushed the caboose and BRS' Official Car 27 to the end of track and then forward, highballed through the station, to the warehouse that houses former CP 4-6-2 1201 (from excursion fame). Nico and his father sat in the cupola while the rest of us stood in the doorway or sat on the unused bed.

Would Chelsea, at age 10 weeks, be the youngest person in a long time, if ever, to ride in such an elderly caboose (built 1913), which was pulled by a Shay steam locomotive (built 1923)? [Bruce Chapman, Ottawa, Ontario]

OF GREAT INTEREST: To say that I found John Godfrey's story "Travellin'" of great interest surely is the understatement of 1996. John described an "employment" the like of which I haven't read for a long time.

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I continue to enjoy **Branchline** and I congratulate you and your contributors for presenting such interesting material. [Sandorn S. Worthen, Toronto, Ontario] ☐

Along the Right of Way

NATIVES BLOCK CN LINE TO EXPRESS DISSATISFACTION WITH LATEST ROUND OF CONSTITUTIONAL TALKS: Some 20 members of the Roseau River First Nation (Manitoba) recently blocked CN's Sprague Subdivision near Letellier, Manitoba, to protest the slowness of constitutional talks with the federal government. The blockade lasted for a half-day and did not disrupt operations. (**The Winnipeg Free Press**, 10/09/96)

DISGUISED: CN GP9RM 4138 continues to sport an "AR Illinois" patch on its nose, the result of a television role in late-July 1996. The movie shoot took place on CN's Uxbridge Subdivision near Elgin Mills Road (halfway between Stouffville and Markham, Ontario). Several 'runpasts' were made, and scenes filmed included a stuntman jumping onto the side of one of the cars, and then being dragged along the roadbed on a rope. (**Tempo Jr.** 9/96)

LOG JAMS TAKE OUT BRIDGES: BC Rail lost two bridges in two days on the Fort Nelson Subdivision in early-September. On September 2, a bridge at mile 874 (near Sikanni) was washed out, with Fort St. John-Fort Nelson Train JN (powered by SD40-2 763, B36-7s 7484 and 7497 and SD40-2 751) barely able to stop in time. The next day a bridge at Fontas (mile 917) was also washed out as a result of log jams. The bridge at mileage 874 was repaired by late-September; the bridge at 917 was repaired in mid-October. (Adrian Telizyn)

STEAM POWERED TRAINS FOR LAUNCH OF NEW JAGUAR: On Wednesday, September 4, BC Rail's Royal Hudson 2860 and Consolidation 3716 powered separate trains from North Vancouver to Squamish, B.C., carrying 1,500 passengers to a private party for the launch of a new series of Jaguar cars. The two trains totalled 27 cars as follows:
1) 3716 Skeeper "Norman A McPherson" (used as a passenger car), BC Rail consolidation car 3301, BC Rail coach 5652 and 11 green 3815-BC Chapter cars,
2) 2860 Power Car "Cheakamus River", and 12 cars from "Royal Hudson" service.

Ontario, station to the city provided that it is moved from its present location along the Oakville Subdivision. If the deal is successful, the one-story, wood frame structure would be moved from its site to a park adjacent to the city-owned Joseph Brant Museum. The total cost of the move and redevelopment is approximately \$350,000 with the whole idea not finding unanimous support from Burlington City Council.

The station was built in 1906 by the Grand Trunk Railway. It handled its last passenger train in 1988 when all VIA Rail operations were relocated to the regional Aldershot station. It was originally known as Freeman Station after the hamlet in which it is situated. (**Hamilton Spectator**, 10/10/96, thanks to Clive Spate)

HAMILTON STATION FORMS BACKDROP FOR MOVIE: Canadian National's now-closed James Street Station in Hamilton, Ontario, was recently used as a backdrop for the movie "The Long Kiss Goodnight". The early part of the movie has a number of exterior shots of the beaux arts style building. One scene also includes a simulated explosion of the station. The scenes were shot in January of 1996. (**Hamilton Spectator**, 15/10/96, thanks to Clive Spate)

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ANNAPOLIS ROYAL STATION TO BE SOLD TO NOVA SCOTIA DEPARTMENT OF NATURAL RESOURCES: Canadian Pacific has indicated that it will sell the station in Annapolis Royal, Nova Scotia, to the Nova Scotia Department of Natural Resources (DNR). The building, closed on January 15, 1990, following the cessation of VIA Rail passenger service, is located at mileage 58.4 of the now abandoned former Kentville Subdivision of the former Dominion Atlantic Railway. The building, erected in 1907, is unique for the DAR in that it is built of masonry and brick and has a tile roof. The DNR hopes to acquire all of the former DAR right-of-way between Kentville and Yarmouth and turn it into a bicycle/walking trail. (**The Spectator**, Annapolis Royal, 08/10/96, thanks to D.M. Shaffner)

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FORMER M&SC STATION TO BE RAZED: The former Montreal & Southern Counties station at McGill and Youville Streets in Montreal is scheduled for demolition after having been expropriated by the City of Montreal for a future construction project.

The station saw its last departure when M&SC car 324 headed for Victoria Bridge on June 19, 1955. Converted to a restaurant, the last meals at the "Il Etait une Fois" were served on September 28, 1996. The interior furnishings were auctioned off on September 29. (John Godfrey)

RAILS LIFTED: On September 21, 1995, the National Transportation Agency authorized CN to abandon operation of the segment of the Newmarket Subdivision from Barrie (mileage 63.0) to Longford (mileage 93.0), effective September 21, 1996. The recent opening of a new casino at Rama (near mileage 91.70) resulted in the implementation of a new CN operated passenger service between Toronto and Rama, Ontario. As a result, the NTA order has been varied by changing all reference to mileage 93.0 to read mileage 91.25.

The last through trains to operate over the Barrie-Rama section of the Newmarket Subdivision were VIA's westbound "Canadian", followed by CN's Toronto-North Bay train 451, both on September 21, 1996. VIA's "Canadian" has been rerouted to CN's Bala Subdivision with times at Toronto and Washago unchanged, however, there are no intermediate station stops.

The lifting of the rails commenced within days of the last use of the line.

The passenger train to Casino Rama, which commenced operation on August 1, 1996, made its last trip on October 2, the victim of much lower than expected ridership.

PART OF ANGUS SHOPS FACING DEMOLITION: CP has asked the City of Montreal for permission to tear down parts of the quarter-mile-long locomotive shop that runs along Rachel Street, and all of the maintenance building behind it. CP wants to demolish about half of the locomotive shop, breaking what is left into three parts and building streets between the parts. Should CP not be able to find anyone to use the three parts, it also wishes to tear down two of the three pieces.

The proposal has infuriated heritage activists, city councillors

and local residents. A CP spokesperson indicated that studies by the company have shown no one potential user for the building, which was completed in 1904. A feasibility study by the firm Price Waterhouse suggested using the locomotive shop to house many smaller, high technology businesses. A city councillor has suggested it be used as an industrial exhibition hall, or a railway museum. The president of Heritage Montreal has implied that CP wishes to clear the industrial land for residential use. (**The Montreal Gazette**, 11/09/96, thanks to Gus Portelance)

DERAILMENT: On October 16, BC Rail's southbound McKenzie switcher, powered by Dash 8-40CM 4602, M-420B 681, B36-7 7497, and M-420Bs 682 and 687, derailed about five miles south of Kennedy (near MP 562). The second to fifth locomotives and ten cars derailed.

Apparently a rail broke under 4602. The 681 derailed with minor damage. The 7497, 681 and 687 rolled on their sides, with the 7497 and 682 being possible write offs. The 687 is a definite write off, the result of the first two cars carrying rail which shot forward into the 687, doing a lot of damage, and also into the 682. The other eight derailed cars carried lumber. (Doug Cummings and Adrian Telizyn)

DUMB AND DUMBER AWARD: The 1995 Dumb and Dumber award goes to John Merola of Riverside, Illinois, and Christopher Spears of Stickney, Illinois. On April 21, 1995, while facing each other in their cars on opposite sides of lowered crossing gates in Riverside, both motorists decided simultaneously to drive around the gates. You guessed it: they met in the middle and both cars were demolished by a Metra express commuter train. The drivers managed to flee the scene before the impact. Approximately 26,000 commuters were delayed up to 30 minutes while the debris was cleared away. The two winners received multiple traffic citations. (**Trainline**, August-September 1996)

PHOTOGRAPHER CONFIRMED: The July-August 1996 **Branchline** included a photograph of CP 0-8-0 6947 at Regina, Saskatchewan, on September 1, 1959. The photo was credited to "Peter Cox collection", however, Peter advised that he did not take the photograph and that it was obtained in trade.

Douglas Cummings of Burnaby, BC, has let us know that it was he who took the photo in cold and wet conditions. ☺

A SELECTION OF PASSENGER CONSISTS

8 September 1996 VIA #15 - "Ocean" at Halifax, Nova Scotia	16 September 1996 STCUM #13 at Vendome (Westmount), Quebec	5 October 1996 VIA #1 - "Canadian" at Clover Bar, Alberta	12 October 1996 VIA #92 - "General Brock" at Toronto, Ontario	11 October 1996 VIA #14/16 - "Ocean/Chaleur" at Montreal, Quebec
F40PH-2 6433 F40PH-2 6435 Baggage 8623 Coach 8130 Coach 8141 Skyline 8506 Coach 8143 Coach 8144 Diner "Wascana" Slpr. "Chateau Maisonneuve" Slpr. "Chateau Marquette" Slpr. "Chateau Papineau" Slpr. "Chateau Denonville" Slpr. "Chateau LaSalle" Slpr. "Chateau Jolliet" Slpr. "Chateau Cadillac" Slpr. "Chateau Closse" Dome-Obs. "Laurentide Park"	Control Cab Gallery Car 900 Gallery Coach 922 Gallery Coach 920 Gallery Coach 924 Single Level Coach 822 Single Level Coach 808 FP7A 1305 FP7A 1303 ----- 15 September 1996 Special at CN's Port Mann Yard for CN families WCE F59PHI 903 WCE Cab Car 108 WCE Bi-Level Coach 210 WCE Bi-Level Coach 220 WCE Cab Car 106	F40PH-2 6440 F40PH-2 6453 Baggage 8604 Coach 8125 Coach 8112 Skyline 8509 Skyline 8515 Sleeper "Blair Manor" Sleeper "Macdonald Manor" Sleeper "Dufferin Manor" Sleeper "Bliss Manor" Sleeper "Osler Manor" Sleeper "Craig Manor" Sleeper "Fraser Manor" Diner "Empress" Sleeper "Lorne Manor" Sleeper "Chateau Rigaud" Sleeper "Dawson Manor" Dome-Obs. "Glacier Park"	GO F59PH 542 GO Coach 2035 GO Coach 2327 GO Cab Coach 212 (leased by VIA) ----- 28 September 1996 CDAC Special at CP Windsor Station in Montreal, Quebec CDAC GP40 40 BAR Generator Boxcar 608 BAR Baggage P3 (ex-CP) BAR Coach 103 (ex-VIA) BAR Observation 100 -----	F40PH-2 6435 F40PH-2 6410 Baggage 8618 Sleeper "Chateau Argenson" Sleeper "Chateau Lauzon" Skyline 8511 Coach 8134 Coach 8137 Coach 8102 Coach 8138 Skyline 8506 Coach 8135 Coach 8144 Diner "Wascana" Sleeper "Chateau Maisonneuve" Sleeper "Chateau Papineau" Sleeper "Chateau Lasalle" Sleeper "Chateau Cadillac" Sleeper "Chateau Jolliet" Sleeper "Chateau Richelieu" Dome-Obs. "Revelstoke Park"

(Thanks to Lesley Bernard, Brian Bukowski, John Cowan, John Godfrey, Harm Landsman and Bill Linley)

New Brunswick Southern (NBSR) caboose 434919 (formerly CP 434919) is seen at McAdam, New Brunswick in the spring of 1996. The NBSR operates between Saint John and McAdam and from McAdam to St. Stephen. As well, the NBSR operates over the Eastern Maine Railroad from McAdam to Brownville Junction, Maine. All NBSR operations are over former Canadian Atlantic Railway (CPR) trackage acquired in January 1995. Photo by Peter Phillips.



VIA Rail's southbound 18-car "Canadian" is shown at Coniston, Ontario, in August 1996. The first coach is over the diamond on the CN line that crosses the CP Sudbury-North Bay line. The track in the foreground is the former CN connection with Inco's now-abandoned Coniston smelter. Photo by Dale Wilson.

CP hopper 360195 sports three paint schemes (Canadian Pacific in script, the multimark from the CP Rail scheme, and a liberal dose of graffiti) while sitting in CP's Transcona storage yard in November 1995. This just proves that there is a prototype for everything. Photo by A. Ross Harrison.



The Motive Power and Equipment Scene

Many thanks to Martin Boston, Bruce Chapman, Douglas Cummings, John Godfrey, Roland Legault, David Meridew and John Thompson.



ADDITIONAL CN SD75I UNITS FROM GMLG: (date added to roster);

5661 (20/9); 5664 (27/9); 5665 (17/9); 5666 (30/9); 5667 (17/9);
5668 (8/10); 5669 (19/9); 5670 (24/9); 5671 (10/10); 5672 (26/9);
5673 (25/9); 5674 (16/10); 5675 (30/9); 5676 (1/10); 5677 (18/10);
5678 (3/10); 5679 (4/10); 5681 (9/10); 5683 (9/10).

RETIRED: (date retired)

- CN GMD1 1908 (17/9 - fire damaged);
- CN M-420(W) 3561 (8/10);
- CN GP40-2L(W) 9503 (2/10); 9545 (8/10); 9557 (19/9); 9565 (16/9);
9568 (23/9); 9571 (27/9); 9577 (23/9); 9589 (16/9); 9620 (8/10) - all
to be converted to GP40-2LH commuter locomotives for Massachusetts
Bay Transit Authority at AMF Transport.

'UN-RETIRED':

- M-636 2313, 2323 and 2338, all retired on June 4, 1996, un-retired on
June 20 and re-retired on August 19, were all un-retired for the second
time on September 20!;
- M-636 2335, retired on June 4, 1996, was un-retired on September 27;
- SD40 5171, retired on August 9, 1996, was un-retired on October 11.

SOLD:

- Retired RSC-14 (RS-18m) 1761 and 1786 have been sold to ACINOX
(Cuba). They have been painted silver, grey and blue and numbered
29002 and 29001 respectively.
- Retired M-636 2319 and 2327 have been acquired by the Arkansas &
Missouri Railroad in Springdale, Arkansas.

TRANSFERRED: GP9RM 'mother' 7245 and S-3 Slug 266 from Winnipeg to
Toronto.

STORED SERVICEABLE:

- CN GMD1m 1105 and 1124.

STORED UNSERVICEABLE: (* added since last issue)

- GTW GP9 4433;
- GTW GPR9 4615;
- GTW GP38-2 5712* and 5859;
- GTW GP38 6204 and 6205;
- GTW GP38AC 6212*;
- GTW GP40-2 6404*, 6420 and 6421;
- CN GP40-2L(W) 9414 and 9570 (both damaged at North Battleford, SK,
on July 2, 1996);
- CN GP40-2L(W) 9508 (damaged at Yates, AB, on August 12, 1996).

PAYBACK: GATX GP40 3702 (nee B&O 3702), leased to the St. Lawrence
& Atlantic, is working on CN as payback for the use of CN units on the St.
Lawrence & Atlantic.

31 UNITS LEASED:

11 from Helm Leasing: (* added since last issue)

- HATX GP40 407* (ex-CSXT/SBD 6681; exx-SCL 1525; nee SAL 610);
- HATX GP40 409* (ex-CSXT 6501; exx-CS/B&O 3685);
- HLCX SD40 5001-5006 (nee Detroit Edison 001, 002, 005, 013, 015, 016) -
assigned to GTW;
- HLCX SD40 5048* (ex-CR 6350; nee PC/PRR 6097);
- HLCX SD40 5053* (ex-MKCX 9410; nee NRE/UP 3096);
- HLCX SDP45 7011* (ex-MKCX 9512; exx-VMV/CR 6688; nee EL 3657);

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

12 from Wisconsin Central:

- WC SD45 6608*, 6610* (ex-ATSF 5341, 5344; exx-ATSF 5549, 5522;
nee ATSF 1849, 1822);
- WC SD45 6613-6615*, 6617*, 6618* (ex-ATSF 5377, 5379, 5382, 5384,
5386; nee ATSF 5619, 5615, 5600, 5598, 5590);
- WC SD45 6620*, 6621*, 6625*, 6627*, 6629* (ex-ATSF 5390, 5391, 5395,
5397, 5400; nee ATSF 5611, 5608, 5603, 5595, 5594).

Canadian Pacific Railway

RETIRED:

- CP C-424 4215, 4220 and 4225, all retired on September 18.

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

- CP GP9u 1571 and 1640;
- CP (STLH) GP9u 'mother' 1548* with SW1200RS Slug 1024;
- CP (STLH) GP9u 'mother' 1578* with SW900 Slug 1013;
- CP (STLH) GP9u 'mother' 1610* with SW1200RS Slug 1023;
- CP (STLH) GP7u 'mother' 1684* with SW1200 Slug 1002;
- CP SW1200RS 8105, 8114;
- CP (STLH) SW1200RS 8131*

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

- CP (STLH) SW9u 1200;
- CP (STLH) SW1200RSu 1211;
- CP (STLH) RS-18u 1800, 1804, 1808*, 1831, 1833, 1852;
- CP (D&H) RS-18u 1805, 1810*, 1811;
- CP (STLH) C-424 4208, 4217, 4244;
- CP GP30 5000 and 5001;
- CP GP35 5002, 5003 and 5021 (to be converted to control cab/slugs
1126-1128);
- CP (STLH) SD40-2 5668;
- CP (STLH) SD40-2 5685 (accident at Savona, BC, on 20/08/95);
- CP (D&H) SD40-2 5690;
- CP (STLH) RS-23 8024;
- CP SW1200RS 8100;
- CP (STLH) SW1200RS 8120, 8123;
- SOO SW1200 322, 325, 328;
- SOO GP7 377, 382;
- SOO GP9 404, 412;
- SOO SW1200 1209 (converted to a slug - not yet mated with a CP GP9u);
- SOO SW1200 1213, 1220;
- SOO SW1200 1222 (presently at Weston Shops in Winnipeg for
conversion to a slug for use in Canada);
- SOO MP15AC 1535 (damaged in St. Paul, MN, yard on 15/02/96);
- SOO SW9 2113, 2119;
- SOO SW1200 2122, 2126;
- SOO GP9 2407, 2551;
- SOO GP9 4229, 4230.

RELETTERED: SOO GP38-2 4422 and 4437 were relettered CP Rail on
September 26.

UNITS LEASED OUT:

- CP (STLH) SW9u 1204 leased to National Steel Car in Hamilton, Ontario;
- CP (STLH) RS-18u 1806, 1812, 1819, 1820, 1824, 1826, 1845, 1850 and
1859, plus C-424 4210, 4212, 4221, 4227, 4237 and 4239 leased to the
Canadian American Railroad (for service on new Quebec Southern
Railway and Northern Vermont Railroad);
- CP (STLH) RS-23 8021 leased to the New Brunswick Southern Railway;
- CP (STLH) SW1200RS 8132 leased to Inco Metals at Copper Cliff,
Ontario.

SOLD: CP Air Repeater Car 1101 (nee Robot Car 1023) has been sold to
Canadian National Railway.

DONATED: RS-23 8015 has been donated to the Alberta Central Railway
Museum in Wetaskiwin, Alberta.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:

Added: (former numbers below)
- EMDX SD60 8300-8302;
- HATX GP38 106-108, 111;
- HATX GP40 400, 401, 404-406, 408, 415, 420, 422;
- HATX GP40-2 501, 511, 514;
- HATX SD40-2 750;
- HATX SD45-2 905, 910;
- HLCX GP40-2CLC 4402, 4405, 4409, 4411, 4413, 4415;
- HLCX SD40 5015, 5027, 5029, 5030, 5035;
- HLCX SD40-2CLC 6090-6092;
- HLCX SD40-2 6216-6221;
- LLPX GP60 6001-6003.

Renumbered:

- HLCX GP40 662 renumbered HLCX 4201.

210 UNITS LEASED:

3 from EMD Leasing:

- EMDX SD60 8300-8302 (nee BN 8300-8302 - leased by BN from EMD).

20 from GATX Leasing:

- GATX SD40-2 900-904 (ex-UP 3900-3904; exx-MP 6000-6004; nee MP 3216-3220) - assigned to STLH;
- 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] - assigned to D&H.

177 from Helm Leasing:

- HATX GP38 106, 107 (ex-CSXT 2066, 2069; nee SBD/C&O 3866, 3869);
- HATX GP38 108, 111 (ex-CSXT 2101, 2129; nee SBD/B&O 4801, 4829);
- HATX GP38-2 210-215 (ex-UP/MP 2106, 2077, 2079, 2082, 2085, 2110; nee MP 955, 926, 928, 931, 934, 954);
- HATX GP40 400 (ex-CSXT 6532; nee CS/B&O 3756);
- HATX GP40 401, 402 (ex-CSXT 6562, 6564; nee CS/C&O 3787, 3789);
- HATX GP40 403 (ex-CSXT 6577; nee CS/B&O 4002);
- HATX GP40 404 (ex-CSXT/SBD 6650; nee AW&P 730);
- HATX GP40 405, 406 (ex-CSXT/SBD 6659, 6664; exx-SCL 1502, 1507; nee ACL 917, 922);
- HATX GP40 408 (ex-CSXT/SBD 6759; nee SCL 1605);
- HATX GP40 410, 415 (ex-CSXT 6592, 6510; nee CS/B&O 4017, 3694);
- HATX GP40 418, 420 (ex-CSXT/SBD 6802, 6805; nee L&N 3005, 3009);
- HATX GP40 422 (ex-CSXT/SBD 6744; nee SCL 1589);
- 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 SD40-2 750, 751 (ex-HELM SD45-2 901, 900; exx-CSXT/SBD 8958, 8955; nee SCL 2053, 2050);
- HATX SD40-2 752 (ex-HELM SD45-2 908; exx-CSXT/SBD 8970; nee CRR 3612);
- HATX GP40-2CLC 801 (ex-CSXT 6631; nee CS/C&O 4056);
- HATX GP40-2CLC 802, 803 (ex-CSXT/SBD 6704, 6720; nee SCL 1549, 1565);
- HATX SD45-2 902, 904-906 (ex-CSXT/SBD 8962, 8950, 8957, 8963; nee SCL 2057, 2045, 2052, 2058);
- HATX SD45-2 907 (ex-CSXT/SBD 8967; nee CRR 3609);
- HATX SD45-2 909, 910 (ex-CSXT/SBD 8960, 8964; nee SCL 2055, 2059);
- 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];
- HATX SD45T-2E 945 (ex-SP 6788; nee SP 9296);
- HLCX GP40 663 (ex-Amtrak 663; exx-Soo/Milw 2020; nee Milw 194);
- HLCX SD40 3015, 3065, 3066, 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 GP40u 4003 (ex-HLCX/IPSA 301; exx-MP/UP 603; nee CRI&P 343);
- HLCX SD40 4057, 4060-4062, 4066 (ex-UP 4057, 4060-4062, 4066; exx-MP 3057, 3060-3062, 3066; nee MP 757, 760-762, 766);
- HLCX GP40-2 4200, 4201 (ex-HLCX/Amtrak 664, 662; exx-Soo/Milw 2042, 2007; nee Milwaukee 169, 187);
- HLCX GP40XMP 4300 (nee SP GP40X 7230);
- HLCX GP40-2CLC 4402 (ex-HLCX 667; exx-CSXT 6831; nee CS/C&O 4076);
- HLCX GP40-2CLC 4403 (ex-HLCX/Amtrak 656; exx-Helm 3072; nee ICG/IC 3072);
- HLCX GP40-2CLC 4404 (ex-HLCX/Amtrak 661; exx-B&M 341; nee CR 3246);
- HLCX GP40-2CLC 4405-4407 (ex-HLCX/Amtrak 650, 651, 654; exx-Kyle 3104, 3108, 3116; nee CR/PC/NYC 3104, 3088, 3083);
- HLCX GP40-2CLC 4408-4411 (ex-HLCX/Amtrak 657-660; exx-B&M 320, 321, 323, 324; nee CR/PC 3227, 3229, 3233, 3234);
- HLCX GP40-2CLC 4412-4414 (ex-HLCX/Amtrak 653, 652, 655; exx-Kyle 3114, 3109, 3117; nee CR/PC/NYC 3095, 3089, 3090);
- HLCX GP40-2CLC 4415 (ex-HLCX 665; exx-CSXT 6838; nee CS/B&O 4083);
- HLCX SD40 5000 (ex-HLCX 3099; nee UP 3099);
- HLCX SD40 5009 (nee KCS 610);
- 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 5021-5024 (ex-CR 607-610; nee CR/PC 6251, 6258, 6262, 6274);
- HLCX SD40 5025 (ex-CR 611; exx-CR 6312; nee PC/PRR 6059);
- HLCX SD40 5026-5031, 5035 (ex-CR 805, 809-812, 814, 801; nee CR/PC 6248, 6256, 6257, 6260, 6261, 6264, 6242);
- HLCX SD40 5036 (ex-CR 6299; nee PC/PRR 6046);
- HLCX SD40 5054 (ex-MKCCX 9413; exx-NRE/BN 6400; nee NP SD45 3600);
- HLCX SD40-2CLC 6056, 6057 (ex-HLCX 5008, 5007; nee KCS 609, 600);
- HLCX SD40-2CLC 6090-6092 (nee CN 5174, 5208, 5152);
- HLCX SD40-2 6200 (nee C&NW 6822);
- HLCX SD40u 6201 (nee UP 3085);
- HLCX SD40u 6202 (nee QNSL 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 6215 (ex-HLCX 6388; exx-SOO 6388; nee Milw 202:2);
- HLCX SD40-2 6216-6221 (nee QNSL 228, 242, 249, 251, 253, 255);
- HLCX SD40M-2 6300-6304 (ex-MKCCX SD40M-2 9053-9057; exx-PLM SD40 3104, 3019, 3004, 3029, 3021; nee UP 3104, UP 3019, MP 3004/704, MP 3029/729, and UP 3021);
- MKCCX SD45 9501 (ex-CNW/6477; nee BN 6477);
- MKCCX SD45 9508 (ex-CNW 6579; exx-BN 6460; nee CB&Q 519);
- MKCCX SD45 9511 (ex-VMV/CR 6687; nee EL 3656);
- MKCCX SD45 9520 (ex-CSXT/SBD 8931; exx-SBD 2031; nee SCL 2031);
- MKCCX SD45 9523 (ex-VMV/CSX/SBD 8938; exx-CRR 3625; nee SCL 2038);
- MKCCX SD45 9526 (ex-NHL 6435; nee SP 8960);
- MKCCX SD45 9528 (ex-SOO 6491; exx-BN 6678; nee SLSF 930);
- MKCCX SD45 9534 (ex-W&LE 1769; nee N&W 1769);
- MKCCX SD45 9536, 9538, 9539 (ex-ATSF SD45u 5350, 5352, 5354; nee ATSF 5577, 5529, 5514).

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.

3 from Locomotive Leasing Partners:

- LLPX GP60 6001-6003 (nee EMD 7, 5, 6)

5 from Precision National:

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



HEP GENERATORS BEING ADDED: Seven of the 11 remaining FP9Au units (6300, 6302, 6304, 6307, 6309, 6311 and 6313) are having a generator added to provide head-end power. These units will be utilized in remote service areas (Winnipeg-Churchill, and northern Quebec). The first conversions are expected to enter service in January 1997. Sisters 6301, 6303, 6308 and 6312 are not scheduled to be converted.



AMF TRANSPORT

RELEASED:

- CN Dash 8-40CM 2403, 2404, 2411, 2417 and 2423 after engine changeouts;
- CN SD751 5661, 5664, 5666, 5668, 5671, 5674 and 5677 new from General Motors, after painting;
- ACINOX (Cuba) 29001 and 29002 (ex-CN RSC-14 [RS-18m] 1786 and 1761) after final tests;

- Helm Leasing HLCX SD40 5015 after repairs;
- Helm Leasing HLCX SD40-2CLC 6090 and 6092 (nee CN 5174 and 5152) after repairs and installation of a CLC microprocessor;
- Helm Leasing HLCX 6216-6220 (nee QNSL 228, 242, 249, 251 and 253) after repairs;
- Vancouver Wharves SW1500 821 and 823 (nee SSW 2491 and 2489) after major overhaul and installation of booster connections.

WORK IN PROGRESS:

- CN Dash 8-40CM 2402 and 2421 (engine changeout);
- CN SD751 5680, 5682, 5684, 5685, 5690 and 5694, new from General Motors, for painting;
- Former CN GP40-2L(W) 9474, 9499, 9517, 9561, 9565, 9568, 9577, 9589 and 9616 for conversion to GP40LH-2 units for the Massachusetts Bay Transit Authority;
- Former CN GP40 9312 and former KCS GP40 784, 785 and 787 for conversion to a GP38-2 unit for Roberval & Saguenay;
- Canac (letter CFQ) SW1200RS 1323 for truck repairs;
- Helm Leasing's former Conrail SD40 6284, 6318 and 6320 to be upgraded with the installation of a CLC microprocessor - (to be renumbered HLCX 6062, 6061 and 6063 respectively);
- Ports Canada MP15AC 8406 for truck and various repairs, and repainting;
- Dallas Area Rapid Transit (DART) RDC-1s 2001-2013 being refurbished (former numbers in parentheses):
 - DART 2001 (VIA 6131, CP 9070)
 - DART 2002 (VIA 6142, CP 9061)
 - DART 2003 (VIA 6145, CP 9303, CP RDC-2 9110)
 - DART 2004 (VIA 6100, CN 6100, CN D200) ✓
 - DART 2005 (VIA 6112, CN 6112, B&M 6110) ✓
 - DART 2006 (VIA 6123, CP 9063)
 - DART 2007 (VIA 6127, CP 9062)
 - DART 2008 (VIA 6129, CP 9056)
 - DART 2009 (VIA 6139, CP 9064)
 - DART 2010 (VIA 6126, CP 9059, DAR 9059)
 - DART 2011 (VIA 6106, CN 6106, CN D106) ✓
 - DART 2012 (VIA 6104, CN 6104, CN D104) ✓
 - DART 2013 (VIA 6141, CP 9071).

WORK PENDING:

- CN GP9RM 7206, 7238 and 7243 for wreck repairs.
- Former CN GP40-2L(W) 9503, 9545, 9557, 9571 and 9620 for conversion to GP40LH-2 units for the Massachusetts Bay Transit Authority;
- GO Transit bi-level coaches 2072 and 2075-2079 for refurbishing.

ELSEWHERE

ANOTHER POWER CAR: Rocky Mountaineer Railtours (RMR) has added a diesel generator to recently acquired former VIA baggage car 9617, creating their third generator car. It has been renumbered 9271.

[Early in 1996, RMR acquired two former VIA generator cars (15301 and 15302) from Great Lakes Western and has renumbered them 9270 and 9272, their original CN baggage car numbers]

M-636 RETURNED TO SERVICE: In August 1996, the Cape Breton & Central Nova Scotia Railway acquired former CN C-630Ms 2028 and 2038 and M-636 2317. No. 2317 was put into service in early-October (retains CN paint scheme), and No. 2038 has been dismantled for parts. No. 2028 is stored at Sydney, NS.

FOR SALE: Service reductions on GO Transit have resulted in upwards of 9 of its 49 F59PH units being stored. In the September 5 issue of the **Globe and Mail**, GO Transit advertised the sale of three F59PH units, with a November 7 deadline for receipt of sealed bids.

STORED: Three of STCUM's seven FP7A units (1300, 1301 and 1303), maintained by the St. Lawrence & Hudson in Montreal, have been stored unserviceable.

ADDED TO ROSTER: New Brunswick Southern Railway has acquired former Conrail SW1200 9347 and 9372 from A. Merrilees (dealer). No. 9372 (nee Pennsylvania 9189) has been renumbered NBSR 3702; No. 9347 (nee Pennsylvania 9028) has been renumbered NBSR 3703.

ON THE INDUSTRIAL SCENE

SCRAPPED: Nelson Aggregates at Uthhoff, Ontario, will scrap their S-3 07060 (nee CP 6534) on site. Sister 07080 (nee CP 6564) has reportedly been sold to a private party and was seen in London, Ontario, on September 21.

NEW ARRIVAL: A. Merrilees (dealer) has acquired Conrail SW1200 9340 (nee PRR 9021). No. 9340 has been moved to Merrilees' repair facility at Mascouche, Quebec.

ON THE PRESERVED SCENE

ONE-OF-A-KIND LOCOMOTIVE PRESERVED: The General Motors Diesel Historical Society in Clinton, Michigan, has acquired former GMD demonstrator GMDH3 275 from the South Simcoe Railway. No. 275 was built by General Motors in London, Ontario, in January 1960. The one-of-a-kind diesel hydraulic was moved to MacKinnon Motors (later General Motors) in St. Catharines, Ontario, in October 1963 and renumbered 2128. No. 2128 was moved to the South Simcoe Railway in Tottenham, Ontario, in December 1992. The unit was trucked out on October 7, 1996. ☐



Former General Motors GMDH3 Demonstrator 275 is loaded onto a flatbed truck at Tottenham, Ontario, on October 7, 1996, destined to Clinton, Michigan. No. 275 arrived in Tottenham in painted yellow and left painted black. Photo by Charlie Bryant.

10th Annual B&W Photo Contest

Deadline - December 1, 1996

Eligibility - Open to all members and friends of the Bytown Railway Society Inc., with the exception of the **Branchline** 'staff', their families and the judges.

Categories -

- 1) 'Freight Trains'
- 2) 'Passenger Trains'
- 3) 'Historical'
- 4) 'Miscellaneous'

Limits - Maximum of three (3) previously unpublished 8' x 10' black and white glossy photographs for each of the categories. Participants may win in one category only.

Prizes - A two-year subscription to **Branchline** for the Grand Prize winner (value \$64); a one-year subscription to consolation winners (value \$32).

Photo Identification - Be sure to include caption information to describe the train, route, date, photographer's name and other pertinent data.

Mail your entries to: "Photo Contest", c/o Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, ON, K1N 8V1.

Contest results, including the publishing of the winning photographs, will be in the January 1997 **Branchline**. Photographs will be retained for a year after the contest, and may be utilized in future publications of the Society. When published, due credit will be given to the photographer. Photo submissions will be returned after a year, if requested by the submitter. All decisions of the judges are final.

A SAMPLE OF DIESEL LASHUPS

August 24 - CN 392 at Bayview, ON: Dash 8-40CM 2415, SD60F 5541 and HR616 2110.
August 30 - CN 283 at Doncaster, ON: GP9RM 4100 and Ecorail ECO-8004 (with 9 trailers).
September 7 - CN 308 at Doncaster, ON: GP40 9309 and M-420(W)s 3557 and 3510.
September 8 - WC 10 at Hawk Jct., ON: SD45 6581, SD45u 6522, SD40-2 6006 (nee AC 188), SD45u 6583 and SDL39 589.
September 12 - CN 115 at Richmond Hill, ON: SD75I 5655 and SD50F 5455.

September 15 - CN 340 at Edmonton, AB: GP40-2L(W) 9452, SD40-2(W) 5361, Dash 8-40CM 2435, Dash 9-CWL 2510 and GP38-2s 4702 and 4701.
September 16 - CP 402 at Alliston, ON: SD40-2s 6044 and 5728, and SOO SD60 6043.
September 18 - CN at Trochu, AB: Dash 8-40CM 2435, Dash 9-44CWL 2510 and Dash 8-40CM 2410.
September 21 - NS 328 at Hamilton, ON: CP SD40 5552, NS SD40-2 6118 and CP SD40-2 5585 (with NW caboose 555020) [CP power present for cabooseless train testing]
September 22 - CN 311 at Joffre, QC: GP40-2L(W)s 9630 and 9612, HR616 2111, M-636s 2338, 2313 and 2323 (un-retired September 20), M-420(W)s 3555 and 3548, GP9RM 7201 and GP9 Slug 221.

September 22 - CN at Drumheller, AB: SD70I 5615 and SD50F 5416.
September 24 - CN 567 at Regina, SK: Dash 9-44CWL 2511 and GMD1u's 1609, 1601 and 1614.
September 25 - CN 307 at Brockville, ON: GP40-2L(W) 9401, M-636s 2313 and 2323, and GP40 9308.
September 26 - CN 117 at Edmonton, AB: SD75I 5630, GP40-2L(W) 9481 and HR616 2119.
September 27 - CP 915 at Sherbrooke, QC: RS-18u 1853, GATX SD40-2 7360 and RS-18u 1860 (last CP train out of Sherbrooke).

October 2 - CBNS 305 at Orangedale, NS: C-630M 2039, M-636 2317 (ex-CN; first revenue trip on CBNS) and C-630M 2029.
October 2 - NBSR Extra East at McAdam, NB: GP9s 3757, 3701, 3788 and 3700.
October 4 - CN 432 at Kitchener, ON: M-420(W) 3576, M-636 2323, SD75I 5678 (brand new) and SW1200RM 7306.
October 6 - CP 270 at Killean, ON: SD40-2s 5669, 5423, 5568 and 5424, SD40 5540, GCSX SD40-2 7359 and NS SD70 2546.
October 6 - CN 453 at Edmonton, AB: SD60F 5522, GP40-2L(W) 9540, SD40 5102, SD60F 5549 and GMD1u's 1613 and 1607.

October 8 - CN Advance 368 at Belleville, ON: GP40-2(W) 9638, HR616 2103, GP40-2(W) 9665, SD75Is 5685 and 5690 (enroute to AMF for painting), GP9RM 7250, GP9 Slug 243 and GP9RM 4123.
October 9 - CN 432 at Kitchener, ON: SD75I 5683 (brand new), SW1200RS 1360, GP9RM 7258, GP9 Slug 250, GP40 9317 and GP9 Slug 258.
October 9 - CN 390 at Doncaster, ON: GP9RM 7016, HR616 2104, GP40-2L(W) 9460 and SD40u 6013.
October 9 - CN 307 at Doncaster, ON: SD75I 5661, M-636 2338 and GP40-2L(W) 9401.
October 12 - NS 328 at London, ON: CP SD40-2 5585, NS SD40-2 6118 and CP SD40 5511.
October 17 - CP 481 at Chalk River, ON: SD40-2 5818, SOO SD60 6012, HATX GP40u 521, and GP9u 1583.

(Thanks to Steve Adamson, Douglas Bardeau, Terence Bilson, Paul Bloxham, Martin Boston, Ben Crouch, Brad Ellis, John Eull, Paul Hunter, Harm Landsman, George Matheson, Arnold Mooney, John Moore, Glenn Roemer, George Roth, Glenn Roemer, Paul Shantz, Greg Smith and Barry Williams)



Remember When?

Great Northern F3A 260-A and a F3B pause at the CNR depot at Winnipeg, Manitoba, with Train No. 7 - "Winnipeg Limited" while mail and express are unloaded on May 20, 1955. GN No. 7 from St. Paul, Minnesota, arrived in Winnipeg before 09:00 to make a through sleeper connection with CNR No. 3 to the West Coast. Nos. 7 and 8 were usually long trains that handled the majority of the rail passenger market between Canada and the Midwest States. Photo by Robert Wanner.

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