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Branchline

CANADA'S RAIL NEWSMAGAZINE

Operations at Cochrane, Ont.
Death on the Castor Grade
Empress Gets Royal Treatment



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

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

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

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

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Tourist Railway Association Inc.

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MEETINGS

A **regular meeting** is held on the first Tuesday of 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, March 4, 1997**, at which we will welcome Harry Gow who will speak about urban transit and commuter rail proposals for the National Capital area.

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, March 18, 1997**.

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.

Start your cameras! The categories for the June 3, 1997, slide contest will be: 1) Freight Trains; 2) Passenger Trains; 3) Railway Buildings; 4) Railway Crossings. Further details to follow.

Address correction: Further to Bruce Ballantyne's update regarding the upcoming **Canadian Railway Station Guide** (February **Branchline**), a letter was omitted from his e-mail address. The correct address is ballantb@sos.pwgsc.gc.ca

100 Years Ago: February 6, 1897 - When the C.P.R. express from Montreal was coming west last Saturday, a brakeman entered the car as usual and called out the name of the station before they reached Moncklands. He had no sooner yelled "Moncklands" than a girl passenger ran to the car door and took a flying shunt into a snow bank on the side of the track. The act was noticed and when the train stopped an engine was run back. They met the girl walking up the track. She was pretty badly cut up but still conscious of the fact she wanted to get off at Moncklands. It seems she had not travelled before and thought that was the regular way to stop. (**The Recorder and Times**, 06/02/97, thanks to J. Norman Lowe)

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

On the Cover: CN 4-6-2 No. 5107 has its brass number plate polished while the engineer on Streamlined Diesel Electric Car D-1 looks on at Cochrane (Ontario) Station during the town's 50th anniversary in 1960. Photo by J. Norman Lowe.

Press date for this issue was February 17
Deadline for the April issue is March 14

Information Line



CN REQUESTS WAIVER ON THEIR LOCOMOTIVES IN U.S.:

Canadian National has asked the Federal Railroad Administration for a permanent waiver of compliance with certain provisions of the Locomotive Safety Standards concerning the time interval provisions of the periodic cleaning, repairing, and testing of locomotive air brake components for all of their locomotives operating in the United States equipped with 26L type brake equipment. The FRA currently permits railroads to operate locomotives equipped with 26L type brakes for periods not to exceed 1,104 days, before performing the required testing and inspection.

Transport Canada has authorized CN to operate its locomotives equipped with 26L braking equipment on 48-month cleaning intervals. The only exceptions are two valves in the system (P2A and H5) which will remain on a 36-month interval until future evaluations establish that desired improvements with the valves have been achieved.

According to CN, during the extensive testing period, which began in 1987 and involved approximately 1,200 locomotives, the reliability of the braking systems was never an issue, therefore, train operating safety is not at risk. With the high number of locomotives operating in international service, CN states that managing two different braking system maintenance intervals would be both problematic and costly. Further, to revert to a 36 month cleaning interval after almost ten years of successful testing at 48 month intervals, would not provide any additional safety benefits. CN would like the 48-month maintenance interval to be accepted for all of their locomotives that operate in the United States. (Department of Transportation, 08/01/97, thanks to Bryce Lee)

CHURCHILL LINE SALE TO OMNITRAX KEEPS BUSINESS IN MANITOBA:

The purchase of the Churchill line by U.S.-based OmniTRAX has, at least, temporarily saved Manitoba from losing \$100 million in business annually. A North West Territory committee was considering dumping Churchill as the Keewatin regional resupply hub and replacing it with Rankin Inlet, a community located in the centre of that region. The NWT government began reviewing its options when it felt that the future of the Churchill rail line was in doubt. Fuel and dry goods are transported by rail to Churchill where they are stored and taken north by barge.

After a debate in mid-January, committee members voted to keep the current supply system in place until 1999. The deciding factor for the temporary reprieve was the fact that Canadian National had sold the Churchill line to OmniTRAX. If the NWT government decides to bypass Churchill, officials estimate that Manitoba would lose about \$100 million worth of business while goods passing through Churchill's port facilities could drop by 10%. The agreement will come under review again in 1999. (Winnipeg Free Press, 20/01/97, thanks to David Maiers)

FINANCIAL PERFORMANCE TARGET EXCEEDED FOR 1996:

For 1996, the company exceeded its own performance targets and improved its operating ratio (the percentage of revenue required to operate and maintain the railway) to 85.3%, down 4% from 1995.

The target for 1997 is 83% and CEO Paul Tellier thinks that it is attainable. Said Tellier, "It's a full four-point step down from 1995, and if you look at our results over the last four years in terms of improving the operating ratio, this is the best performance of any North American Railroad."

Income for 1996 was \$505 million, up substantially from 1995's figure of \$361 million. (The Financial Post, 22/01/97, thanks to Harold Lake)

BILLING AND RECEIVABLES ACTIVITIES TO BE CONSOLIDATED: Canadian National Railway is consolidating its billing and receivables activities in Toronto where it has the greatest concentration of customers.

The railway now has revenue management centres in Edmonton, Toronto, Detroit and Montreal but decided to consolidate in Toronto to improve service to its customers and to save \$40 million during the next five years. As result of the shuffle, CN will terminate 40 permanent positions and 93 temporary jobs and create 96 permanent jobs in Toronto.

The company will continue to operate its accounts payable activities from Montreal and close a similar operation in Winnipeg. (Alex Binkley)

OFFER MADE FOR PURCHASE OF BALANCE OF GASPE LINE:

The Corporation du chemin de fer de la Gaspésie has made a conditional offer of purchase for the remainder of Canadian National's Chandler Subdivision between Chandler and Gaspé. The balance of the line is operated by the Chemin de fer de la Baie-des-Chaleurs which owns that portion of the Chandler Sub. between Chandler and New Carlisle as well as the Cascadepia Sub. between Matapedia and New Carlisle.

The offer is conditional upon the establishment of financing, with both the federal and provincial governments being heavily lobbied to come up with between \$3 million and \$4 million, and the conclusion of a study into the economic potential of the line which has seen no freight traffic since 1991 although it continues to host VIA Rail's "Chaleur" passenger train. Roughly speaking, to be successful, the line will need to generate approximately 2,000 cars per year as well as retain the passenger train.

The corporation is made up of the municipalities of Gaspé, Percé, and Grand River as well as the regional development council (CRCD). If its purchase from CN is successful, the corporation is seeking an alliance with the Gaspé Railway Corporation.

If things don't transpire positively, CN is in a legal position to remove the trackage as of May 4, 1997. The local populace is extremely upset that the new Canada Transportation Act no longer gives the federal government the right to stop lines from being dismantled. (SPEC, 26/01/97, Le Pharillon, 25/01/97, La Péninsule, 31/01/97, and Spec, 09/02/97, merci à Michel Tremblay)

WEBSITE RELAUNCHED: Canadian National Railway has relaunched its Internet website complete with a new freight car tracking feature which allows shippers to track individual cars as well as fleets of cars.

Customers will be given a password that enables them to enter the tracking system and find their shipments and cars. They will be able to search for all of their shipments or only delayed ones.

The web site also offers animation, audio and video clips. A visitor to the website can even see what it is like to be in the cab of one of CN's new SD75I locomotives. The site is at www.cn.ca (Alex Binkley)

CN DELIVERS CEREMONIAL CAULDRON TO THE 1997 SPECIAL OLYMPICS WORLD WINTER GAMES: As a gift-in-kind sponsor, CN showed its support for the 1997 Special Olympics World Winter Games in a creative way by transporting the Canada Games Cauldron from Brandon, Manitoba to Toronto. The lighting and extinguishing of the Olympic flame within the cauldron marks the official opening and closing of the Games.

Gerry Tuck, Account Manager in Winnipeg, co-ordinated CN's efforts to move the cauldron by truck from Brandon to Winnipeg Intermodal Terminal and into a 48-foot container on an intermodal train to Brampton Intermodal Terminal.

The 1997 Special Olympics World Winter Games were co-hosted by Toronto and Collingwood, Ontario, from February 1 to 8. Approximately 2,000 athletes with disabilities from almost 80 countries participated in the largest international multi-sport event of the year. (CN Mid-Week News, 05/02/97, thanks to Ernie Kenward)

RAILTEX PAYS US\$22 MILLION FOR FORMER DT&I RAILROAD: RailTex Inc.'s Indiana & Ohio Railroad Co. unit (IORY) has received approval from the U.S. Surface Transportation Board (STB) to buy the assets of the former Detroit Toledo & Ironton Railroad from CN Railway Co for \$22 million US.

The deal was to close on February 15, after which Indiana & Ohio Railroad is expected to "immediately" commence operations.

RailTex agreed to buy the railway's assets for US\$27 million, but the price was reduced by US\$5 million because expected second year traffic revenues were reduced to 135,000 cars and US\$21.5 million from the original projection of 155,000 cars and US\$25 million. Expected first year traffic and revenues remain at 110,000 cars and US\$18 million.

The sale was originally scheduled for completion by the end of 1996. In November 1996, the United Transportation Union (UTU) petitioned the STB to revoke the IORY's class exemption, however, on February 3, 1997, the STB denied the UTU's petition, thereby allowing the transaction to go forward exempt from labour protective requirements.

RailTex expects IORY to spend approximately \$7.2 million for locomotives, start up and related costs during the first year of operation and approximately \$9.7 million to upgrade the DTI track to FRA Class IV standards over a three-year period. (The Financial Post, 07/02/97, thanks to Harold Lake)

Canadian Pacific Railway

DEAL SET FOR SALE OF QUEBEC CENTRAL TO TRUCKING FIRM: Express Marco of East Broughton, Quebec, is on the edge of purchasing the Quebec Central Railway (QCR) from Canadian Pacific. The project, several years in the making, will see the retention of the now-closed QCR and provide a continuous rail link between Lévis and Sherbrooke (including connections to the United States) via Quebec's Beauce region. According to Express Marco President Jean-Marc Giguère, the deal should be finalized by the spring of 1997 with work then taking place to rehabilitate the line.

Along with hauling freight, a tourist train will also be operated. This supplementary project is the brain child of a group from the on-line community of Vallée Junction. It is hoped to operate the train between there and the soon-to-be closed VIA Rail station in Lévis. To use this facility will entail the acquisition of a portion of the soon-to-be abandoned Saint Romuald Subdivision from Canadian National. (Le Journal de Québec, 16/01/97, merci à Paul-Henri Poulin)

STL&H CONSIDERS SELLING MOST TRACKAGE IN QUEBEC: The St. Lawrence & Hudson Railway, Canadian Pacific's eastern division, wants to sell most of its remaining track in Quebec.

On January 22, the railway announced that it is looking for buyers or partners for 590 kilometres of track between Quebec City and Ottawa. It also said that if unions agree to major changes in money-saving work practices by March, it will call off the sale.

StL&H spokesman Terry Liston said "We're putting this up for sale because we can't afford to operate it. Should the unions give us a deal on productivity before we sign a sale, we will consider keeping the Quebec corridor."

The Quebec corridor takes in track from Mascouche, east of Montreal, to Quebec City, as well as the Lachute Subdivision on the north shore of the Ottawa River (the section between Ste-Thérèse and Thurso is abandoned but is intact). The lines in question have a traffic base of 30,000 carloads, mostly newsprint, wood pulp, grain and associated commodities.

CP is interested in the partnership idea as opposed to an outright sale of the lines so that it can maintain a long-term involvement in any commuter rail operations that could materialize.

The proposed sales would leave StL&H with only two short segments in Quebec: the section of the main corridor connecting Montreal to Toronto, and the other from Montreal connecting with the Delaware & Hudson towards Washington, DC. The line for sale also includes access to the ports of Québec and Trois-Rivières, and the St-Luc yard in Montreal.

Several expressions of interest have been made, including Iron Road Railways, Genesee & Wyoming Inc. and the Quebec Railway Corp. (The Ottawa Citizen, 22/01/97, and The Financial Post, 23/01/97, thanks to Harold Lake)

FINANCES BACK ON TRACK AFTER SUCCESSFUL 1996: A back-to-basics surge in its rail and energy businesses helped Canadian Pacific Limited get its finances back on track last year. The company reported that it earned a record profit of \$829 million during 1996, a significant turn-around when compared with 1995's loss of \$824 million.

"This is more than a \$1.6 billion positive swing over last year's loss," company president David O'Brien said in a release. "All our businesses contributed to the improvement." CP Rail, its main business, also experienced a turn-around, posting a profit of \$405 million compared to 1995's loss of \$592 million.

Credit for much of the change goes to an improved economy, strong grain shipments, booming trade with the United States and massive job cuts (1,700 jobs were cut in 1995). At a corporate level, CP also got rid of money losing Marathon Realty and Unitel.

CP's efforts are only just the beginning, indicated CP Ltd. Chairman and CEO David O'Brien. "The focus has been and will continue for the next year or two to be a cost-base turn-around." O'Brien indicated that he found last year's performance "gratifying" and that he was not overly concerned that CP's operating ratio of 85.9% lagged behind Canadian National's one of 85.3% (see above). Said O'Brien, "I've always said I'd like to be just a snip behind them, but I intend in the long term to be ahead of them." (Winnipeg Free Press, 28/01/97, thanks to David Maiers and Financial Post, 28/01/97, thanks to Harold Lake)

MAINTENANCE OPERATIONS TERMINATED AT WESTON SHOPS: Canadian Pacific has eliminated car and locomotive maintenance operations at its Weston Yard in Winnipeg. The change took place on January 31 and means that 137 workers have lost their jobs while a further 138 have been transferred elsewhere, mostly to the Ogden Shops in Calgary.

"I really do feel sorry for the fellows that are losing their jobs," said Jake Kosior, research assistant with the Transport

Institute at the University of Manitoba. "These are signs of the times. We're now in an open, competitive market. We're no longer protected here."

In other developments, some 50 maintenance-of-way employees along the Brandon Subdivision will be laid off. (*Winnipeg Free Press*, 28/01/97 and *CKX Television News*, 27/01/97, thanks to David Maiers)

CPR PLANS \$600 MILLION IN CAPITAL SPENDING: Flush with new profits, CP is increasing its capital spending for 1997. This year, the company will invest 60% more in new projects than during 1996. The money will go for new locomotives (see below), cars, track work and high tech information systems. Additionally, part of it will be earmarked for the construction of the new Pitt Meadows intermodal terminal near Vancouver. The facility will open in late-1998 or early-1999. (*Financial Post*, 29/01/97, thanks to Harold Lake)

CPR TO SPEND \$260 MILLION FOR 101 HIGH-POWER AC LOCOMOTIVES: Canadian Pacific Railway is placing immediate orders for 101 high-adhesion alternating-current (AC) locomotives at a total cost of approximately \$260 million.

An order for 91 AC4400CW (4,400-hp AC) locomotives is being placed with General Electric Transportation Systems of Erie, Pennsylvania, and an additional order for 10 SD80MAC (5,000-hp AC) locomotives is being placed with General Motors Diesel Division of London, Ontario.

"These locomotives are particularly adept at handling such high-volume bulk commodities as grain, coal, potash and sulphur and will also reduce the average age of our fleet, which is higher than industry norms," said Robert Ritchie, president and chief executive officer. "They are part of a long-term plan to ensure we have the resources and equipment to meet our objectives."

The new AC locomotives are expected to be delivered during the last quarter of 1997 and into early 1998. They will be placed in service in the West to handle both bulk and intermodal shipments.

The 101 high-power units have total pulling power equal to 166 3,000-hp direct-current (DC) locomotives. Three AC locomotives are capable of pulling as much freight as five DC units.

In the last four months, the railway has also rented an additional 140 mainline locomotives to meet increased demand during the current peak grain period and to help contend with the almost unprecedented weather conditions in Western Canada this winter.

"AC traction locomotives have become the North American railway industry's new standard for power, ease of maintenance and reliability," said Ed Dodge, executive vice-president, operations. "These will be the most powerful locomotives to be used in Canada. We are operating with train weights unheard of a decade ago and we need motive power capable of handling heavy trains of grain or coal and are equally at home pulling high-speed intermodal traffic."

"An improved tax environment would enable Canadian railways to invest more for equipment to move Canadian exports to overseas markets," said Mr. Ritchie. "For example, it would be to everyone's benefit if new equipment could be written off at the same rate as other long-lasting transport assets like aircraft or lake vessels in Canada or railroad assets in the U.S. Similarly, we estimate that the difference between total fuel taxes in Canada and the U.S. for our railway would be enough to fund 30 new AC locomotives annually. Such tax changes would be consistent with ongoing government infrastructure programs," Mr. Ritchie said. (CPR press release, 10/02/97)

LINE SALE STALLED BY LABOUR STRIFE: Canadian Pacific Railway Co.'s US\$250 million sale of its Chicago-Kansas

City Line is on hold after a union complained the company is trying to void its labour agreement.

The Surface Transportation Board, a US regulatory body, has delayed the transaction for 30 days to examine the union's complaint. The competitive implications of the sale may also be given closer scrutiny, said a board official.

While the sale is unlikely to be overturned, the STB could impose conditions on the transaction, said spokeswoman Nancy Beiter. Complaints were filed by the United Transportation Union, Minnesota Democrat Congressman James Oberstar, and the city of Ottumwa, Iowa. CPR planned to sell the 1,840 kilometres of track to Montana-based Washington Corp. as early as February 5, but must now wait until at least March 6, said a CP spokesman John Bergene. "Certainly there's a concern as it relates to our customers. As long as they're not quite certain who will be running the railway there will always be questions of how to price services and what types of services will be available," he said.

The sale, which includes Iowa and Minnesota tracks called the Corn Lines, is part of CP's plan to cut track by 7,500 km over three years. The UTU, which wants the sale halted, argued it is effectively a merger since CP intends to keep up to 33% of I&M Rail Link, the new operating company. If the STB were to treat the sale as a merger, that would entitle workers to greater compensation if they lose their jobs, said Jack Wells, a Democratic aide working at the railway sub-committee of the House of Representatives' transportation committee.

I&MRL has already signed contracts with the line's two other unions, the Brotherhood of Locomotive Engineers and the brotherhood of Maintenance of Way Employees. (*The Financial Post*, 11/02/97, thanks to Harold Lake)



SLIGHT INCREASES IN RIDERSHIP AND REVENUE FOR 1996: VIA Rail Canada carried 3,664,611 passengers in 1996, up 1.9% over 1995. In terms of revenue, it took in \$184.5 million, up almost \$10 million from the previous year. Subsidy-wise, it received \$224.5 million from the federal government, down over \$31 million from the previous year. (*Vialogue*, January 1997)

TRANSPORT MINISTER ANNOUNCES DECISION NOT TO ALLOW INCREASED VIA FREQUENCY IN THE ROCKY MOUNTAINS: On February 14, Transport Minister David Anderson announced that he has decided not to authorize VIA Rail to operate additional frequencies between Jasper and Vancouver at this time. (VIA had announced that it would operate six rather than three trips during the summer of 1997).

"We have taken the time to listen carefully to all points of view," said Mr. Anderson. "It would be inappropriate for VIA to significantly increase its capacity in competition with a private-sector operator."

Great Canadian Railtour Company, a privately-owned company that operates the "Rocky Mountaineer" services between Vancouver and Jasper and Banff/Calgary, Alberta, has already announced it intends to substantially increase its own capacity on these routes in the coming months.

"VIA has made great strides towards being one of the best passenger rail services in the world, and I am confident that it will continue on this path," added Mr. Anderson.

Great Canadian Railtour bought the "Rocky Mountaineer" from VIA six years ago and has turned the money-loser into a success story. It carried 7,800 travellers in 1990 and 43,000 last season. But Great Canadian Railtour president Peter Armstrong said the company's growth was jeopardized because of VIA's expansion plans.

Armstrong's lobbying effort was backed by B.C. Premier Glen Clark, Alberta Premier Ralph Klein, the City of Kamloops, business and tourism groups such as Vancouver Board of Trade, the federal B.C. Liberal caucus and the federal Reform party.

VIA argued that the tourism market was big enough for both companies, that VIA served a different customer niche, and that it needed more revenue in order to reduce its reliance on federal subsidies. "Ordinary Canadians can't get on the train because all the space is taken up by tourists and tour operators," VIA president Terry Ivany said last October.

VIA Rail has been given a mandate by the federal government to reduce its operating subsidy while maintaining services. (Transport Canada release, 14/02/97, and **Vancouver Sun**, 15/02/97, thanks to Tom Box)

OTHER INDUSTRY NEWS

ONTARIO WITHDRAWS GO TRANSIT FUNDING: The province of Ontario has announced that Toronto-area municipalities will have to shoulder the full cost of GO Transit. The province is withdrawing from the municipal transit business, leaving municipalities to pay the full shot for the operation of buses, streetcars, ferries and commuter trains.

GO Transit carries about 120,000 people every weekday in trains and buses. At the moment, the operating budget is \$110 million, \$45 million for capital and \$65 million for operating costs. A further \$100 million is collected in fares.

Since 1993, GO Transit has lost 42 per cent of its provincial government subsidies. It has responded by making small off-peak service cuts, slashing its workforce by 20 per cent to 940 and raising fares about 5 per cent over 2½ years. Provincial funding for GO dropped from \$123 million in 1996 to the current level of \$110 million. (**Toronto Star**, 15/01/97, thanks to John Thompson, and **Hamilton Spectator**, 07/02/97, thanks to Clive Spate)

SOUTH WESTERN MANITOBA FARMERS WORRY ABOUT LOSS OF RAIL LINES: Grain producers in south western Manitoba are worried about the future of their rail transportation network and grain terminals. The opening of new high-throughput grain terminals and the uneasy state of the branchlines in that area have put farmers in jeopardy of hauling grain as much as 100 miles to the nearest delivery point by the end of the century. Several elevators in the Souris area have been slated for closure following the opening of a new inland terminal facility by the United Grain Growers at Souris. Producers along the CN Hartney Subdivision are worried that if CN is not able to find buyers for the line, it may be closed. (**CKX Television News**, 27/01/97, thanks to David Maiers)

FARMER RAIL CAR COALITION FORMS STRATEGIC ALLIANCE WITH SULTRAN: The Farmer Rail Car Coalition, a partnership of eight Canadian farm organizations created in 1996 to bid for the federal government's grain hopper car fleet, has formed a strategic alliance with Sultran Limited of Calgary.

Sultran will assist the Farmer Rail Car Coalition with preparation of its bid and business plan when the federal government asks for proposals for the purchase of the 13,000 grain hopper cars. Sultran will also provide fleet management services for the rail cars if the bid is successful.

Sultran, which serves 24 major sulphur producers, owns and manages a fleet of more than 1,000 rail cars. Sultran strongly supports the concept of farmer ownership of the 13,000 government grain cars as a way to improve the efficiency of Canada's grain transportation system, and is urging the federal government to proceed with the sale of the grain hopper cars as soon as possible. (Farmer Rail Car Coalition, 28/01/97)

TRAFFIC DOWN 14% ON MATANE RAILCAR FERRY: Business on the Matane to Baie-Comeau rail car ferry in 1996 was down by 14% over the year 1995 but no one is getting worried. Apparently the size of the down turn is due to an extraordinarily successful 1995 when traffic exceeded all expectations. Ferry service is provided by the "Georges-Alexandre Lebel". During 1996, it made 403 trips between Baie-Comeau on Quebec's north shore and Matane, on the south shore where a connection is provided to Canadian National via the Matane Territory Subdivision. (**Le Soleil**, 30/01/97, merci à Michel Tremblay)

STRONG PERFORMANCE FOR TRENTON CAR WORKS: Trenton Car Works, owned since 1995 by Greenbrier Companies of Oregon, posted a strong production year in 1996. According to its annual report, production increased by 85% over 1995, resulting in a booming employment base. The company now employs 900 people at its plant and forging divisions in Trenton and has just announced that Canadian National will purchase 600 covered hopper cars from it as part of a \$50 million (U.S.) order for 1,000 cars (also lumber cars). The order will be split between Trenton and Greenbrier's plant in Portland, Oregon.

Although 1996 brought a boom in railcar manufacturing, experts predict a substantial shortfall in orders for the current year. The American Railway Institute is projecting 43,000 cars will be built, as compared to the 1996 total of 57,000. (**Halifax Chronicle Herald**, 31/01/97, thanks to Douglas L. Courtney and **Globe and Mail** 31/01/97, thanks to Harold Lake)

BUSINESS BOOMING FOR WINDSOR AND HANTSPORT: Now three years in existence and longer than its original 53 track miles, the Windsor and Hantsport Railway, operating over the former Dominion and Atlantic Railway, is seen to be a major success story in the province of Nova Scotia. The company now boasts 24 full time and 6 seasonal workers. More importantly, it is hauling as many cars in a two-month period as the DAR was handling over the line in a year (100 to 140 cars per month versus CP hauling 250 cars a year). The Windsor and Hantsport is currently relaying track over the abandoned section between Hantsport and New Minas. (**Halifax Chronicle-Herald**, 01/02/97, thanks to Douglas L. Courtney)

END OF DOUBLE-DIGIT GROWTH RATES FOR INTERMODAL TRAFFIC: As the traffic base continues to expand, it is getting harder and harder for Canada's railways to continue to post annual double-digit growth increases in the intermodal freight traffic, although it will be several years before the situation begins to plateau. Such was a recent assessment by representatives of both national railways. "Intermodal is one area where the company expects to grow at a faster rate than average," says Craig Litze, CN's Intermodal Vice-President. "[But] I wouldn't be surprised if in five or six years we started to see that growth rate diminish."

During 1996, CN posted \$710 million in intermodal revenue while the CPR earned \$595.9 million in revenue.

Much of the growth in intermodal is in import/export container traffic, reflecting the globalization of the Canadian economy as well as the fact that short haul freight in Canada still travels primarily by truck.

Business is so good in western Canada that both railways are developing new facilities in Vancouver. In eastern Canada, CN's Sarnia Tunnel has resulted in a surge in traffic through the port of Halifax, all of which is destined to the U.S. midwest. Meanwhile, CPR plans to double the frequency of its Iron Highway pilot service between Montreal and Toronto.

In spite of the attractiveness of rail for handling international traffic, there is still the matter of domestic shipments. As mentioned above, most of the short haul traffic is by truck. Both railways are seeking to address this situation.

Said Hugh MacDiarmid, Executive Vice-President, Commercial for the CPR, "the solution here has got to be for rail to get out of a mode of competing purely on cost and being able to find a combination of product service characteristics that will allow us to charge a little bit more." (**Financial Post**, 01/02/97, thanks to Harold Lake)

GROWTH IN EARNINGS PREDICTED: Barring any major setbacks, Canadian railways could see a 16 per cent growth in their earnings in the next few years even though there is little likelihood of significant rate increases, says a prominent financial analyst.

The bottom line improvement will come through continued cost cutting and an increased customer focus which could bring the carriers more business, Glynn Williams of Toronto, vice-president of Newcrest Capital Inc., told the Canadian Railway Club in Montreal.

Both Canadian National Railway and Canadian Pacific Railway have announced significant revenue improvement for 1996 over 1995 largely through cost cutting and improved efficiencies which helped bring their operating ratios down to the mid-80s.

There is still lots of room for improvement as neither railway is earning its cost of capital, pointed out Williams. Cutting their operating ratios to "the low 80s seem to be achievable for both CP and CN." That would come from further workforce reductions and additional shifts of secondary tracks to shortlines.

Beyond that, railways must "work differently, work smarter, reduce costs, improve productivity and provide better customer service. Make the customer win.

"Given that traffic levels have stagnated and rate increases have been hard to achieve, the alternatives are to quickly reduce costs, remove redundant assets, carefully husband capital and work out strategic relationships with suppliers," Williams suggested.

"Suppliers are now being put on notice to figure out ways to make their customer win. This is important and it has to be done." Suppliers have to see their business with railways as circular, he continued. The more suppliers can do to help railways cut costs will improve the earnings of the railways which will give them more money to invest in their operations which means more business for the suppliers.

At the same time, railway management is realizing that it must strike a new partnership with the customers. "This is particularly true for Canadian exporters who compete every day in international markets and for whom their transportation costs are a substantial portion of their selling price." Freight rates can have a major bearing on the international competitiveness of grain, coal, sulphur, fertilizer and other bulk shippers. Anything the railway can do to boost exports of these goods brings it more business.

On the investment side, Williams said Canadian railway stocks are a good value relative to U.S. railway shares. "We see that the Canadian industry has much farther to go on reducing costs than does the U.S. industry."

One of the main ways the two railways can improve their costs is by reaching an agreement to reduce their capacity in Ontario and Quebec. "What would follow would be a quantum lift in operating performance and values for both companies; we await the outcome."

While the Canadian railways have got their operating ratios down to mid-80s, they have to keep improving because the recent rail mergers south of the border could push the operating ratios of U.S. roads down to the mid-70s.

Williams said the Canadian railways have undergone a tectonic shift in the way they operate and do business since the 1980s. He linked the change to 10 events which includes the CN privatization, new labour contracts, regulatory reduction, internal

restructuring and performance-based pay for senior managers. (Excerpts from an article by Alex Binkley for **Traffic World**)

'FLEXLINER' TO GO STATESIDE: Amtrak and the Missouri Department of Transportation will operate the Danish-built Adtranz 'Flexliner' passenger train between St. Louis and Kansas City, Missouri, from April 8 to May 1 as part of the Flexliner's two-year demonstration tour. The Flexliner is presently demonstrating on VIA Rail in Ontario.

US RAILROADS ACCEPT CHALLENGE TO REDUCE LOCOMOTIVE EMISSIONS: The US railroad industry announced on January 31 its preliminary support of the U.S. Environmental Protection Agency's (EPA) draft national emissions reduction plan, which imposes tough standards for new and remanufactured locomotives.

The railroads said the national standards set by EPA will significantly reduce emissions and enable the railroad industry to remain the most economical and environmentally friendly mode for the transportation of goods and people throughout the country. (**PR Newswire**, 31/01/97)

RAIL DELAYS COSTLY FOR FARMERS: The Canadian Wheat Board says railway shipping delays have created a "disastrous situation" that will cost farmers at least \$65 million in 1997. West Coast shipments are at their lowest levels in a decade, said the Board, as it called on the federal government to intervene. Some 40 ships are anchored awaiting shipments.

"Grain movement is not receiving the attention and priority other bulk commodities are enjoying," said the Board. Both CN and CP denied the Board's charge.

CP said the railway was ahead of schedule for unload targets for November but then severe cold and snow hit Western Canada. As well, heavy snow and a derailment in the Fraser Canyon closed the mainline for nine days over a 2½-week period in December and January.

CN said weather had also been part of the problem, but argued the situation was not as bad as the Board was making out. CN indicated that it had achieved 94% of its unload targets in Vancouver for the crop year and exceeded targets in Eastern Canada and the United States.

CN also indicated that farmers have had weather-related problems. The Board agreed weather was a factor but insisted it "cannot account for the huge shortfall." (**The Financial Post**, 05/02/97)

RAIL FREIGHT VOLUME DOWN 6.9%: Rail freight volume, excluding intermodal traffic, declined to 5.8 million tonnes in the 10 days ended January 31, down 6.9% from a year earlier. Intermodal traffic totalled 484,000 tonnes in the period, a 22.6% increase from a year earlier.

Total traffic, including car loadings of freight and intermodal traffic, declined 5.2% from a year earlier. Traffic for the year to January 31 totalled 17.9 tonnes, down 7.3% from a year earlier. (**The Financial Post**, 12/02/97, thanks to Harold Lake)

BC RAIL ANNOUNCES SEAT SALE: BC Rail has announced a seat sale for its "Cariboo Prospector". Travellers can save 40 per cent for travel up to April 30, 1997. A minimum two day advance purchase is required, and once purchased the tickets are non refundable, although date changes are permitted without penalty with a minimum of 24 hours notice. The discount applies to trips of 150 miles or more (each way), and sale tickets are not valid for travel after April 30, 1997. (BC Rail Homepage: <http://www.bcrail.com>) ☎

-- AVOID THE PAIN, TAKE THE TRAIN --

From General Superintendent to "800 Number" Operations at Cochrane, Ontario

by J. NORMAN LOWE

In the July-August 1994 issue of *Branchline*, I provided a brief review of railway activities in Quebec City during the 1930s and 1940s. I thought then that this spot on railway-system maps was perfect to see a host of diversified movements. My opinion changed, however, in 1942 and for the next six years thereafter, following my father's transfer to Cochrane, Ontario. It soon became evident that this railway centre - founded on railroading - in the northeastern part of the province, was equally rewarding.

Since the political aspects and the construction of the National Transcontinental Railway (NTR) have been more than adequately covered in numerous publications, this article will highlight the development of the town as a Canadian National (CN) division point as well as changes in territorial jurisdiction, some of the happenings as I witnessed them and, the eventual demise of the division.

Cochrane - The Early Days

Named after the Honourable "Silent" Francis Cochrane, a man of unquestionable knowledge of railway history, the town of Cochrane first gained prominence on November 26, 1908, when the Temiskaming & Northern Railway (T&NO) first completed its line there from Matheson, Quebec.

While the building of the NTR was mooted five years earlier, it would not be until May 1, 1915, that the Canadian Government Railways (CGR) took over the line. Effective June 1 of that year, it became operational between Quebec City and Winnipeg, a distance of 1,349.59 miles.

Prior to that takeover, contractors were operating bi-weekly mixed accommodation trains from Cochrane easterly for 150 miles and westerly for 103 miles in 1912. In 1913, with the exception of some bridges, trackage was complete from Quebec City to Superior Junction, Ontario.

Cochrane took on special importance on June 1, 1915. Not only was it a junction but it was now officially designated as the centre for District No. 2 of the CGR's Transcontinental Railway (TR) under the management of a general superintendent. His territory extended from Quebec City to Winnipeg as well as the Grand Trunk Pacific (GTP) from Superior Junction. He reported to the General Manager at Moncton, New Brunswick.

The general master mechanic and division engineer, also headquartered at Cochrane, covered the same territory. Day-to-day operations were coordinated by a superintendent and an assistant superintendent, whose offices were also at Cochrane. Their jurisdiction extended east to, but not including O'Brien (Taschereau, Quebec) and west to Armstrong, Ontario. In 1916, trackage between Armstrong and Superior Junction was added. Also in town were the general car foreman, the bridge and building master, roadmaster and a chief clerk along with a full support staff. A dispatching office - telegraph call "R" - was also in force under a chief dispatcher. By October 3, 1920, four dispatchers and one relieving dispatcher were on the job.

By October 27, 1918, District 2 had become part of the western lines of the CGR reporting to the general manager at Winnipeg. The extent of management at Cochrane and territory remained the same. On December 20 of that year, the name Canadian National Railways (CNR) was first used as a means of convenience, placing supervision of the CGR and a number of other railways under one identity.

The position of general superintendent at Cochrane was abolished on January 19, 1919, with the territory placed under the authority of a superintendent. It became known as the First

Division - of five - of CN's Central District, reporting now to the general superintendent at Winnipeg. Trackage between Armstrong and Superior Junction was excluded with this change but still more reorganization was to take place.

On June 27, 1920, the Cochrane Division, while taking on this new identification, continued to report to Winnipeg but, on October 3, became one of four Divisions of the Quebec District reporting to the general superintendent at Quebec City.

Following inclusion of two lines resulting from mining development in northwestern Quebec in 1927 (Taschereau to Rouyn/Noranda) and in 1938 (Senneterre to Val d'Or Rouyn), the Division extended east to, but not including, Fitzpatrick, Quebec, and west to, but not including, Nakina, Ontario. On April 29, 1956, the Hearst to Nakina section was dropped from the Division's mileage.

The above are just two of many examples of the fluctuations in the Division's mileage. Indeed, between 1915 and 1960, the mileage fluctuated between 498.01 and 916.01 miles.

How plentiful was housing in a community of some 2,750 people during the 1940s? While there were real estate agents, the Transcontinental Division of the Canadian Government Railways realized, with the establishment of Cochrane as a rail centre, that there would be an influx of resident staff and that something had to be done to provide accommodation for both senior and other levels of employees.

Accordingly, the railway put out tenders in 1916 for the immediate construction of two section houses and six double cottages to be built on company land overlooking Lake Commando. The houses became known as "Transcona Heights". During the 1940s, the monthly rent was \$21.00. Living in No. 8, the view from the rear of the second floor was superb. It provided observation of activity at the nearby roundhouse, the two-track passenger holding yard and the 12-track service and freight yard next to it. A short distance beyond the CN line, but parallel, T&NO movements at their shop, yard and subdivision could also be seen.

To take advantage of the CN Shop's closeness, heat and soft water were obtained by way of overhead steam pipes to home Nos. 7 and 8. This was a great relief since the town water was hard and brownish because of an iron deposit. (Bottled water was used in the dining room cars of Train Nos. 1/2 and 11/12). As with anything built to railway specifications, the cottages still exist but are under new ownership.

At about the same time as plans for housing were being prepared, the NTR commissioners also let out contracts for the construction of support buildings. These plans included a two-storey administrative office located just north of the station for the personnel mentioned earlier. This building had to be doubled in size due to increased staff during the 1920s. Other projects included a freight shed, locomotive and car foreman's office building with bunk house, 50,000 gallon wooden water tank and, of particular interest, a 1,000 ton roofed wood coaling plant. Instead of being pushed up the ramp to be positioned for unloading, the coal cars were pulled 40 feet above ground by a power hoist!

Ownership of the station was different. Not used exclusively by the NTR, it was built by the T&NO on its own property. The provincial road used the south platform, the NTR the one to the north. The T&NO stipulated in their contract with the builder that the station be "complete to the Commission on or before the first day of September, 1910." The cost was set at \$38,416.50.

During the construction of the buildings, six roundhouses



Just completed, circa 1918, Cochrane bunk house with offices for the locomotive and car foremen as well as the 18-stall roundhouse and machine shop. The locomotive facility was built to Grand Trunk Pacific plans.

were being erected within District No. 2, the largest at Cochrane.¹ Originally planned as a 12-stall facility, with a machine shop, it was expanded to 18 stalls along with a 75-foot half-deck turntable. The extra stalls were of particular convenience (during what has been called of late "old-fashioned winters"). Passenger equipment frequently occupied them overnight to thaw out.

Of the small army of men who worked the diversified trades at the Cochrane shop during the late-1920s, one machinist excelled - not with the company. Entering politics, Antonio Barrette became premier of the province of Quebec in later life.

Motive Power, Steam and Infernal Combustion

The locomotive assignment sheets for Cochrane have long since disappeared but it is known that, in 1943, 22 locomotives were averaging 250 monthly dispatches. During the years I lived 'up north', the following locomotives were recorded at the shop: Consolidation Nos. 2186, 2190, 2200, 2339 and 2543; Mikado Nos. 3350, 3394, 3396 and 3424; Pacific Nos. 5086, 5087, 5103, 5104 and 5105. Famous Pacific No. 5107 was retired there in 1958 but reactivated for excursion service at Longue Pointe (Montreal) shop in 1962, the only Cochrane steamer to escape the scrapper's torch.² Other assigned Pacifics included Nos. 5255, 5259, 5278, 5281 and 5547. No. 8436, an 0-8-0 switcher, serviced the yard.

Before Cochrane became a terminal, a number of Grand Trunk Railway (GTR) locomotives worked the area, notably 4-4-0 Nos. 2198, 2209, 2443, 2449, and 2507. No. 2198 has been photographed with car "Abitibi" while the 2507 looks as though it came out second best as the result of a head-on collision, its tender secured to a GTP flat car.

The heaviest locomotives permitted on the main line of the Division were the 3400s (Mikado). On the branch lines, the 3200-Class Mikes were the maximum weight permitted between Senneterre and Noranda. Between Taschereau and Noranda, only Consolidation 2600s were able to operate because of weight restrictions.³

In an effort to cut expenses, self-propelled cars 15818 (articulated), 15819 and trailer, and 15844 and coach were assigned to the Cochrane to Kapuskasing run. The D-1 was the last to work the service before cancellation in 1960.

Passenger Service

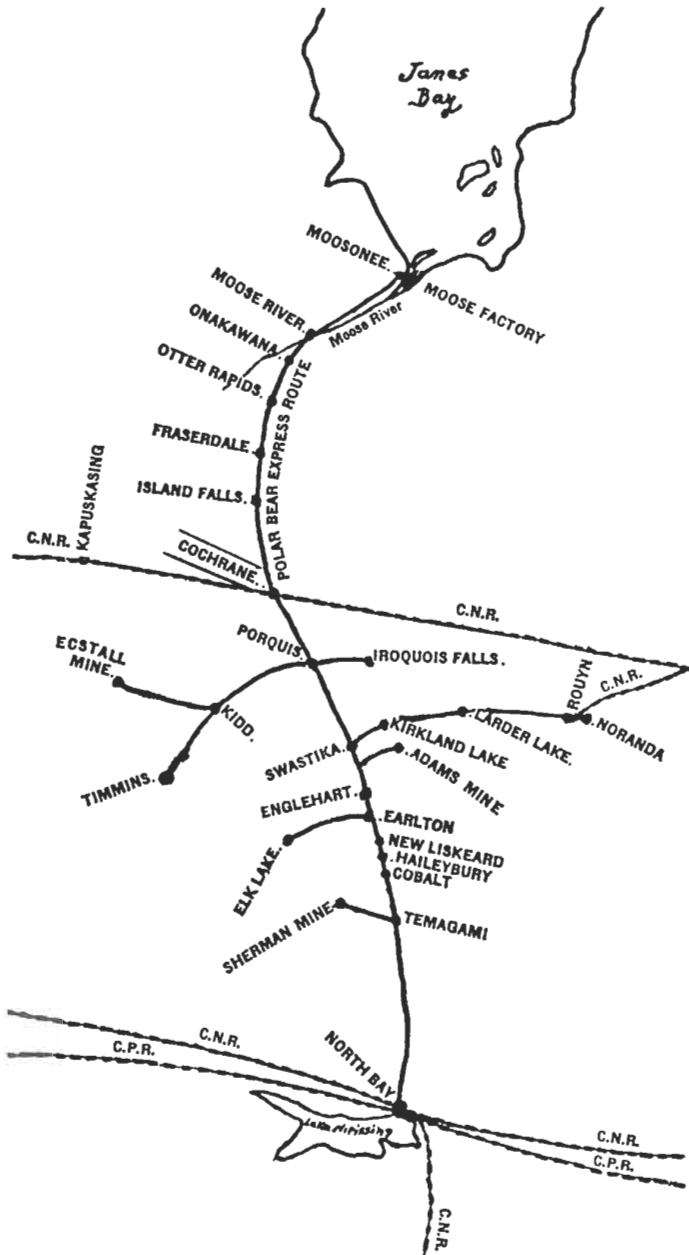
Passenger service between Cochrane and Quebec City, a distance of 573.9 miles, first became available on June 12, 1916, when the CGR timetabled "The Atlantic National", a tri-weekly operation. On the following day, the first run of "The Western National" from Quebec began and was marked in grand fashion on its arrival in Cochrane. The Superintendent had his car "Transcona" coupled to the rear of "The National" en-route to Winnipeg from Toronto. In the car were members of the media and a number of local influential citizens who were being entertained over "The Transcontinental Line" to Kapuskasing. The purpose of the junket was to highlight the convenience of being able to travel between Quebec and Winnipeg with just a 20-minute transfer at Cochrane. The "Super's" car was coupled behind an observation/buffet sleeper used in east/west service. Both "Nationals" to and from Cochrane became daily in 1920, followed by 'except Saturday' and then daily again in 1921, with tri-weekly service offered the following year.

From 1922 to 1937, schedules reverted to earlier departures but, between 1937 and 1979, two years following VIA Rail Canada becoming a CN subsidiary, they remained daily *except* Sunday. Irregular departures again followed and as this article is written, we learn that VIA Rail has ceased operations as of August 24 and 25, 1996, as the result of a 10 mph speed limit imposed by CN

¹ Between Moncton and Transcona (Winnipeg, Manitoba), 16 shops were built to GTP plans but at an excess of 30% cost to comparable one for Canadian Pacific.

² No. 5107 was acquired by the Kapuskasing District Historical Society in 1963.

³ During World War II, Northern Type No. 6213 was inadvertently worked a short distance west from Senneterre but it was quickly and gingerly worked back east. In 1960, it was acquired by the City of Toronto and placed on display at the grounds of the Canadian National Exhibition.



Map showing the CN line east to Quebec City and west to Winnipeg and the ONR trackage north to Moosonee and south to North Bay where it makes connection with the CN and CP transcontinental lines and the CN to Toronto.

from two miles west of La Sarre, Quebec, to three miles east of Cochrane, a distance of 82.40 miles.

Passenger termination is not too surprising. As stipulated by the Canadian Transportation Act (CTA), CN has listed the line for discontinuance as part of its rationalization plan. In reality, the section between Cochrane and La Sarre was expensive to maintain given that it only saw one passenger train per week in each direction.

Rolling Stock

Rolling stock for the CGR trains came from the Intercolonial Railway (ICR) which was relettered Canadian Government Railways. Involved in the transfer were 82 locomotives of various types, 47 passenger cars - other than sleepers - and a wide variety

of freight equipment. Pullmans were used until the ICR released a sufficient number of sleepers.

While the Atlantic and Western Nationals lost their names during CN's formation years, their consists included coaches, tourist sleeper, diner, sleeper and compartment observation car.

About 1930, the observation car was removed but, between 1932 and 1935, a buffet parlor car was added. In 1936, the train was downgraded when a colonist car, with lunch counter service replaced the diner. This was continued into the 1940s.

The sleepers were removed from the consist to Cochrane between 1938 and 1946. The one from Quebec was cut off at Senneterre, later Taschereau, then Amos, while the Montreal car was routed to Noranda.

In an attempt to regain business in 1947, the passenger department operated a Montreal diner and a Quebec sleeper to Cochrane. The diner did not prove successful and, by 1948, it was in service to Noranda. Even without the lunch-counter car or the diner, sustenance could be obtained from the neatly-dressed Canada Railway News Agent who set up shop between four coach seats and sold everything from newspapers to sandwiches. The sleeper, of various configurations, continued to run to Cochrane until the late-1950s.

During the 1960s, Senneterre was again the cut-off point but the car re-appeared to Cochrane during the 1970s until 1978.

At the best of times, when the sleeping car was part of the Cochrane consist, it was more of a convenience for the traveller than a money-maker as most of the population was Toronto-oriented.

During the 1940s, the makeup of the westbound train was quite another matter. After the Quebec and Montreal sections consolidated at Hervey Junction, Quebec, there would be as many as 15 cars. CN Police were frequently aboard to ensure that the more boisterous passengers didn't find their way into the sleeping cars. At Senneterre, the train would be split with part going to Noranda/Rouyn, part to Cochrane, and the remainder staying there for the return movements to Quebec and Montreal. The consist to Cochrane, when it didn't have first class equipment, was made up of an RPO car, baggage car and two coaches.

Passenger service west of Cochrane, to Kapuskasing (69.4 miles) and Hearst (129.1 miles), was first provided by "The National" to Winnipeg, a trip of 776 miles. This train offered a tri-weekly service from Toronto via the GTR and the T&NO which commenced on July 13, 1915. However, on April 30, 1921, it was re-routed via Capreol and, in its place, "The Continental Limited", a daily operation originating in Montreal.

These full-complement trains served this part of the north country until November 22, 1931, when the Montreal and Toronto sections were consolidated at Capreol. The depression hastened this change as well as an annual saving of \$300,000 running rights charge from the T&NO. In its place "The Continental Limited" service from Quebec City was extended to Hearst.

This continued until April 25, 1937, when a separate daily morning operation ran except Sunday between Cochrane and Kapuskasing. Meanwhile, the Quebec train continued to Hearst until September 25, 1938, when it too was cancelled and completed its run at Cochrane. A separate late-afternoon train then operated to Hearst from Cochrane.

On October 30, 1960, the Kapuskasing service was replaced by a bus while the Hearst train, which had its Sunday schedule cancelled on April 15, 1945, was also replaced by a bus on October 28, 1962. The Ontario Northland Railway (ONR - formerly the T&NO), in an effort to regain lost passenger traffic in the Kapuskasing area, commenced operating the "Northland" between there and Toronto on October 29, 1969, but that was terminated on January 15, 1990. The railway bought the Cochrane to Hearst line from CN on August 15, 1993.

T&NO 4-8-4 No. 1103 leaving Cochrane en-route to Porquis Junction and North Bay in 1942 on one of the few times the Northerns came to Cochrane. In the background, some CN facilities. The building to the left is the ice house while the top of the 1,000 ton wood coaling plant can be seen in the background.



Political Railways, Politicians, and the Occasional Business Car

When the Minister of Railways and Canals of the first King government made a stop-over inspection of Cochrane CN facilities on February 12, 1922, while en-route to Quebec City from Winnipeg, complaints directed to the Minister and the accompanying senior and divisional officers in Business Cars 104, 73, 51 and "Kaïen" were minimal. It was hand-shaking all around from the various public bodies.

A similar state of good cheer prevailed when the occupants of a CN "Director's Special" inspected the property during a stop-over, again from Winnipeg to Quebec, on October 24 of the same year. Travelling in cars 73, 50, 51, 52 and the "Kaïen", they once more dispensed handshakes as well as ample smiles and chuckles.

There was good reason for the euphoria but little was directly caused by CN. No, instead the prosperity was due in no small part to the fact that money, extra gangs and supplies were moving into Cochrane for the commencement of the extension of the T&NO northward to Moosonee.

By 1924, things were not so happy. That year, the residents welcomed three distinguished visitors. Each left town at the end of a somewhat frosty reception.

The citizens were particularly annoyed that CN was not paying its fair share of property tax, especially on company homes. This alone would have greatly alleviated the tax burden which the town had to contend with. On top of that, little grain was moving through the area.

The town was depressed. Development was wanted and the guests were made amply aware of local anger. At best the pleas of the townsfolk were met with ambiguous responses.⁴

In the wake of the protest, Governor General Byng and his party, the first of the visitors, were happy to retreat to cars "Cornwall" and "York". Prime Minister King sought peace in Car No. 100 and the CN president, Sir Henry Thornton, - named to the position some two years earlier - took refuge in car "Balmoral". No doubt the three visitors crossed their fingers that substantial work projects would develop in the area which would absorb local labour and boost the economy. One such thought was a cross-country highway but that didn't take place until the early-1940s. Even the euphoria of the 186.2-mile long 'Down North' to Moosonee, which commenced in 1922, passed as time went on. It did not open to traffic due to set backs until 1932.

Of course, there were times when other private and business

cars were parked at Cochrane - minus fuss - long before and during my time there.

Prior to the opening of the NTR, the "Calabogie", owned by railway contractor M.J. O'Brien, was frequently in use during inspection trips. 'M.J.' had the responsibility in Ontario of many hundreds of miles of grading. Following its use, the car was to have been converted into a Canada and Gulf Terminal Railway coach during the mid-1920s but cost ruled that out. Cochrane, himself, as Minister of Railways in the Borden government, moved about the north country during settlement days, occupying car "Nipissing". The general superintendent of the Quebec District came in car No. 77.

During World War II, the chairman and president of the CN arrived in the "Bonaventure" - a favourite of Winston Churchill - properly pointed from Quebec City, accompanied by senior officers from both the Quebec District and the Division. Coupled to the rear of his car were Nos. 77 and 48. Departure the next day via the T&NO took advantage of the reciprocal agreement, then in effect, regarding the movement of foreign line business cars.

Victory Loan gatherings at the high school attracted large crowds - especially in winter - if the guest speaker was a war hero. Accompanying him to Cochrane and other on-line communities holding rallies would be the vice-president and general manager of the CN's Central Region, the Divisional superintendent, the T&NO superintendent from Englehart and local community heads. The CN group arrived in No. 91.⁵

⁴ The community had every right to feel depressed. It was nearly wiped out by forest fires on August 10, 1910, July 11, 1911, and July 29, 1916. Through it all, the station survived and was used as a headquarters for relief work. On top of the tragedy of the fires, a typhoid epidemic hit a year prior to the executive visits and took 100 lives. In fact, some of the effects of the epidemic were felt as far away as Vancouver and England from passengers who had been on the "Continental Limited". The problem arose from trains taking on food as well as contaminated ice and water during their 20 minute servicing stop in Cochrane.

⁵ One local war hero excelled. A member of the RCAF 'Pathfinders', Johnny Carrere had a promising future following his return home which was unfortunately cut short. Not seeing a northbound ONR freight due to the blinding sun, he drove into the side of it. He passed away the following day.



Snow plow extra ready to leave Cochrane in 1947. Ahead is a fight with the elements east to Taschereau. The building in the background houses the CN divisional offices.

The looked-forward annual inspection by the Provincial Railway Commissioners was an event in itself and usually included Cars 99, 200 and 210.

Cochrane also hosted a number of foreign business cars. A host of cars belonging to the members of the American Association of Private Railroad Car Owners passed through town as did former CP Official Car No. 13 ("Cape Race"), now owned by the Upper Canada Railway Society. Car "Pacific", No. 48 (2), latterly CN's museum car, also saw this northern community. Of course, the usual number of (CN) instruction cars made annual visits from Quebec City. Not surprisingly, No. 15006, a former GTR steam motor car, attracted attention because of its unusual exterior design.

Mother Nature Plays Havoc

The arrival/departure times of connecting trains in the public timetable is ideal under normal operating conditions but, when Mother Nature steps in and plays havoc with strong winds during the winter, delays can be expected. This is what took place on a bitterly cold early-January evening in 1944 - when trains were suffering the after-effects of a very heavy Christmas and New Year's rush of traffic.

CN's Toronto-North Bay No. 47, hence the same number from there over the T&NO to Timmins with No. 147 connecting Cochrane from Porquis Junction, was to arrive at Cochrane at 4:45. At the station was the CN's west connection No. 199 to Hearst with Pacific Locomotive No. 5087 "letting off steam". Departure was listed at 4:55.

However, the arrival of No. 147 from Porquis was four hours late and, during the waiting time, the leaking steam line between the locomotive and wood-sheathed baggage car began to build up a substantial amount of ice. Despite the best efforts of the 5087's engine crew, the train wouldn't budge. Fortunately, Switcher 8436 was working the nearby yard and, after coupling to the rear of the train and exerting a number of push/pulls, No. 199 broke free.

During another brush with Mother Nature, this time in 1947, high winds whipped up snow banks as solid as cement between several rock cuts east of Taschereau, Quebec. Not wanting to tie up traffic, the superintendent ordered out a snow plow extra and

what an extra it was with Plow 55129, Mikados 3350 and 3424, Business Car 48, a car of coal and Caboose 76019.

The first rock cut was cleared but, approaching the next one, the train became stalled. It was only after an army of men with shovels dug the train out that the track was finally cleared. It was by no means an easy task to free the train. The banks were so high and solid that steps were cut into the drifts to get to the top from either the observation platform or the roofs of the two locomotive cabs.

Victory on the Rails

Two particular trains passed through town during the War, each of which received a direct opposite reception from the locals. The first got the cold shoulder, thanks in part to the below zero weather, otherwise railway police would have told the curious to politely vamoose. This was a prisoner of war train, seemingly endless in length, that had arrived from the west and, after an exchange of power, continued to a POW camp 34 rail miles south at Monteith. (There was a feeling that if a POW escaped during the winter and could survive in the cold, he was almost welcome to his freedom. Few escaped and most of those who succeeded were captured and returned to the camp.)

I can recall ever so visibly - at a discreet distance - seeing soldiers with fixed bayonets trying to keep warm in the vestibules while POWs inside rolled up their sleeves and enjoyed the warmth.

The other train, which received wide public attention on an early summer evening, was the 12 car Canadian Army Demonstration Train. It arrived from the south, pulled by T&NO Mikado No. 306. Displaying the latest in equipment, the train departed as it had arrived, with a caboose on the rear, only westbound this time over the CN, with Mikado 3396 carrying the flags.

During January 1942, passenger traffic of an unusual kind arrived in Cochrane from the south when a U.S. army unit established an early radar aircraft listening post. Of some 55 men and three officers, they took over most of one of the main hotels for almost eight months until a camp was built north of town. The arrival of the U.S. army was the occasion for a few infrequent visits of the T&NO's Northerners as the big engines were used to bring in equipment and personnel. The friendly presence of the



A westbound freight train from Taschereau crosses the Abitibi River bridge, mileage 104.3, in 1943. The headend brakeman is riding the pilot of Consolidation No. 2186 to save time while switching cars en route. The cars will be coupled to the pilot and pushed on to Cochrane Yard, 8 miles away.

Army turned somewhat sour, however, when returning Canadian servicemen found that some of the young ladies who had promised to wait had married a number of the Americans and moved far, far away.

Some Special Movements

An interesting interchange would occasionally take place at the station following the arrival of the afternoon train from Kapuskasing. Instructions spelled out in a railway service telegram under the signature of the CN superintendent to the T&NO agent and the CN Locomotive Foreman two days prior to it taking place read as follows: "Line up business car 48 to Kapuskasing on 679 Friday 19th (1945) returning on 680 same day for furtherance to Porquis Jct. on 150 returning 151."

The move was a courtesy to the Managing Director of the Spruce Falls Pulp and Paper mill at Kapuskasing who had business in Toronto. At Porquis, he would leave the car on arrival of "The Northland" and occupy a bedroom in the Pullman, for a while either the "Aroya" or the "Bellbrook".⁶ To say that there weren't differences of opinion between levels of (CN) authority in the hauling of a car almost 80 feet long and weighing 163,500 lbs. behind an oil-electric and a wood-sheathed coach, wouldn't be telling the truth. Invariably, the oil electric would be in the shop the next day for maintenance.

Apropos to station interchanges, Pullman cars were frequently seen on the rear of westbound passenger trains carrying war brides to their destinations. One couldn't help but wonder what the young ladies thought of the north country. Every time I saw a car being transferred, it was pouring rain.

While frequently unscheduled east and westbound freight traffic originated and terminated at Cochrane, the time card listed, from 1928 to 1937, a tri-weekly Third Class train to/from Taschereau as Nos. 536/535. Between 1921 and 1927, the same class of train, in the 200 and 400 number series, was also included.

Still operating while living there, its 06:30 departure was ideal because it allowed me to work eight hours a day during the work week on the Abitibi River bridge⁷ - thank heavens for track torpedoes - as a summer student and return home when circumstances allowed on No. 197, the early evening passenger train.

The date May 15, 1946, could have been declared a red letter day of sorts in Cochrane because a new identification made its appearance for the first time on the south side of the station. Painted Pullman green with gold lettering and shining in the late afternoon sun, the passerby couldn't help notice something different about the "Moosonee", the car assigned to the chairman despite the fact that it was frequently seen at the station. The difference was in the lettering of ownership. A close look revealed that the familiar "Temiskaming & Northern Ontario", in use since 1902, was gone. In its place, by proclamation of April 9, 1946, the words "Ontario Northland". First to be in the new name, the car left that afternoon for Porquis Junction where it was coupled to "The Northland" for North Bay. An era that saw the development of the north from the beginning had ended and a new one was about to begin.

A Change of Scenery, Smooth Rock, Kapuskasing, Porquis Junction et al

For diversification, it wasn't necessary to go too far afield from Cochrane for an interesting change of scenery. Just 30 miles west at Smooth Rock Junction, connection could be made with the Mattagami Railroad, considered the shortest standard gauge common carrier in the country at just under three miles long. To ride the Abitibi Power and Paper Company-owned line, from the CN station in a former Toronto, Hamilton & Buffalo Railway combine at the end of a number of freight cars to the mill town of Smooth Rock, was an experience. After all, at fifteen cents a ride, who would complain, especially when the train was hauled by No. 100, a 1915 MLW Mogul, built originally for the Winnipeg Water Works? If the 100 was out for repairs, then former T&NO ten-wheeler No. 115, relettered and renumbered Mattagami 102, substituted. Both locomotives were kept in immaculate condition. As if that wasn't enough, near the mill was an array of nameless and numberless passenger, freight and plow equipment, the history of which was even lost on the company.

A further 39 miles west at Kapuskasing was another standard gauge carrier. This one was owned by the Spruce Falls Power and Paper Company. Company-owned Consolidation No. 102 would be instantly heard working the yard by anyone alighting from the CN train at "Kap". Beside the Consolidation, Spruce Falls had three ten wheelers in use from time-to-time as well as a McLaughlin Buick, used on rails only, to take employees to various work camps.

⁶ The Kapuskasing - Toronto sleeper was running then.

⁷ The 840-foot-long bridge was built in 1910 by the Hamilton Bridge Works Co. It has a height of 95 feet at low water. Nights, when I didn't return home were spent in a semi-comfortable Bridge and Building (B&B) tent at the campsite within shadow of the bridge. Three hearty Crawley & McCracken Co. meals were squared off each working day. Bears enjoyed the remains of what the cook disposed for the eight man work gang. During the night, I don't know who made more noise - bears knocking the garbage cans over trying to get the lids off or the freights rattling over the bridge.



Eastbound Train No. 12 will have Superintendent's Car No. 48, built by Pullman in 1912, bringing up the markers in this 1958 scene at Cochrane. The CN station trackage at Cochrane was lifted about 1993.



Porquis Junction, 27.9 miles south of Cochrane on the T&NO/ONR, was another interesting station to view motive power and scheduled trains. Extra movements, always a bonus, sometimes brought surprises. For instance, there was the experimental two-tone, blue-and-white colour scheme applied to (T&NO) lunch counter coach 1401 or a new logo on the side of a T&NO tender. Railway property there, as elsewhere on the system, was always immaculate.

If No. 1000, the oil-electric, wasn't assigned to the locals between Cochrane and Porquis Junction then, from time-to-time, any of four of the trimmest 4-6-0s (Nos. 101, 102, 200, or 204) would be given the honours. No. 222, by the way, worked the Cochrane station, yard and interchange.

While Mikado and Pacific types were mostly on the freights, it was the Northern 1100s that somehow always stole the show. For no matter the revamped colour changes or the different plate-type smoke deflectors they had during their some two decades of service, the locomotives had a distinctiveness unlike other 4-8-4s. Perhaps it was the sound of their air horn and chime whistle. I can still hear those melodious sounds as one of them approached the station from the south.

Another interesting sight at Porquis, now earmarked for demolition, was watching the southbound "Northland" rounding the curve to the station from Timmins. She would be headed by Pacific No. 700 which had a front-end similar to a CN Northern 6400.

Something new was added to train Nos. 47 and 46 on September 29, 1940, when the first "Air Conditioned Restaurant Car" in Canada was placed in service. Named the "Agumik" and staffed by attractive waitresses, it offered everything from full-course meals priced under a dollar to a hefty scoop of ice cream for 10 cents.

The car was an overnight success and attracted the attention of railway equipment department officers from across North America. Formerly a café-parlour car built by Canadian Car and Foundry (CC&F) in 1911 and purchased by the T&NO in 1940, the "Agumik", of steel and wood construction, was converted into a 24-seater counter car at their North Bay shops. Nearly 80 feet

long, the car weighed 173,000 pounds.⁸

At first, movement of the "Agumik" from North Bay was to Porquis Junction where it returned following a 40-minute layover on the rear of No. 46 to the "Bay". This layover point, however, lasted but two years when it was moved 9.6 miles south to Val Gagné and, still later, another 10 miles south to Matheson until September 1963 when the car was retired.

Trains 47 and 46 were themselves retired and replaced by buses on April 26, 1964. In 1967, the "Agumik" reappeared along with steam locomotive No. 137 - originally CN Consolidation No. 2164 and purchased by the Ontario Government in 1963 - a baggage car, coach and caboose to form part of a T&NO/ONR Centennial Train. The locomotive is now part of the Cochrane Railway and Pioneer Museum.

What a crescendo could be heard at the station when the T&NO's self-propelled No. 1000 arrived late from Porquis Junction at about the same time as the CN's 15818 from Kapuskasing. The sound of the idling trains on close parallel trackage would suddenly increase in volume after detraining passengers as the three-car 1000 was revved up in preparation to go around the wye while the 15818 was sent to the shop. One couldn't help but feel sorry for the young fellows on the station platform, in the midst of all the racket, hollering "Albert Hotel" and "Stephens Hotel" in the hopes of attracting the ear of some overnight guest.

Golden Anniversary Paves the Way for the End

The year 1960 was a highlight for the residents of Cochrane. During the week of June 29 to July 3, the town celebrated its 50th anniversary in good-old northern Ontario fashion. Store windows were full of memorabilia, special programs were the order of the day and people gathered everywhere to recall early times. At the

⁸ Canadian National's six dinette cars, built in 1954, were identical in design to the "Agumik" although, on average, 34,600 lbs. less in weight.

station, conspicuous by its presence, was CN Pacific No. 5107, polished to the hilt.

But all was not so pleasant beneath the surface. A year earlier, while arrangements were being drawn up for the event, three senior officers at CN headquarters in Montreal put their signatures to a report that would culminate in the first major reorganization of the system since formation days of 1918-1923. In a ripple effect, the recommended report would have dire consequences for Cochrane.

Effective January 1, 1961, Canadian National was divided into five regions and 19 "areas", resulting in the elimination of three regions, 10 districts and 37 divisions. One of the hardest hit divisions was the Cochrane Division which was cancelled altogether.

The restructuring saw Cochrane and west (Kapuskasing Subdivision) forming part of the Northern Ontario Area, Hornepayne Territory, under an assistant superintendent stationed at Cochrane until April 30, 1961. The post was then taken over by a trainmaster/road foreman. This continued until October 31, 1971, when a trainmaster became the top person, a situation that was maintained into the 1980s. An 800 number was later listed in the local telephone book for customers requiring carload services.

East of, but not including Cochrane, the Macamic Subdivision was renamed the Taschereau Subdivision in 1963. It was taken over by the Quebec Area with operational responsibility assigned to an assistant superintendent at Senneterre.

One of the first withdrawals from the Division was Business Car 48, reassigned to Quebec City for a short period then earmarked to the scrap yard in London. In 1962, a buyer stepped in and saved the car but it was eventually gutted for panelling and light fixtures.

The Divisional office building became a community centre but, because it didn't meet various safety standards set forth by the town, it was demolished about 1990. The space is now occupied by the Cochrane museum.

Possibly the coal chute could predict what future it had on the horizon with the forthcoming introduction of the diesel locomotive. It burnt down in 1946. The roundhouse, privately owned from about 1963, suffered partial loss due to a fire but was later rebuilt. The bunkhouse, water tank and other ancillary buildings were all demolished from the once busy terminal by the mid-1960s. Fortunately, the station, in addition to now housing a 23-room inn, is protected under the Historical Sites and Monuments Board of Canada.



Streamlined Diesel Electric Car D-1 (nee Oil Electric Car 15834) and Trailer C-2 (nee Trailer 15739) on the Cochrane-Kapuskasing run in 1958. The service was replaced by a bus in 1960. The D-1 finished her career as a tower car on the Montreal to Deux-Montagnes electrified commuter line.

M.J. O'Brien's
private car
"Calabogie".



Hockey and Art: two local heroes

No recollection of my old home town would be complete without mentioning the names of two close friends who went on to become famous in their chosen profession. The late Wentworth Falkins became an internationally renowned railway artist whose works are especially treasured today. Tim Horton made a name for himself, not only during the 24 years he played in the National Hockey League, but also because of the chain of doughnut shops he founded.

Well worth it in the end

Despite criticism, "The Transcontinental Line" played a vital role to an on-line population between Fitzpatrick and Nakina of nearly 83,000 people out of a total population when I lived "up north" of 232,000 and produced earnings on the Cochrane Division five times in the 1950s what they were in the late-1930s. Kapuskasing, the best revenue station, brought in over \$6.5 million gross in 1950, alone - a community from which 700 tons of newsprint moved daily, mostly to the *New York Times*.

The NTR also played a particularly vital role during World War II in which eastbound freight for overseas moved to Quebec City, Halifax and Saint John, thus relieving the congested main transcontinental line and the Toronto-Montreal route. Foreign vans were frequently seen passing through Cochrane, most notably those of the Atlantic Coast Line.

It is ironic that a section of a transcontinental railway, intended to make northern Ontario and Quebec the richest and wealthiest part of Canada, should shrink over the years to a memory and receive, in all probability, a few lines in future history books. True, the NTR did become Canada's most expensive railway to construct, with the final cost at almost \$160 million, \$90 million over budget.

In 1918, when the decision was being made by the federal government as to who would be the first head of the Canadian Northern Railway (CNOR), "Silent" Frank Cochrane was in the forefront. Unfortunately, frequent ill health ruled him out and the nomination went, instead, to D.B. Hanna. Perhaps, if Cochrane had received the nod, the NTR and the system it formed part of would have become a far different rail network than we know today.

All photos courtesy of the author. ☉



Mixed twice weekly T&NO No. 222 with Mikado No. 307 has arrived from Moosonee at the CN/T&NO crossing. With the lower arm semaphore set in its favour by the trainman, Train 222 will move over the crossing in this 1944 scene. The station is 0.44 miles ahead.

Death and Disaster on the Castor Grade

(This article is a reprint, with some embellishment, from an original article written by the author in May 1982)

Castor grade was the railroader's name for a part of the long grade on Canadian Pacific's Maniwaki subdivision which began at a point approximately one half to three quarters of a mile north of the railway's Gracefield, Quebec, station, at mile 57.8. The grade was several miles long and contained a number of left and right hand curves, with a steep embankment on the east side for most of its length. It is hard to believe that the Maniwaki sub. is nothing but a memory north of Wakefield now, but back in 1953, the time of our story, it was still quite a busy pike, and steam power and wooden consist passenger trains still reigned.

Let's go back to October 10, 1953, and a bit of background information. It's a Saturday afternoon and the regular passenger engine crew that brought the daily, except Sunday, train No. 534 down from Maniwaki have "booked off" after their 11:05 A.M. arrival at Ottawa Union Station (CD) and after having brought their engine back to Ottawa West shop. This was the regular crew's normal practice at the time for it gave them their only chance to sleep in their own beds for two nights out of the week and have what remained of Saturday, and all of Sunday at home. All other nights were spent in the company's Maniwaki bunkhouse. This crew would "book on" again sometime late on Sunday so that they could go out on their regular assignment, train No. 535, on Monday afternoon.

This arrangement meant that a spare engine crew had to be called to take the Saturday afternoon passenger train, No. 539, on the return trip back to Maniwaki. In those days, the Saturday afternoon return trip departed Ottawa (CD) earlier than the regular Monday-Friday schedule (2:20 P.M. instead of 4:15 P.M.), and would more likely than not, for the reasons stated, have a spare list engine crew assigned. There was also a Sunday morning passenger train scheduled out of Ottawa and this job would also be worked by a spare list crew. It left CD at 9:15 A.M. as train No. 537. The crew that went north on Saturday came back to Ottawa on Sunday evening on train No. 538, departing Maniwaki at 5:50 P.M. Similarly, the crew that went north on Sunday morning came back to Ottawa on Monday morning, on the regular schedule of train No. 534, departing Maniwaki at 7:40 A.M., arriving at CD at 11:05 A.M.

In addition to these passenger movements there were two way freight jobs on the sub. which operated daily, except Sunday, as trains No. 79 and 80, often with a spare list crew on the weekend. This job left Ottawa West yard (UY) for Maniwaki early in the morning, arriving in Maniwaki in the late afternoon-early evening period. The northbound Saturday morning crew on this job had the pleasure of spending their weekend at C.P.'s little "resort" bunkroom in Maniwaki until Monday morning. Their Monday morning departure for Ottawa West was after the departure of No. 534. Lots of freight extras were operating on the pike at that time, as well as the odd passenger extra, but we'll not be concerned with them here.

On the weekend of October 10-11, 1953, train No. 79 left UY on Saturday morning, as per usual, with a spare engine crew. The engineer was "Sergeant-Major" Lou Brunet, and the fireman was Ray Higgins, quite a good friend of mine. In the afternoon of that day the Saturday only passenger train, No. 539, left CD with light Pacific No. 2221 on the head end of a train consisting of a wooden bodied baggage car and two wooden coaches. As usual there was a spare engine crew on board the 2221 with Richard (Dick)

McNally as engineer and C. Kenneth Learmonth as fireman on the hand-fired coal burning 2221. Fireman Learmonth was a Smiths Falls "north end" fireman who had been "cut off the list" (laid off) in Smiths Falls and had come over to Ottawa West to exercise his seniority and work, rather than sit around Smiths Falls until he was once again assigned to the spare list there. This was to be Learmonth's first trip over the Maniwaki sub. Dick McNally was an "A" list spare passenger engineer who knew the branch (Maniwaki sub.) extremely well. By Saturday evening the engine crews of 539 and 79 were both in the Maniwaki bunkhouse and there they spent the night. At 12:35 P.M. on Sunday, train No. 537 arrived in town. I no longer recall who her crew was, but now there were three engine crews in the Maniwaki bunkhouse. As stated earlier, the crew off 537 would spend the night in Maniwaki and leave for Ottawa Union Station on train 534 on Monday morning.

The Plot Thickens

Sometime after 537's arrival it was decided by some, or all, of the three crews now in the bunkhouse to have a beer. Normally this would have resulted in the boys walking the short distance over to the main street and frequenting one of the several drinking/dining establishments. But for some reason or other it was decided to get some beer and bring it back to the bunkhouse. My friend, Ray Higgins, allegedly went over to town, got the beer, and brought it back. I have no idea how much was consumed, but some was. In any event at 5:50 P.M. it was time for train No. 538 to depart with McNally and Learmonth on the 2221, hauling three cars. They left town and headed south for Ottawa. It was to be their last trip!

The Castor Grade

At about mileage 60, approximately two miles north of Gracefield, the train got rolling down the grade at too high a rate of speed for the curvature when, suddenly, the 2221 left the rails, plunged down the steep east embankment and rolled over on her left side. The tender jack-knifed, ending up on its left side, at about a 60 degree angle to the 2221, spilling out her 7,000 gallons of water and 10 tons of coal in the process. The baggage car followed the engine and tender down the embankment and lost both its trucks along the way. Nevertheless the baggage car's body remained upright, almost touching the back of 2221's tender and the front of the wrecked engine. The three pieces of equipment formed a sort of triangle where they lay. The leading coach left the rails and rolled almost completely over on her right side but, along with the second coach, which remained upright, remained on the right of way. By the time Conductor D.H. McDiarmid made his way to the head end to review the situation and get his portable 'phone set up on the dispatcher's wires, both McNally and Learmonth had climbed out of the wreckage and had made their way back to the embankment. Both had been burned and scalded badly and were writhing in pain, but they were alive. McDiarmid made contact with the dispatcher and briefed him on the situation, and I'm sure his description of what had happened was vastly different to the one that got out to the public.

Somehow or other the whole thing got blown out of all proportion. I was at home in Ottawa that evening and what I heard on the radio was that there had been a train wreck near Gracefield, Quebec, that it was a "major disaster" and that C.P. was assembling a "mercy train" at Ottawa West station to take "anybody who could help" up to the wreck site. Two Ottawa

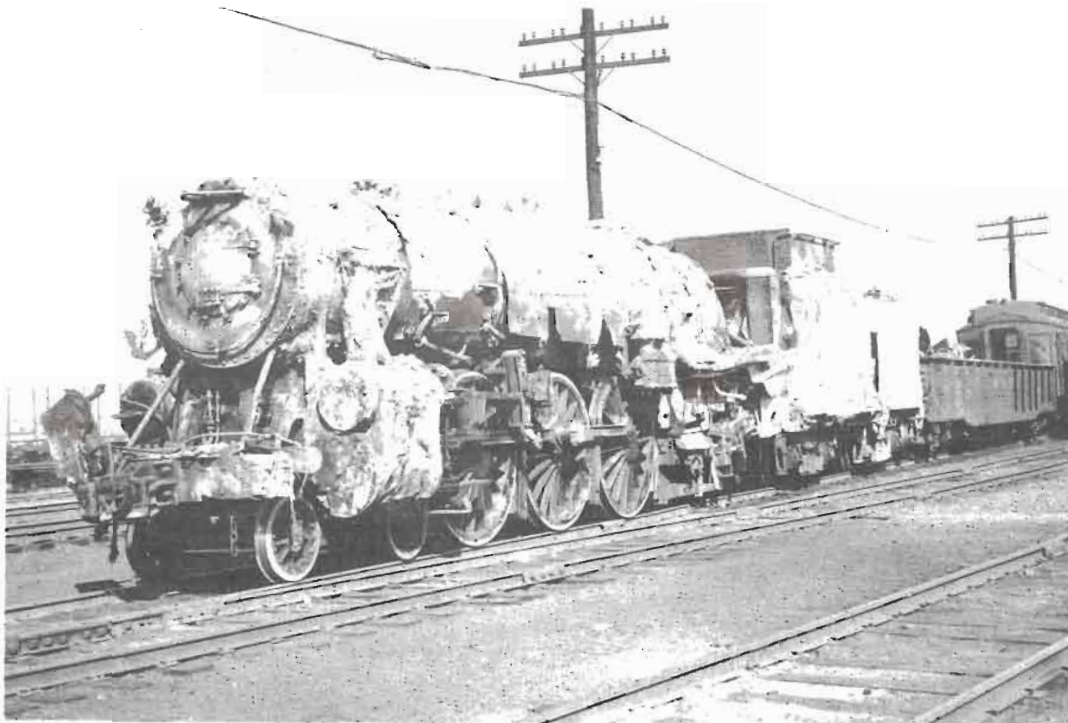
hospitals took action to get nurses and internes just coming off duty to the "mercy train". They alerted operating room teams, called in their blood bank staff, drew donor lists from files, notified local wholesale houses of the possible need for extra cots, mattresses and stretchers and sent out a "code A" radio alert. While all this was going on two ambulances were "racing" up Quebec highway 11 (now 105) to Gracefield. It wouldn't be much of a race on that road as it is now, let alone as it was in 1953. As it turned out the "mercy train" was cancelled when more accurate information became available and cooler heads prevailed, however, the two ambulances got to Gracefield, still several miles from the remote location of the wreck. In the meantime both McNally and Learmonth had been brought down to Gracefield by a section man's track-motor "speeder" to await the arrival of the ambulances. They received some emergency treatment by Doctors René Lafrenière and Arthur Desjardins of Gracefield and were subsequently taken to the Ottawa General Hospital by a St. John Ambulance Brigade crew, alive, only to die 20 and 23 hours later respectively. Three of the passengers, out of a total of 35, required hospital treatment for leg and ankle injuries. All of the other passengers were somewhat shaken up and a few suffered minor cuts, bruises and shock, mostly from broken glass and luggage flying around when the first coach rolled over. It was not a major disaster in the normal sense, but it certainly was for Dick McNally and Ken. Learmonth.

As in such cases a C.P.R. investigation was held, as was a Coroner's Inquest. There was some debate about the location of the Coroner's Inquest inasmuch as the accident happened in Quebec, but the two deaths occurred in Ontario. Autopsies were carried out in Ottawa and copies of the report were turned over to Quebec authorities to deal with near the scene of the derailment.

Canadian Pacific's investigation into the events that led up to the tragedy was thorough. Their investigation team comprised the following officials: Mr. T.E. Wheeler, Superintendent, Smiths Falls Division; Mr. G.E. Pielow, Assistant Superintendent, Ottawa; Mr. G.E. Mayne, General Manager, Eastern Region, Toronto; and Mr. F.A. Pouliot, Quebec District General Superintendent,

Montreal. Their investigation resulted, basically, in putting the blame on certain employees for the consumption of beer and the violation of rule "G" by the engine crew before going on duty. The way freight engine crew of Brunet and Higgins were fired for the same rule "G" violation as it was, allegedly, either one or both of them who brought, and consumed, alcohol on the company's premises. 537's engine crew was exonerated. Rule "G", by the way, in the 1951 Uniform Code of Operating Rules (UCOR), stated: "The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited". But, was this really the only cause?

The Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen argued that a mechanical fault on the 2221, and fireman's Learmonth's total lack of familiarity with the branch were the causes. How?, Why? The 2221 was one of the G1 light Pacific's with an Elesco boiler feedwater pump in her tender. Water from that pump, under high pressure, made its way to the boiler through a flexible pipe connector between the tender and the engine known as a "Barco" connector. That particular connector had been leaking badly just prior to the accident, and this had been documented. Both of the Brotherhoods took the position that Learmonth was carrying the water low in the boiler, and as he didn't know the road was not aware that they were about to descend a long grade and that the water should have been up high just before the long descent. Furthermore, and to compound Learmonth's problem, it was early evening, dark, and it was raining. As the train rolled over the top of the down grade the boiler water ran ahead in the boiler and disappeared from sight in the water glass. Learmonth opened up on the water pump throttle to recover the water but due to the leakage at the Barco joint it was taking too long for the water to rise in the boiler. Dick McNally in the meantime, becoming aware of Learmonth's problem, started work to get the right side Hancock non-lifting injector in operation to get some vital water into that boiler. While he was working at this his concentration on running the engine was broken and his exact position on the grade was lost. During this process the train gathered too much speed, and very quickly got out of control. A few seconds later the



This is how CP 4-6-2 2221 looked after her arrival on the Ottawa West rip track. She was no where near this bad after her fatal plunge on Thanksgiving weekend 1953, but her recovery resulted in just about wrecking her. Note the missing door panel on the left side of the tender, the location of the Elesco feed pump. Photo by Addison Schwalm.

2221 hit a right hand curve, left the rails, and plunged down the embankment.

Dick McNally, 57, and Ken. Learmonth, 36, were dead. The beer drinking incident, regardless of how little (or how much) might have been consumed prior to the start of that fateful trip, was strictly against the rules. The Brotherhood's position, however plausible, and there was documented evidence to support the leaking Barco joint argument, was still only speculation. Brunet and Higgins never got their jobs back. Both Learmonth and Higgins had young families. I'm not sure what happened to Brunet, but Ray Higgins went into retail sales and got back on his feet. Dick McNally was survived by his wife, Grace, two brothers and one sister.

I worked with Dick McNally on the branch and main lines. Dick was a character, but a pleasant guy to work with and one who knew what he was doing. My most vivid memory of Dick occurred on a trip on the main line from Ottawa to Montreal one day on a Royal Hudson. We were roaring along at high speed with one of those heavy western passenger trains and Dick was having a bad time getting the throttle to stay "latched". Each time he would set the thing where he wanted it, it would slip out of place and begin to close. Dick tried to jam it in position by sticking a wad of cotton waste between the latch and the lever, but to no avail. I can still see him on that seat, with both arms raised holding the throttle open, with his "trade mark" red bandana around his neck flying in the breeze, and yelling over the roar of the Hudson to me: "mate, it's like trying to hang onto a mad bull". Dick was missed by us all.

Serious railway accidents, like all accidents, really strike home when you are intimately involved. I had been the fireman on the 2221, on that job, at that time, for that engineer. I might have been on 538 that night just as easily as Learmonth. Would it have been my last trip? Many of us at that time asked that question. Railroading, for all the interest and pleasure the fans get from it, is a serious business. For those who earn, or have earned their livings from it see it as a very unforgiving "game" if played carelessly. One has to be fully aware of what's going on about you, especially when handling steam power, if you are to survive. It's a sound message for BRS members who enjoy it as a hobby. Let's keep our accident free safety record intact by practising "heads up" railroading.

Postscript

The 2221 was mortally wounded that night. With the aid of the Ottawa West auxiliary, D10 4-6-0 #1059, a Lidgerwood winch and a crew of men, the 2221 was dragged back up to the right of way and subsequently put back on the rails. It was towed to Ottawa West where it stood on the rip-track for disposal for a short time. Some time later she went to Angus (shops) in Montreal and was scrapped. For those of us who had to deal with the 2221, we were glad to see her go for she was a pain in the neck. This engine had gained a reputation on the Division for not being a very good "steamer", that is to say it was impossible to keep her "hot" (maintain maximum boiler pressure). This was unusual for the G1s were really good engines and all the others steamed quite well. Getting rid of her was no loss, but two of our Brothers were dead and two others had their lives put in a turmoil, a bad situation.

Post, Postscript

I'm not finished with the 2221 just yet. In the next issue of **Branchline** I'm going to write about one of those Pilgrimage trains that we got from time to time out of Ottawa (and Hull), and a trip I had on a Pilgrimage train with that same 2221 only months before the Castor Grade accident. Stay with me! ☺

Prince Edward County Railway Update

by JOHN THOMPSON

The railway equipment displayed at Upper Canada Village in Morrisburg, Ontario, for over 35 years has been conditionally awarded to the fledgling Prince Edward County Railway Preservation Society (PECRPS). The Society is working on plans to restore rail service between Trenton and Picton, some 30 miles.

Equipment displayed at Morrisburg are former Grand Trunk Railway 2-6-0 1008 (built 1910 - later CN 910 and 88), wooden CN baggage car 11562 (built 1923) and CN wooden coach 3474 (built as GTR 2074 in 1890).

The equipment has been displayed on a short section of the old Toronto-Montreal GTR-CNR mainline. The mainline was relocated in the area when the St. Lawrence Seaway was built in the 1950s. The display also includes the station from Aultsville, however, the owner, the St. Lawrence Parks Commission, plans to retain this structure and move it to the Village proper.

In recent years, the Commission has apparently not had the staff or money to maintain the rail equipment, and has thus been agreeable to a railway historical society taking it off their hands. Transfer of the equipment to the Prince Edward County group was subject to approval by the Commission of their business plan, financial statement, and plans for moving, restoring and operating the equipment.

It is planned to lift each piece of equipment with a crane onto a flatbed road trailer. The locomotive and coach will be taken to Trenton for storage on the site of the former CN Trenton Yard. The baggage car will go to Picton and be placed on existing track and restored by local members. The Town of Picton bought about a mile of track within the town limits from CN, including the wye.

In mid-1996, Canadian National lifted the approximately 30 miles of track (130-lb. rail) between Picton to the proximity of the Trenton municipality limits. Later in 1996, it lifted the rail up to a block south of the junction where the Trenton town spur splits from the Picton Subdivision to cross eastbound over the river to serve the Domtar plant. The flatcar recently acquired by the Prince Edward County group now resides in the yard on an isolated piece of track.

Prince Edward County has agreed to purchase the railbed from Mile 1.3 (Picton town limits) to the Murray Canal at Mile 27.0. Trenval Development of Trenton has purchased the right-of-way between Murray Canal (crossed by a swing bridge) to the Trenton townline, on the Prince Edward County Railway's (PECR) behalf. PECR is negotiating with Trenton for the municipality to buy the remaining right-of-way within the town to the end of CN existing track, near Dundas Street.

Stations would have to be built in Trenton and Picton. The former Central Ontario Railway station, subsequently CN, in downtown Trenton survives, but is used by a lumber company.

Plans for 1997 are to lay track (approximately 80-lb. rail) between the Picton townline (Mile 1.3) and the town of Bloomfield, Mile 4.39. CN left the ties in place for approximately 10 miles west of Picton. It is hoped to begin laying rail between Trenton and Consecon, some 10 miles out, if finances permit.

The group is actively seeking additional equipment. It has options on the purchase of two diesel locomotives, a Burro crane, a second flatcar, and some passenger cars.

Given the current scarcity of government grants for projects such as the PECR, the group expects to raise most of its capital from charitable donations and the sale of debentures. **Branchline** readers wishing to assist with this project should contact Jack Strachan, PECR Treasurer, RR 4, Picton, ON, K0K 2T0; telephone (613) 476-3721. ☺

Riding VIA Rail's Flexliner

by JAMES S. HARRISON

Referring to recent articles on VIA Rail's Flexliner(s), I would like to share my recent trip from Aldershot to Niagara Falls on this equipment.

As my wife is from Denmark, this piece of modern technology especially caught my attention, coupled with the past articles in **Branchline**.

Our trip started at Aldershot, Ontario, on a Saturday morning and, after stepping on board to a very accommodating "VIA" crew, we proceeded on our way to Niagara Falls. Asking the engineer if I may watch from a distance, he was very accommodating and friendly.

The trip to Niagara Falls was an educational experience, the engineer explaining some of the advanced systems he worked with (ie. computer diagnostic display, cruise control - yes, cruise control - advanced acceleration and braking, and believe me they all work extremely well).

Asking him what he thought of the performance, he told me that it was hard to beat. He particularly liked the Kingston run, because the faster it ran, the better the ride and performance.

The interior of all three cars is very well appointed, including colour scheme and functionality. You could tell just sitting there that a great deal of thought had gone into the layout and design, from the electric doors to the seating arrangement, and, according to my wife, a magnificent washroom (extraordinarily large for any train she has ever ridden).

Other items that gained my attention were:

The quiet - both on and off, these trains are extremely quiet.

On and off - the accessibility is very good with abundant handrails.

Engine isolation - these trains have paired engine isolation so if you don't require all the engines, one pair can be shut down. (This three-car train has 4 x 400 hp engines, diesel hydraulic).

These train sets can be multiple - united up to five sets of three cars.

The economics of these trains is simple - 1,600 hp vs 3000 hp for standard VIA units. Aluminum construction makes these sets lighter than a single conventional VIA locomotive.

The price is dependant upon the options requested which could be several, however, not exorbitant.

Conversation was the item with me. Also on the train was a Danish technician and, between the crew and him, I gathered a



The ADtranz IC3 three-car set after arrival at Oakville from Niagara Falls, Ontario, on VIA Train 94 on September 29, 1996. Photo by Martin Galley.

couple of unofficial facts:

1) The rough price is \$5 million per three car train.

2) VIA is paying \$10,000 per day for the two three-car train sets it is operating.

3) VIA will probably not purchase these units, partially because of cost and upper management not being on the front lines watching the performance and capabilities of these units, but who knows?

I mentioned to the Danish technician that I understood there had been some problems with these units and he reminded me that these particular units were built for Israel. Any Canadian units would be built for Canadian standards - namely winter operating conditions. To date, none have been sold in North America but ADtranz is very hopeful.

The return trip from Niagara Falls was somewhat of a memory since I recognized some spots I worked on as a rear-end brakeman in the early-1960s.

Thank you for the opportunity to share this experience and I hope VIA gives serious consideration to these innovative pieces of technology. ☺



'VIA' 7201 is the lead car as VIA Train 93 approaches Bayview Junction enroute to Niagara Falls on September 29, 1996. Photo by Martin Galley.

**ADtranz**

The Empress Gets the Royal Treatment

by KEN JONES

On Tuesday, January 21, 1997, the St. Lawrence & Hudson crew from Woodstock arrived at the CN/CP interchange track in St. Thomas, Ontario, with its usual load of covered hoppers. However, there was a surprise tucked in behind a hopper car, one car back from the locomotives. It was another locomotive: Canadian Pacific's one-of-a-kind RSD-17 8921 - the "Empress of Agincourt".

In April 1996 it was brought to the attention of the Elgin County Railway Museum (ECRM) in St. Thomas that the 8921 would be coming available. It was also said that CP wanted it off the property in six weeks, or it may face the cutter's torch.

No. 8921 was built by Montreal Locomotive Works in May 1957, painted in CPR's grey and maroon livery and numbered as demonstrator 7007. In December 1957, the unit was repainted Canadian National 3899 and demonstrated on CN for four months. It was then repainted Pacific Great Eastern 624 and was tried out on the PGE from March to October 1958. Canadian Pacific bought the demonstrator in September 1959 and numbered it 8921.

No. 8921 spent the better part of her 36 year CP career based in Toronto and was dubbed the "Empress of Agincourt". In her later years she was transferred to Montreal and had her short hood nose chopped in 1988. As well, the nose stripes were applied in reverse to the normal CP practice.

Retirement came in 1995 after 8921's trucks were deemed to be impractical to repair. A search for replacement trucks at acceptable cost came up dry. Shortly after retirement, 8921's engine block was transplanted into a C-424. She was stored in St-Luc Yard in Montreal until it was decided that she should be disposed of.

Reportedly, in addition to the Elgin County Railway Museum, there were two or three other groups, including a U.S. museum, and at least one business interested in saving 8921.

It was a long and lengthy process to get the 8921 to where it is now. It required many telephone calls to Montreal, Toronto and Calgary to determine the availability of 8921. After eight months of dealing and waiting, word came just before Christmas 1996 that Canadian Pacific would donate the 8921 to the Elgin County Railway Museum.

With the "Empress" to be delivered to St. Thomas in January, preparations were made to house her in the ECRM's former Michigan Central Shop. The shop track recently vacated by Ontario Southland Railway's former TH&B NW2 No. 51 (repainted back to its original TH&B livery) would be 8921's new home.

January 22 was supposed to be a fairly decent day weatherwise. Upon arrival in St. Thomas from Niagara Falls to assist with the move, I found ECRM's former Wabash 43-ton No. 51 ("Tillie") getting prepared to do some heavy moving. A crew was busy chipping ice away from the track leading into the shop. Shortly after 10:30 "Tillie" came out of the shop and headed over to the north side of the yard to pick up our newly-delivered toy.

After cutting off the hopper car, which had been left coupled to the "Empress" to provide an extra handbrake, "Tillie" headed for the shop lead with 8921. After four attempts, "Tillie" succeeded in pushing 8921 up the small grade ("Tillie" was only operating on one engine due to a bad traction motor). The 8921 was eased through the shop and onto the transfer table.

The transfer table is only 50 feet long, however, 8921's wheelbase is longer than 50 feet. Extension rails had to be added. After some corrections (shortening the extensions and blocking up the rear axle to lighten the load on the extension rails), we were ready to move 8921 sideways.

Using ECRM's log skidder, we attempted to pull the transfer table. After an hour, the table had moved three inches! After many attempts it was decided to utilize a backhoe to assist with the move. By then it was nearing 14:00 and it had been raining for the last three hours. But the rain did not stop the few brave (crazy) people who assisted with the move. Shortly after 14:00 the transfer table finally moved and it was lined up with the proper track.

The skidder started to shove the 8921 into the shop. After moving cabinets, a C&O wheel crane and other items, enough space was freed up to have 8921 clear the door. With everyone letting out a sigh of relief, the crew started to go over every inch of the new acquisition.

The "Empress" was missing many parts, including numberboards, bell, seats, builders plate, and prime mover. But she came with a toilet, a stretcher and batteries.

The "Empress of Agincourt" is now housed in a working shop with several other pieces of historic equipment such as former CNR 4-6-4 5700 (nee 5703), former CN work service baggage 70740 (nee 9142), ex-NYC Sleeper "Cascade Lane", ex-Wabash 43T #51 ("Tillie") and former London & Port Stanley Boxcab Electric L1 (acquired from the National Museum of Science & Technology in 1995).

Viewing of the historic equipment is possible on work days, which are usually Monday, Wednesday and Saturday, weather permitting. ECRM's Railway Nostalgia Weekend will be held at the shop on May 3 and 4, followed by the Railway Heritage Festival on August 23 and 24. Both shows feature model railway vendors, layouts, displays, and, of course, the historic equipment. The 4th Annual Handcar Challenge will be held on August 16 and 17. For information on the ECRM, contact Shari Boland at 908 Crampton Drive, RR #2, Belmont, ON, N0L 1B0; Telephone (519) 644-1874 or e-mail - sjbecrm@elgin.net. ☐



CP Rail one-of-a-kind RSD-17 8921 is eased onto the transfer table by Elgin County Railway Museum's ex-Wabash 43-ton #51 on January 22, 1997 at St. Thomas, Ontario. Photo by Ken Jones.

Letters to the Editor

FURTHER TO SASKATOON STATION: John Thompson's letter to the editor in the January *Branchline* correctly points out that the downtown station in Saskatoon, which was demolished in 1964, had not been in use since 1890. The error was a result of misprinting the caption which accompanied my photograph which read in part as follows: "The downtown location had been in use by CN and predecessor companies since 1890" The term station instead of location result in this error.

I would disagree with Mr Thompson's assertion that the CN station is Saskatoon (demolished in 1964) was quite similar to the station in Edmonton (also demolished in the 1960s). The Edmonton station was built in 1928 and access to the platforms was gained by walking directly from the rotunda, ascending a few steps. The Saskatoon station was built in 1939 and contained an underground concourse leading from the rotunda to stairs serving tracks 2/3 and 4/5. Photographs on Pages 75 and 77 of Charles Bohi's *Canadian National's Western Depots* clearly indicate the difference in these two structures. I am not familiar with the London station to which Mr. Thompson refers.

As a matter of interest, the shopping mall and office tower which replaced the 1939 station in Saskatoon in the 1960s underwent alterations in the 1980s and the facade was constructed to resemble the 1916 Canadian Northern Station which the 1939 station replaced. Viewing the building from 21st Street, one feels almost transported back in time. An architect's drawing of the old CNoR station is shown on Page 74 of Mr. Bohi's book referred to. [Jim Nicolson, Nanaimo, BC]

ENJOYED HOMESTEADER ARTICLE: I enjoyed the Homesteader story (February *Branchline*) which to me revealed the human side of railroading, even if it was driven by the need to generate revenue, and the dreams of a very young easterner who heeded the call to go west. I've seen the Eaton's ad before and had heard that the CPR could at times be a benevolent overseer, but had not realized that this could extend so far as to furnish the design of the privy. The owners of the homestead are to be commended for recognizing its importance and for recording the story.

I read the story with my 1916 timetable (the closest I have to the date of the arrival of the Eaton house) at hand. Cayley had two passenger trains a day each way (one on Sunday) and one of them carried a standard sleeper between Calgary and Fernie. The timetable uses the 24 hour clock and shows an arrival in Lethbridge at 24.30 which seems to be an odd way of depicting half an hour after midnight. [Julian Bernard, Toronto, Ontario]

REFLECTIONS ON CP'S D10s: Dunc du Fresne is absolutely correct about CP's D10 locomotive (January and February 1997 *Branchline*). Pound for pound it was the most useful locomotive CP ever had. It did everything right. It worked on freight, passenger, mixed and in the yard.

Dunc's remarks on the exhaust steam injector are appropriate. I never met anyone, engine crew or shop forces, that liked it, although CN seemed to use it now and then.

Another problem arose from the peculiar Walschaerts valve gear, sort of an "inside" version. The first 194 D10s (classes a, b and c) had Stephenson gear. Then in 1908 CP started to build more and must have decided to use the same cylinder castings. This meant the eccentric rod could no longer be attached directly to the link, as on every other Walschaerts in America (except on CP's E5s!) It was attached to an arm several inches outside the link on the end of the shaft. The link was therefore bolted to a curved cradle on the other end, and this of course worked loose.

Not only that, but the union link was bolted to the inside of the crosshead behind the guide bars - it was sure hard to get at the loose bolts. [F.H. (Joe) Howard, Richmond, BC]

"DOUKHOBOR" LOCOMOTIVES: I have a question. Steam engines of the 2-8-0 wheel arrangement are generally referred to as Consolidations. The CNR 2500 and 2600 series Consolidations were nicknamed "Hogs". During the 1950s, the 2447, a Consolidation, was working in the Hamilton area and was referred to as a "Doukhobor". The 2447 was built in 1917-1918. It has been suggested that this engine or this type was built for the Russian Railways. Because of the Russian Revolution, none were ever sent but were acquired instead by the Canadian Northern. Hence the name "Doukhobor". Do any readers know the origin of this nickname? [Don Grove, Grimsby, Ontario] ♦

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VIA Rail's holiday expanded "Chaleur" lays over at Gaspé, Québec, on January 4, 1997. Photo by Michel Tremblay.

Along the Right of Way

LINE SOLD: St. Lawrence & Hudson (Canadian Pacific) has sold its Galt Subdivision from West Toronto Junction to a point just west of Bathurst Street (approximately 4 miles) to GO Transit, thus allowing GO to continue its commuter service to Milton. The Parkdale yard tracks, a mile from Bathurst Street, are to be removed. (John Thompson)

MAJOR DERAILMENT: On January 22, Canadian Pacific train 409 derailed its three units (CP SD40-2 5974, SOO SD60 6050 and CP SD40-2 5951) and 21 tri-level automobile cars at mile 111 of the Mactier Subdivision (near Bala, Ontario), the result of a broken rail. During the four-day line closure, several trains were detoured over CN's Bala Subdivision between Toronto and Reynolds (near Parry Sound), while others were routed from Toronto to Smiths Falls, and then west over Ottawa Valley RaiLink to regain CP trackage at Coniston, and vice-versa. (Bruce Chapman)

TOWER SAVED: St. Lawrence & Hudson's Montreal West Tower, at the corner of Westminster and Sherbrooke, has been acquired by the Town of Montreal West for \$1.00 and the town will pay St. Lawrence & Hudson a \$500 per year rental fee for the land. The building need extensive repairs and the funds are not available from the town. Citizens, both private and corporate, have offered materials and labour for the project but funding is needed for roof and window repairs and other items.

Montreal West is celebrating its centennial in 1997 and the restoration of the tower is one of the centennial projects. When the work is completed, the exterior will have been restored to its original appearance, there will be a town museum on the ground floor and the upstairs will serve as office space for **The Informer**, the local volunteer newspaper.

On weekdays, 13 commuter trains pass the tower in each direction, with fewer on weekends, plus deadhead moves, and the occasional StL&H freight move. (Jim Sandilands)

EXPERIMENTAL PROGRAM: An experimental program is underway to provide access to STCUM's Montreal-Deux Montagnes commuter trains. This service is only available between Montreal Central Station and Roxboro-Pierrefonds. At Central Station, elevators have been installed from the concourse to the high-level platforms. At Roxboro-Pierrefonds, an elevated platform provides access to the high-level door of one car. Cars are equipped with wheelchair tie-downs. This service will be evaluated after a year. (Thanks to Mark Walton)

EFFORTS UNDER WAY TO RESTORE FIRE-DAMAGED PICTOU STATION: The Town Council of Pictou, Nova Scotia, is anxious to restore its fire damaged station. The station suffered a major fire last year and will require upwards of \$500,000 to restore its facade and rebuild its interior. The Council has put up \$50,000 towards the upgrading work. Now it remains to be seen whether other donations can be found. (**Halifax Chronicle Herald**, 24/01/97, thanks to Douglas L. Courtney)

BOOK DESCRIBES LIFE OF EARLY LOCOMOTIVE DESIGNER: Although many are familiar with the Whyte system of steam locomotive classification, how many realize that a native-born Nova Scotian was responsible for the design of Whyte's aptly described "Consolidation" or 2-8-0 wheel arrangement? The book **Full Steam Ahead**, Lancelot Press, 1996, by Jay Underwood, describes the life of Alexander Mitchell. Mitchell was born in Wallace, Nova Scotia, in 1820 but, by 1848, he found himself working as a machinist on the Camden and Amboy Railroad in New Jersey. Obviously well suited for his vocation, Mitchell at the age of 38, invented the 2-8-0 wheel arrangement in order to have a locomotive powerful enough to haul heavy coal trains through the mountains of Pennsylvania. The book contains 102 pages and sells for \$8.95. (**Halifax Chronicle Herald**, 26/01/97, thanks to Douglas L. Courtney)

A SELECTION OF PASSENGER CONSISTS

4 January 1997 VIA #57 - "Lasalle" at Kingston, Ontario	4 January 1997 VIA #617 - "Chaleur" at Gaspé, Québec	22 January 1997 Metrolink #319 at Montclair, California	29 January 1997 VIA #15 - "Ocean" at Halifax, Nova Scotia	19 August 1976 CN #2 - "Super Continental" at Hornepayne, Ontario
F40PH-2 6420 F40PH-2 6405 HEP-I Baggage 8621 HEP-II Club 4006 HEP-II Coach 4100 HEP-II Coach 4119 HEP-II Coach 4102 HEP-II Coach 4103 HEP-II Coach 4106 HEP-II Coach 4104 HEP-II Coach 4124 LRC Coach 3352 LRC Coach 3338 -----	F40PH-2 6451 F40PH-2 6414 Baggage 8612 Coach 8101 Coach 8127 Coach 8108 Coach 8116 Skyline 8501 Slpr. "Chateau Roberval" Slpr. "Chateau Rouville" Sleeper "Allan Manor" Sleeper "Elgin Manor" Sleeper "Abbott Manor" Dome-Observation "Evangeline Park" -----	Metrolink Cab Coach 623 GO Transit Coach 2014 GO Transit Coach 2024 GO Transit Coach 2023 Metrolink F59PH 868 ----- 27 January 1997 VIA #1 - "Canadian" at Edmonton, Alberta F40PH-2 6444 F40PH-2 6447 Baggage 8609 Coach 8122 Coach 8104 Skyline 8509 Diner "Champlain" Sleeper "Cabot Manor" Sleeper "Christie Manor" Dome-Obs. "Glacier Park"	F40PH-2 6435 F40PH-2 6453 Baggage 8623 Coach (HEP-II) 4100 Skyline 8506 Coach 8137 Coach 8136 Diner "Emerald" Slpr. "Chateau Lasalle" Slpr. "Chateau Dollier" Slpr. "Chateau Cadillac" Slpr. "Chateau Brule" Slpr. "Chateau Maisonneuve" Slpr. "Chateau Lauzon" Dome-Obs. "Banff Park" ----- 5 February 1997 VIA #291-"Lynn Lake Mixed" at The Pas, Manitoba CN GP38-2 4723, 4718, 4731 Several freight cars VIA Baggage 9631 VIA Coach 3248 CN Caboose 79858	GP9 4100 F9B 6630 FP9A 6511 F9B 6625 Baggage 9648 Baggage 9649 Coach 5599 Coach 5506 Coach 5468 Coach 5476 Cafe Lounge 760 Dayniter 5715 Dayniter 5731 Sleeper Buffet Lounge "Cape Porcupine" Dinette 427 Sleeper "Green Park" Sleeper "Euclid" Sleeper "Edmonton" Lounge "Gaiete" Diner 1342 Sleeper "Enfield" Sleeper "Eastview" Sleeper "Equity" Crew Sleeper "Iroquois" Baggage-Dormitory 9478
23 January 1997 VIA #83 at London, ON F40PH-2 6418 LRC Coach 3332 LRC Coach 3327	5 February 1997 VIA #693 - "Hudson Bay" at The Pas, Manitoba F40PH-2 6455 F40PH-2 6458 Baggage 8602 Coach 8109 Diner "Annapolis" Sleeper "Chateau Varennes"			

(Thanks to Jeff Gellner, Paul Hunter, Harm Landsman, Bill Linley, David Maiers, David Osborne, Pierre Ozorák and Michel Tremblay)

The Motive Power and Equipment Scene

Our thanks to Martin Boston, Bruce Chapman, Ray Corley, Douglas Cummings, Ken Lanovich, Bryce Lee, Roland Legault, Richard Longpré and Gary Ness.



RETIRED: (date retired)

- CN S-13 106 (Jan 24);
- CN S-3 Slug 168 (Jan 24) - last of 160-168 group;
- CN HR616 2119 (Jan 24);
- CN M-636 2323 (Jan 24);
- CN HR412(W) 3584 (Feb 5);
- CN GP40-2L(W) 9512 (Jan 22) - the last of 25 GP40-2L(W) units retired for conversion at AMF Transport to GP40-2LH commuter locomotives (Nos. 1115-1139) for the Massachusetts Bay Transit Authority;
- GTW GP9 4433 (Feb 10) - sold to Caulfield Ltd., in Riga, MI, for parts.

LEASED OUT:

- CN M-420(W) 3542, 3545 and 3554 leased out by Canac to Chemin de fer Baie des Chaleurs (for service between Matapedia and Chandler, Quebec);
- GTW GP9 4439 leased to Northstar Steel.

STORED SERVICEABLE: GTW GP9 4136, 4517 (ex-4917) and 4519 (ex-4919).

STORED UNSERVICEABLE: (* added since last issue)

- CN GMD1 1911 (frost damage);
- CN Dash 8-40CM 2415 and Dash 9-44CWL 2502 (both damaged in collision with a frozen clay slide at Ashcroft, BC, on November 16, 1996). 2502 was rerailed on December 10 and at press time was in Edmonton (not Winnipeg as reported last issue) en route to AMF Transport for repairs; 2415 remains down the bank of the Thompson River partially underwater at press time;
- CN SD75I 5691* and 5727* (stored to assist in modifications to be carried out on SD75I 5680-5730);
- GTW GP9 4138; GP9 4434; GPR9 4605; GPR9 4615; GP18 4706; GP38-2 4903 (ex-5703); GP38-2 4915* (ex-5715); GP38 6205; GP40 6405*.

PAYBACK:

- LLPX GP38-3 2001, 2002, 2004, 2005 and 2007 (ex-NS, see SR 2718, 2719, 2723, 2726 and 2739), leased to RailTex's Indiana & Ohio, are working on the GTW as payback for the use of GTW units on the Indiana & Ohio.
- 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.

LEASED UNIT CHANGES SINCE LAST ISSUE:

- Added: Wisconsin Central SD45 6613-6615.
- Off lease: MKCX SDP45 7011 and MKCX SD40 9419.

89 UNITS LEASED:

23 from Conrail:

- CR SD40-2 6430, 6438, 6444, 6453, 6462, 6466, 6479, 6482, 6492, 6499;
- CR SD45-2 6654-6666 (nee EL 3669-3681).

15 from Helm Leasing:

- HATX GP40 409 (ex-CSXT 6501; nee B&O 3685);
- HLCX SD40 5001-5006 (nee Detroit Edison 001, 002, 005, 013, 015, 016);
- HLCX SD40 5048 (ex-CR 6350; nee PC/PRR 6097);
- HLCX SD40 5053 (ex-MKCX 9410; nee NRE/LUP 3096);
- MKCX SD40 9402 (ex-NRE/C&NW 926; nee CGW 406);
- MKCX SD40 9408, 9409 (nee NRE/NRL/UP 3070, 3095);
- MKCX SD40 9414 (nee NRE/NHL/BN SD45 6536);
- MKCX SD40 9416, 9417 (ex-NRE/CSXT/SBD 8316, 8322; nee L&N 1240, 1246).

7 from Locomotive Leasing Partners:

- EMDX SD40 6403 (ex-CR 6343; nee PC/PRR 6090);
- EMDX SD40 6407 (ex-CR 807; nee CR/PC 6254);
- EMDX SD40 6410 (ex-CR 6292; nee CNJ (B&O) 3068);
- EMDX SD40 6419, 6420 (ex-CR 6295, 6307; nee PC/PRR 6042, 6054);
- EMDX SD40 6426, 6427 (nee CR/PC 6268, 6270).

25 from Locomotive Management Systems:

- LMSX C40-8W 715-739.

8 from National Railway Equipment:

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

11 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, 6620, 6625, 6627, 6629 (ex-ATSF 5377, 5379, 5382, 5384, 5386, 5390, 5395, 5397, 5400; nee ATSF 5619, 5615, 5600, 5598, 5590, 5611, 5603, 5595, 5594).

CABOOSE SOLD: GTW caboose 79058 (nee Central Vermont 4048) has been sold to the Texas New Mexico Railroad in Monahans, Texas, and was shipped in early-February.

Canadian Pacific Railway

SOLD: RS-23 8019 was sold to the Van Buren Bridge and Construction Company (an Iron Road Railway company) as part of the September 27, 1996, takeover of the Edmunston Spur (Grand Falls to Cyr Jct.), CP's last trackage in New Brunswick (removed from CP's records in January - delayed paperwork). In September, No. 8019 was moved to the Windsor & Hantsport Shop for repairs and was replaced by Windsor & Hantsport RS-23 8042. At press time, 8042 remains at Grand Falls and 8019 remains on the Windsor & Hantsport.

RETIRED: RS-18u 1832 was retired on February 10.

TRANSFERRED:

- CP (STLH) SW9u 1201, SW1200RSu 1240 and SW1200RS's 8147 and 8155 have been transferred from Toronto to the Delaware & Hudson, mainly for service at Binghamton, New York.
- CP (D&H) RS-18u 1805, 1828 and 1829 have been transferred from the Delaware & Hudson to Montreal.
- SW1200RS 8107 has been transferred from Calgary to Thunder Bay.

CONVERTED AT WESTON SHOPS: CP GP35 5021 was released as control cab-daughter (slug) 1128 on January 29, mated with GP38-2 'mother' 3028, assigned to Winnipeg.

NEW IDENTITY: D&H-owned SD40-2 5690 was re-stencilled StL&H 5690 on January 21 as part of an overhaul at Ogden Shops in Calgary, the fifth unit stencilled StL&H (others are SD40 5532 and SD40-2s 5614, 5615 and 5654).

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

- CP: SW9u 1200 (STLH); SW1200RSu 1211 (STLH); RS-18u 1800 (STLH); RS-18u 1811 [D&H]; RS-18u 1831 (STLH); RS-18u 1852 (STLH); C-424 4208 (STLH); C-424 4244 (STLH); GP30 5000; GP30 5001; SD40-2 5685 (STLH - accident at Savona, BC, on 20/08/95); SW1200RS 8100; SW1200RS 8120 (STLH); SW1200RS 8123 (STLH); GP9 8263 [SOO]; GP9 8275 [SOO].
- SOO: SW1200 322; SW1200 325; SW1200 328; GP7 377; GP7 382; GP9 403; GP9 404; GP9 412; SD10 543*; SW1200-Slug 1209; SW1200 1213; SW1200 1220; SW1200 1222; GP40 2025; GP40 2058*; SW9 2113; SW9 2119; SW1200 2122; SW1200 2126; GP9 2551; GP9 4229; GP9 4230.

LEASED OUT:

- CP (STLH) RS-18u 1806, 1812, 1819, 1820, 1824, 1845, 1850 and 1859 leased to the Canadian American Railroad (for service on Quebec Southern Railway and Northern Vermont Railroad);
- CP RS-18u 1834, 1840, 1841 and 1860 leased to Ottawa Valley RailLink;
- CP (STLH) SW1200RS 8132 leased to Inco Metals at Copper Cliff, ON.

LEASED UNIT ACTIVITY SINCE LAST ISSUE: (ancestry details below)

Added:

- Clarendon & Pittsford GP38-2 204;
- EMDX SD40 6400-6402, 6408, 6409, 6411-6416, 6418, 6421, 6422, 6424, 6425, 6428-6432;
- HATX GP38 104, 109, 112;
- HLCX GP38AC 3676;
- HLCX GP40-3 4301;
- HLCX SD40-3 6091, 6501;
- NS SD40 1584, 1588, 1592, 1597, 1604, 1610, 1615, 1618, 1620 (more to follow);

- NS SD40-2 1632;
 - NS C30-7 8008, 8011, 8021, 8028, 8031, 8051, 8055, 8068, 8070, 8071;
 - VIA F40PH-2 6450, 6452.
- Removed:
- HATX GP38 107 (for repairs);
 - HLCX SD40-3 6092 (for installation of leader equipment).

260 UNITS LEASED:

1 from Clarendon & Pittsford Railroad:

- CLP GP38-2 204 (ex-HATX 217; ex-CSXT/FL/SBD 2528; see SCL 528).

20 from GATX Leasing:

- GATX SD40-2 900-904 (ex-UP 3900-3904; exx-MP 6000-6004; see MP 3216-3220) - assigned to STLH;
- GSCX SD40-2 7359-7373 (see 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).

183 from Helm Leasing:

- HATX GP38 104, 106 (ex-CSXT 2096, 2066; see C&O 3896, 3866);
- HATX GP38 108, 109 (ex-CSXT 2101, 2026; see B&O 4801, 3826);
- HATX GP38 111, 112 (ex-CSXT 2129, 2056; see C&O 4829, 3856);
- HATX GP38-2 210 (ex-MP 2106; see MP 955);
- HATX GP38-2 211-215 (ex-UP/MP 2077, 2079, 2082, 2085, 2105; see MP 926, 928, 931, 934, 954);
- HATX GP40 400 (ex-CSXT 6532; see B&O 3756);
- HATX GP40 401, 402 (ex-CSXT 6562, 6564; see C&O 3787, 3789);
- HATX GP40 403 (ex-CSXT 6577; see B&O 4002);
- HATX GP40 404 (ex-CSXT/FL 6650; see AW&P 730);
- HATX GP40 405, 406 (ex-CSXT/FL/SBD 6659, 6664; exxx-SCL 1502, 1507; see ACL 917, 922);
- HATX GP40 408 (ex-CSXT/FL/SBD 6759; see SCL 1605);
- HATX GP40 410, 415 (ex-CSXT 6592, 6510; see B&O 4017, 3694);
- HATX GP40 418, 420 (ex-CSXT/FL 6802, 6805; see L&N 3005, 3009);
- HATX GP40 422 (ex-CSXT/FL/SBD 6744; see SCL 1589);
- HATX GP40-2 500-505 (ex-GT/see B&M 307, 308, 317, 316, 303, 305);
- HATX GP40-2 506-511 (ex-GT/see B&M 310, 309, 315, 314, 304, 302);
- HATX GP40-2 512-517 (ex-GT/see B&M 300, 301, 306, 311, 312, 313);
- HATX GP40u 518, 519 (ex-CSXT 6548, 6585; see B&O 3772, 4010);
- HATX GP40u 520 (ex-CSXT/FL 6825; see L&N 3029);
- HATX GP40u 521 (ex-CSXT 6830; see C&O 4075);
- HATX SD40-2 750, 751 (ex-HATX SD45-2 901, 900; exx-CSXT/FL/SBD 8958, 8955; see SCL 2053, 2050);
- HATX SD40-2 752 (ex-HATX SD45-2 908; exx-CSXT/FL/SBD 8970; see CRR 3612);
- HATX GP40-3 800, 801 (ex-CSXT 6622, 6631; see B&O 4047, 4056);
- HATX GP40-3 802, 803 (ex-CSXT/FL/SBD 6704, 6720; exx-SCL 1549, 1565); see SAL 634, 650);
- HATX GP40-3 804, 805 (ex-CSXT/FL/SBD 6746, 6753; see SCL 1591, 1598);
- HATX SD45-2 902, 904-906 (ex-CSXT/FL/SBD 8962, 8950, 8957, 8963; see SCL 2057, 2045, 2052, 2058);
- HATX SD45-2 907 (ex-CSXT/FL 8967; see CRR 3609);
- HATX SD45-2 909, 910 (ex-CSXT/FL/SBD 8960, 8964; see SCL 2055, 2059);
- HATX SD45-2 911, 912 (ex-CSXT/FL 8974, 8965; see CRR 3616, 3607);
- HATX SD45-2 913 (ex-CSXT/FL/SBD 8961; see SCL 2056);
- HATX SD45-2 914 (ex-CSXT/FL 8968; see CRR 3610);
- HATX SD45E 915-919 (ex-SP 7489-7493; see SP 9076, 9078, 9106, 9122, 9131);
- HATX SD45E 920 (ex-SP 7494; exx-SP 9136.2; see SP 8908);
- HATX SD45E 921-924 (ex-SP 7495-7498; see SP 8825, 8862, 8807, 8928);
- HATX SD45T-2E 945 (ex-SP 6788; see SP 9296);
- HLCX GP40 663 (ex-Amtrak 663; exx-Soo/Milw 2020; see Milw 194);
- HLCX SD40 3015, 3065, 3066, 3093, 3105, 3120 (see UP same numbers, except 3065 which was see UP 3060);
- HLCX SD40 3023 (ex-MP 3023; see MP 723);
- HLCX GP40 3060 (ex-CR 3060; exx-PC 3060; see NYC 3060);
- HLCX GP40CLC 3110 (ex-Kyle 3110, see CR/PC 3154);
- HLCX GP40CLC 3111 (ex-Kyle 3115, see CR/PC/NYC 3093);
- HLCX GP38AC 3676 (ex-IC 9542; see GM&O 723)
- HLCX GP40 4000 (ex-CSXT/FL/SBD 6667; exx-SCL 1510; see ACL 925);
- HLCX GP40 4001 (ex-CSXT/FL/SBD 6708; exx-SCL 1553; see ACL 638);
- HLCX GP40 4002 (ex-CSXT/FL 6797; see L&N 3000);
- HLCX GP40 4003 (ex-HLCX/IW 301; exxx-MP/UP 603; see CRI&P 343);
- HLCX SD40 4057, 4060-4062, 4066 (ex-UP 4057, 4060-4062, 4066; exx-MP 3057, 3060-3062, 3066; see MP 757, 760-762, 766);
- HLCX GP40-2 4200, 4201 (ex-HLCX/Amtrak 664, 662; exx-Soo/Milw 2042, 2007; see Milwaukee 169, 187);
- HLCX GP40XMP 4300 (see SP GP40X 7230);
- HLCX GP40 4301;
- HLCX GP40-3 4402 (ex-HLCX 667; exx-CSXT 6831; see C&O 4076);
- HLCX GP40CLC 4403 (ex-HLCX/Amtrak 656; exx-Helm/IC 3072);
- HLCX GP40CLC 4404 (ex-HLCX/Amtrak 661; exx-B&M 341; see CR/PC 3246);
- HLCX GP40CLC 4405-4407 (ex-HLCX/Amtrak 650, 651, 654; exx-Kyle 3104, 3108, 3116; see CR/PC/NYC 3104, 3088, 3083);
- HLCX GP40CLC 4408-4411 (ex-HLCX/Amtrak 657-660; exx-B&M 320, 321, 323, 324; see CR/PC 3227, 3229, 3233, 3234);
- HLCX GP40CLC 4412-4414 (ex-HLCX/Amtrak 653, 652, 655; exx-Kyle 3114, 3109, 3117; see CR/PC/NYC 3095, 3089, 3090);
- HLCX GP40CLC 4415 (ex-HLCX 665; exx-CSXT 6838; see C&O 4083);
- HLCX SD40 5000 (ex-HLCX 3099; see UP 3099);
- HLCX SD40 5009 (see KCS 610);
- HLCX SD40 5011 (ex-HLCX 3006; see UP 3006);
- HLCX SD40 5015, 5016 (ex-CRL 600, 601; exx-CR 6344, 6293; see PC/PRR 6091, 6040);
- HLCX SD40 5017, 5018 (ex-CRL 602, 603; see CR/PC 6277, 6280);
- HLCX SD40 5019, 5020 (ex-CRL 604, 605; exx-CR 6347, 6310; see PC/PRR 6094, 6057);
- HLCX SD40 5021-5024 (ex-CRL 607-610; see CR/PC 6251, 6258, 6262, 6274);
- HLCX SD40 5025 (ex-CRL 611; exx-CR 6312; see PC/PRR 6059);
- HLCX SD40 5026-5031, 5035 (ex-CR 0805, 0809-0812, 0814, 801; see CR/PC 6248, 6256, 6257, 6260, 6261, 6264, 6242);
- HLCX SD40 5036 (ex-CR 6299; see PC/PRR 6046);
- HLCX SD40 5054 (ex-MKCX 9413; exx-NRE/BN 6400; see NP SD45 3600);
- HLCX SD40-3 6056, 6057 (ex-HLCX 5008, 5007; see KCS 609, 600);
- HLCX SD40-3 6090, 6091 (see CN 5174, 5208);
- HLCX SD40-2 6200 (see C&NW 6822);
- HLCX SD40-2 6201 (see UP SD40 3085);
- HLCX SD40-2 6202 (see QNSL SD40 219);
- HLCX SD40-2 6203 (see QNSL 241);
- HLCX SD40-2 6204-6210 (ex-BCOL 736-742; see KCC 101-107);
- HLCX SD40-2 6211-6213 (ex-DM&E/SOO 6384, 6386, 6387; see MILW 194.2, 199.2, 200.2);
- HLCX SD40-2 6214 (ex-CRL SD40 606; exx-CR 6321; see PC/PRR 6068);
- HLCX SD40-2 6215 (ex-HLCX 6388; exx-SOO 6388; see Milw 202.2);
- HLCX SD40-2 6216-6221 (see QNSL 228, 242, 249, 251, 253, 255);
- HLCX SD40M-2 6300-6304 (ex-MKCX SD40M-2 9053-9057; exx-PLM SD40 3104, 3019, 3004, 3029, 3021; see UP 3104, UP 3019, MP 3004/704, MP 3029/729, and UP 3021).
- HLCX SD40-2 6400 (ex-CNw SD45 6500);
- HLCX SD40-3 6501;
- MKCX SD45 9508 (ex-CNw 6579; exx-BN 6460; see CB&Q 519);
- MKCX SDP45 9511 (ex-CR 6687; see EL 3656);
- MKCX SD45 9520 (ex-CSXT/FL 8931; see SCL 2031);
- MKCX SD45 9523 (ex-CSXT 8938; exxx-CRR 3625; see SCL 2038);
- MKCX SD45 9526 (ex-NHL 6435; see SP 8960);
- MKCX SD45 9528 (ex-SOO 6491; exx-BN 6678; see SLSF 930);
- MKCX SD45 9534 (ex-W&LE 1769; see NS/N&W 1769);
- MKCX SD45u 9536, 9538, 9539 (ex-ATSF SD45u 5350, 5352, 5354; exx-ATSF 5577, 5529, 5514; see ATSF 1877, 1829, 1814).

2 from Independent Locomotive Service:

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

27 from Locomotive Leasing Partners:

- EMDX SD60 8300-8302 (see BN 8300-8302 - were leased from EMD);
- LLPX (EMDX) SD40 6400 (see CR/PC 6272);
- LLPX (EMDX) SD40 6401, 6402 (ex-CR 6319, 6331; see PC/PRR 6066, 6078);
- LLPX (EMDX) SD40 6408, 6409 (see CR/PC 6269, 6273);
- LLPX (EMDX) SD40 6411 (ex-CR 0813; see PC/PRR 6263);
- LLPX (EMDX) SD40 6412, 6413 (see CR/PC 6278, 6283);
- LLPX (EMDX) SD40 6414-6416 (ex-CR 6315, 6323, 6339; see PC/PRR 6062, 6070, 6086);

- LLPX (EMDX) SD40 6418 (ex-CR 6316; nee PC/PRR 6063);
- LLPX (EMDX) SD40 6421, 6422, 6424 (ex-CR 6328, 6338, 6329; nee PC/PRR 6075, 6085, 6076);
- LLPX (EMDX) SD40 6425 (ex-CR 6285; nee CNJ (B&O) 3061);
- LLPX (EMDX) SD40 6428 (ex-CR 6327; nee PC/PRR 6074);
- LLPX (EMDX) SD40 6429 (ex-CR 6289; nee CNJ (B&O) 3065);
- LLPX (EMDX) SD40 6430 (ex-CR 0804; ex-CR 6357; nee PC/PRR 6104);
- LLPX (EMDX) SD40 6431 (nee CR/PC 6247);
- LLPX (EMDX) SD40 6432 (ex-CR 0806; nee CR/PC 6249);
- LLPX GP60 6001-6003 (nee EMD 7, 5, 6).

20 from Norfolk Southern:

- NS SD40 1584, 1588, 1592, 1597, 1604, 1610, 1615, 1618, 1620; (nee Norfolk & Western, same numbers)
- NS SD40-2 1632 (nee Norfolk & Western 1632);
- NS C30-7 8008, 8011, 8021, 8028, 8031, 8051, 8055, 8068, 8070, 8071 (nee Norfolk & Western, same numbers).

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).

2 from VIA Rail Canada:

- VIA F40PH-2 6450, 6452.



HEP-EQUIPPED: FP9Au 6307 has had a head-end power set added and was tested in northern Quebec in early-February. Sisters 6300, 6302, 6304, 6309, 6311 and 6313 are also being retrofitted.



AMF TRANSPORT

RELEASED:

- CN GP9 Slug 232 and GP38-2m 7512 from wreck repairs;
- CN GP9RM 4120; SD40s 5032, 5065, 5196 and 5225; SD40-2(W) 5338; SD40u 6013; GP9RM 7029; SW1200RMs 7104 and 7107; GP40 9302; GP40-2L(W) 9612; and GP40-2(W)s 9649, 9664 and 9668 from various repairs;
- Conrail SD40-2 6444 and SD45-2 6655 from repairs;
- Helm Leasing HLCX SD40-3 6091 from cab upgrade and installation of leader equipment - returned to lease to CPR;
- Precision National PNCX SD40 3021 from repairs;
- Roberval & Saguenay GP38-2 63 (ex-KCS GP40 785, nee IC 3049) after rebuild from 3,000 hp to 2,000 hp - released on January 24;
- Wisconsin Central SD45 6610 from repairs;
- Dallas Area Rapid Transit RDC-1 2013 (ex-VIA 6141, nee CP 9071) released for completion at AMF in Texas.

WORK IN PROGRESS:

- CN GP9 Slug 219 and GP9RM 7083 for wreck repairs;
- Former CN SW1200RS 1326 from which the frame will be utilized to repair retired CN SW1200RM 7315;
- Former CN GP40-2L(W) 9474, 9499, 9500, 9503, 9506, 9510, 9517, 9533, 9545, 9553, 9557, 9561, 9565, 9568, 9571, 9572, 9577, 9589, 9598, 9599, 9607, 9616 and 9620 - being converted to GP40LH-2 units for the Massachusetts Bay Transit Authority (to be numbered in the 1115-1139 series);
- Former CN GP40 9314 and 9316 being converted to GP38-2 units for Roberval & Saguenay (to be numbered 64 and 65);
- Helm Leasing HLCX SD40 3064 and MKCX SDP45 9511 for repairs;
- Dallas Area Rapid Transit RDC-1s 2002-2006 and 2010-2012 (ex-VIA) being refurbished;
- GO Transit bi-level coaches 2061-2065, 2071, 2072 and 2074-2079 for refurbishing.

WORK PENDING:

- CN GP9 Slugs 221 and 259; GP9RMs 4015 and 7075 for wreck repairs;
- CN SW1200 1367; Dash 8-40CM 2411; GP9RM 4137; SD40-2 5392; SD40u's 6001 and 6014; GP38-2m 7512; GP40-2L(W)s 9409; GP40-2(W) 9645 for various repairs;
- CP SD40-2 5951 for wreck repairs;
- SOO SD60 6050 for wreck repairs;
- Retired former CN GP40 9305, 9313 and 9317 held for possible conversion to GP38-2 units;

- Former CN GP40-2L(W) 9511 and 9512 for conversion to a GP40LH-2 unit for the Massachusetts Bay Transit Authority.
- EMDX SD40 6410 for repairs;
- Helm Leasing HLCX SD40-3 6092 for cab upgrade and installation of leader equipment;
- Helm Leasing HATX GP40 407; HATX GP40-2 512 and 515; HATX SD45-2 904, 907, 909 and 912; HATX SD45E 924; HLCX GP40 3077; HLCX SD40-3 6062; and HLCX SD40-2 6203;
- Quebec North Shore & Labrador SD40-2CLC 320 for wreck repairs.

ELSEWHERE

NEW POWER: Nineteen GP38 units (de-turboed former Southern Pacific GP35 units) are being readied by National Railway Equipment for the Canadian American Railroad, numbered 500-518 (ex-SP 4200, 6300, 6302, 6305, 6314, 6324, 6325, 6328-6332, 6335-6337, 6339, 6341, 6345 and 6350 respectively).

Of the 19, 10 will be assigned to the Quebec Southern Railway, 5 to the Northern Vermont Railroad and 4 to the Canadian American Railroad. Nos. 502 and 508 were enroute to Farnham, Quebec, in mid-February, lettered Quebec Southern Railway on the right side, Chemin de fer Quebec Sud on the left side, and CDAC on the frame below the cab.

ADDITION TO FLEET: Roberval & Saguenay GP38-2 No. 63 (formerly Kansas City Southern GP40 785) was released from AMF Transport on January 24, the fourth of six GP40s being converted to GP38-2s (Nos. 60-65).

CABOOSES ADDED: Former CN caboose 78107 was placed into service in January as Cape Breton & Central Nova Scotia 1000 - "Enterprise" and is based at Stellarton, Nova Scotia. As well, CBNS has acquired former CN cabooses 79509 and 79607 from Tri-Provincial Enterprises, a scrap dealer in Moncton. They were delivered to the CBNS by CN at Truro on January 27 and moved to Sidney, stencilled CBNS 3000 and 4000.

HELPING OUT: Ontario Southland RS-18 183 (nee Inco 208-2) has been moved to the Ottawa Valley RailLink in North Bay, Ontario, to supplement OVR's fleet of former Southern Pacific GP9Es and leased CP RS-18u units.

ON THE INDUSTRIAL SCENE

ADDITION TO FLEET: Neptune Bulk Terminals in North Vancouver, BC, has acquired former Norfolk Southern SW1500 2341. It is equipped with slug connections and will be the 'mother' for a slug to be acquired later. No. 2341 was built by EMD in March 1970 as Central of Georgia 2341. It has gone to the Southern RailLink (formerly Southern Railway of BC) shop for some work before delivery to North Vancouver.

IMPORTED: Conrail SW8 8620 has been acquired by A. Merrilees (dealer) and moved to its facility in Mascouche, Quebec.

ON THE PRESERVED SCENE

NEW OWNER: Former VIA Cafe Lounge 765 (nee CN coach 5550), purchased by equipment broker David Walmslie in 1996 and stored in Winnipeg, has been sold to a Toronto-based entrepreneur and will be stored at Ajax, Ontario.

ON THE TRANSIT SCENE

ADDITIONS TO SUBWAY FLEET: Toronto Transit Commission T-1 subway cars 5016 and 5017 were delivered on November 11 and accepted on December 11. Nos. 5018 and 5019 were delivered on December 16, followed by 5020 and 5021 on December 27, and 5022 and 5023 on January 3. ☼

STATION CUM INN RECEIVES AWARD OF EXCELLENCE: The Train Station Inn at Tatamagouche, Nova Scotia, has received the 1996 Tourism Industry Association of Nova Scotia Award of Excellence. Owned by James Lefresne, the inn provides guests with a unique experience of viewing historical rail artifacts as well as the option of sleeping in three restored cabooses. (Halifax Chronicle Herald, 30/01/97, thanks to Douglas L. Courtney)

A SAMPLE OF DIESEL LASHUPS

- 9 January - NBSR at McAdam, NB: GP9Es 3735, 3744, 3764, 3787, 3760 and 3788, and SW1200 3702.
12 January - CN 391 at Paris, ON: SD40u 6027, GT GP38AC 5809, CR SD45-2 6660 and CR SD50 6751.
15 January - NS 343 at Windsor, ON: CP SD40-2 5600, NS B23-7 4014 and CP SD40-2 5418.
15 January - CP 926 at Windsor, ON: SD40 5550, SD40-2s 5641, 5422 and 6033, HATX SD45-2 909 and SD40-2 5843.
18 January - CN at Drumheller, AB: SD75I 5687 and WC SD45 6610.
21 January - CP St. Thomas turn at Putnam, ON: GP9u 1618, GP9u 1572 and RSD-17 8921, the latter to Elgin County Railway Museum in St. Thomas.
- 20 January - CN 390 at Beare, ON: SD75I 5657, GTW GP40-2 6421, UP GP15-1 1710 and UP GP15-1 (AC) 1728.
21 January - CN 361 at Joffre, QC: GP40-2L(W) 9440, M-636 2338, GP9RM 4132, GP40-2L(W) 9410 and Conrail SD40-2 6438.
23 January - GEXR at Mitchell, ON: GP9 177, GP35m 66, GP7 slug 4161 and NECR GP38 9529.
26 January - CN 223 at Paris, ON: SD70I 5620, GP9RMs 4109 and 4123, GP9-Slug 254 and GP9RM 'mother' 7254.
28 January - CN 219 at Edmonton, AB: SD50F 5423, M-636 2338 and HR616 2106.
29 January - CN light engine move from Edmonton to Winnipeg: GP40-2L(W) 9520, SD60F 5557, SD40-2 5373, SD40-2(W) 5309, SD40-2 5378, SD40-2(W)s 5245 and 5241, GP40-2L(W) 9473, SD60F 5524, SD50F 5427, SD40-2(W) 5299 and GP40-2L(W) 9449. At Saskatoon the following were added: GP9RM 'mother' 7211 and YBU-4m 206, and GP9RM 'mother' 7251 and GP9 Slug 245.
- 30 January - CN 102 at Edmonton, AB: GP40-2L(W) 9408 and Conrail SD50 6813.
30 January - NS 327 at Hamilton, ON: CP SD40 5523, NS B32-8 3542 and GTW GP38-2 5821.
30 January - CN 479 at Edmonton, AB: CP SD40-2 5864 and NS C30-7 8068 (CP train detouring on CN).
31 January - CP 482 at Thunder Bay, ON: SD40-2 6041, SW1200RS 8107, EMDX SD40 6402, GP38-2 3120, HLCX SD40-2 6204 and HATX GP40-3 805.
1 February - CN westbound at Kitchener, ON: GP40-2L(W) 9505, Conrail SD40-2 6462 and SD40u 6025.
1 February - CP 963 at Red Deer, AB: SD40-2 5864, GP9u 1611, NS C30-7 8068, and GP38-2s 3068 and 3041.
- 2 February - CBNS 305 at Port Hastings, NS: C-630Ms 2039, 2028 and 2032.
2 February - CP westbound grain train at Revelstoke, BC: SD40-2F 9003, SD40-2 5802, NS C30-7 8070, SD40-2s 5858 and 5742 and AC4400CW 9538.
3 February - CP eastbound at Toronto, ON: SD40-2 5971, HATX GP40-2 513, SD40-2s 5916 and 5959, SD40 5408 and SOO SD40 752.
3 February - CN 419 at Edmonton, AB: SD38-2 1651, GP38-2 4701 and GP38-2(W) 4778.
4 February - CN 312 at Moncton, MB: SD40 5186, M-636 2338, SD40 5196 and S-13u 8705.
9 February - NS 328 at London, ON: STLH SD40 5532, GATX SD40-2 7363 and CP SD40 5536.

(Thanks to Terry Bilson, Martin Boston, Jim Brock, James Gamble, Andy Gertz, Jim Johnston, Harm Landsman, Bryce Lee, Bryan Martyniuk, Carl Noe, Jason Noe, Ron Ormson, Pierre Ozorák and Peter Phillips)

Remember When?



Canadian National GMD1s 1611, 1610 and 1604 cross a trestle over Moose Jaw Creek south of Moose Jaw, Saskatchewan, on July 15, 1993. It was then possible to see GMD1s hauling boxcars in western Canada. The three rebuilt GMD1s had 'caboose hopped' from Moose Jaw to Avonlea. They then went out on a remnant of CN's Gravelbourg Sub. to pick up more than 100 stored 'Manitoba Boxes' and are almost back to Moose Jaw. Photo by Charles W. Bohl.

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PRICE SHIPPING

- Streetcars in the Kootenays; Nelson's Electric Tramway - 1899 to 1992** by Douglas Parker. This is an in depth account of a tramway said to be the smallest in the British Empire. Covered is the history of the area, a view of the line until its abandonment in 1949, and its rebuilding as a tourist operation. For such a small line the author has gathered a great deal of information and photos. Soft cover, 196 8½" x 11" pages with photographs, maps, diagrams and a complete roster. 21.00 3.50
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- N E W -
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- N E W -
- Victoria's Streetcar Era** by Henry Ewert. This book was produced to celebrate the 100th anniversary of streetcar service in Victoria, British Columbia. The volume presents a history of the B.C. Electric Railway's operations on Vancouver Island. The book is loaded with photos and includes car diagrams, maps and an equipment roster. Soft cover, 168 8" x 9" pages. 16.00 3.50
- Canadian Rail Passenger Yearbook, 1996-1997 Edition:** This 90-page softcover volume contains over 100 black and white plus colour photographs supplemented by maps, diagrams and tables. Included are articles on hospital car operation in the two World Wars, introduction of the RDC on CP, CP's stations and passenger trains in Vancouver, a farewell to the "Atlantic Limited", and more. 21.00 3.50
- Montreal Island Railway Stations; CP & Constituent Companies** by Michael Leduc. A companion to his earlier volume on CN stations, the book contains information on CPR lines and stations on Montreal, both past present. Softcover, 100 pages, 6" x 9". Includes photographs, diagrams and maps. 12.95 3.50
- Canadian National Railways - An Annotated Historical Roster of Passenger Equipment 1867-1992:** Edited by Gay Lepkey and Brian West. This work is a reference guide on the equipment and not an historical narrative. Includes complete rosters of CNR, CV, GTW, Nfld. Ry., CNoR and subsidiaries, CGR and subsidiaries, Intercolonial, GT including Canada Atlantic, GTP, and PEI Ry. Each car entry has original road number, builder, date built, lot number, physical description and technical data, all re-numberings, rebuildings and modifications, plus date and place of final disposition up to December 1992. Hard bound, 504 8½" x 11" pages, 240 photographs, 130 diagrams with a colour dust jacket. (\$59.95 US plus \$7.00 shipping to US addresses, in US funds) 69.95 7.00
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- Branchline - Canada's Rail Newsmagazine:** some 1993 to 1996 back issues are available - write for details.

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