



September 1997 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Revelstoke - CPR Division Point
TTC Spadina LRT Line Opened
Waterloo-St. Jacobs Railway



Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

Membership/subscription rates for any 12-month period (11 issues) are:

\$32.00 for addresses within Canada;
\$26.00 in U.S. funds for addresses in the U.S.;
\$45.00 in Canadian funds for addresses outside
North America (surface delivery); \$60.00 in
Canadian funds for air mail delivery.

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

The expiry date of your membership/subscription appears on your mailing label (eg. 9802 = expiry with the February 1998 issue). Notice of expiry will be mailed at the time of mailing the second to last issue.

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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.

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

Printed by QuadraPrint Inc., Ottawa, Ontario.



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. Our next meeting will be on **Tuesday, September 2**. Coffee and donuts will be available for a small fee. At press time, the program had not been finalized. Kindly call the Society's answering machine at (613) 745-1201 for program information.

■ An informal slide night is held on the third Tuesday of 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, September 16**.

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.

For Sale: PGE/BCOL wooden caboose 1836, presently located in Squamish, BC. It lacks batteries and the generator but otherwise is complete but has not been restored. Contact Doug Cummings at 27-2801 Ellerslie Avenue, Burnaby, BC, V5B 4R9, or telephone at (604) 444-1298, or e-mail at ihp@iStar.ca

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.

Private Car Special: The American Association of Private Railroad Car Owners (AAPRCO) will operate a special all-private-car train from Chicago to North Conway, NH, for its 1997 annual convention. The special departs Chicago on August 30 and lays overnight at Syracuse, NY. On August 31, the special moves to Montreal via Massena, remaining in Montreal on Labour Day (September 1). The special departs Montreal at 03:30 on September 2 over CN lines to Norton, VT. After leaving Norton, the special runs on the St. Lawrence & Atlantic from Island Pond to Groveton, NH, then south over the New Hampshire & Vermont to Whitefield where the Conway Scenic takes over. From Crawford Notch Station, the approximately 20-car train will descend Crawford Notch in two sections with arrival at North Conway scheduled for 17:30 on September 2.

The return trip leaves North Conway on September 5 with an afternoon arrival in Montreal on September 6. The train will then take the route of the "Adirondack" through Rouses Point to Albany, and then west for a September 8 arrival in Chicago. (The Callboy, Mass. Bay RR Enthusiasts, thanks to Sanborn Worthen)

On the Cover: Toronto Transit Commission CLRV 4123 is northbound on Spadina Avenue between College and Bloor Streets on July 29, 1997. Streetcar service returned to Spadina Avenue on July 27, 1997, after an absence of almost 49 years. Photo by John Thompson.

Press date for this issue was August 11
Deadline for the October issue is September 15

Information Line



CN SUES PANDROL OVER LOSS OF TRESTLE: Canadian National is suing Montreal-based Pandrol Canada Ltd. and its U.S. parent, Pandrol Jackson for the loss by fire of a 120 metre trestle over the Muskeg River near Grand Cache, Alberta. The accident occurred on May 30, 1995, on the former Alberta Resources Railway. A Pandrol train was conducting rail grinding when sparks from the grinding operation ignited the 15 metre high trestle. CN claims that Pandrol failed "to take adequate or any action to suppress the fire." CN also charges that Pandrol has yet to compensate Weyerhaeuser Canada's Grande-Prairie pulp and sawmill operations for shipping disruptions experienced by the fire. Weyerhaeuser wants up to \$1.4 million from both CN and Pandrol for the incident. The trestle has since been rebuilt. (Edmonton Sun, 19/06/97, thanks to Harold Lake)

RISE IN SECOND-QUARTER NET INCOME ON STRONG REVENUE GROWTH: CN has reported net income of \$217 million for the second quarter ended June 30, a 74 per cent increase over year-earlier net income of \$125 million. Second-quarter 1997 net income included a gain of \$21 million from the sale of CN's interest in Halterm Ltd., which operates an intermodal container terminal at the Port of Halifax. Excluding the gain, net income would have been \$196 million, or \$ 2.30 per share.

Operating income for the quarter was \$216 million, a rise of 39 per cent over \$155 million in operating income for the same period last year. CN's operating ratio was 80.8 per cent for the latest quarter, 4 points better than the year-earlier level of 84.8 per cent.

Second-quarter 1997 revenue grew by 11 per cent to \$1,126 million. Five business segments posted revenue gains, led by grain and grain products (up 36 per cent), intermodal (20 per cent), forest products (9 per cent), coal, sulphur and fertilizers (7 per cent) and industrial products (2 per cent).

Operating expenses for the quarter grew by five per cent over second-quarter 1996 to \$910 million, while carloads rose by 11 per cent. (CN, 23/07/97, thanks to James Brock, and Regina Leader Post, 24/07/97, thanks to Ted Sayer)

CN AIMS TO RESTRAIN WAGE INCREASES: Canadian National will be negotiating new contracts with its unions this fall and CEO Paul Tellier is already warning that the company will keep a sharp eye on cost control. "We hope to continue to improve productivity," said Tellier. (Edmonton Journal, 24/07/97, thanks to Harold Lake)

CN INVITES BIDS FOR NORTHWESTERN SASKATCHEWAN RAIL NETWORK: On July 24, CN said it will invite short-line railway operators to bid on 448.9 kilometres (278.8 miles) of track, divided into two segments, in northwestern Saskatchewan. The sale is expected to close this year. CN has indicated that, in the event the lines are not sold, CN intends to continue to operate the lines.

The first segment runs north from Warman Junction, 27 kilometres (17 miles) north of Saskatoon, to a point just north of Prince Albert. The second runs in a generally northern direction from Speers Junction, 50 kilometres (30 miles) east of North Battleford, to the end of track at Meadow Lake. The lines primarily serve the agricultural and forest product industries, and carried 16,850 carloads of traffic in 1996. (CN Press Release, 24/07/97, and Regina Leader Post, 26/07/97, thanks to Ted Sayer)

MAJORITY OF NORTHERN MANITOBA EMPLOYEES TO GO TO OMNITRAX: OmniTRAX, purchaser of 810 miles of CN lines in northern Manitoba, has agreed to hire the majority of CN employees affected by the change in ownership. Operating crews on OmniTRAX's Hudson Bay Railway will see a 20 per cent reduction in wages while the company will not pay contributions for the first three years. After that OmniTRAX will pay 50 cents for every dollar invested by employees in a private RRSP. Clerical and shopcraft workers fared much better, absorbing a slight decrease in wages from an average of \$19.75 per hour to \$19.00 per hour but obtaining a much better extended health care benefits plan than offered by CN. A spokesman for the United Transportation Union described the operating employees deal as "insulting."

OmniTRAX will assume operation of the Port of Churchill and its grain elevator at no cost while receiving \$23 million in federal money and \$7 million from the Province of Manitoba for economic development and capital improvements such as improved dust control in the elevator, harbour dredging and establishing an aboriginal-operated local dredging company that will service the port.

Manitoba and the federal government will also pay CN \$16 million as compensation for CN selling its lines for less than market value. CN will use the money for upgrading track in Manitoba. (Winnipeg Free Press, 25/07/97 and 26/07/97, thanks to Jim Lewis) At press time, CN was still operating the lines, and several Hudson Bay Railway locomotives were stored in The Pas.

RAILINK TO PROVIDE RAIL SERVICE TO ALBERTA OIL SANDS REGION: RaiLink Ltd. announced on July 30 that it has signed a letter of intent with Canadian National to acquire a 200-mile section of track between Lac La Biche and Fort McMurray, Alberta. The transaction is expected to close in August with train service to begin immediately thereafter. RaiLink, in partnership with CN, will offer continent-wide rail service to the substantial industrial base in the Fort McMurray area.

"We believe that there is tremendous potential for rail transportation in this region," said Gordon Clanachan, President and CEO. "Eventually, we expect to handle significant outbound shipments of petroleum coke, sulphur and other resource industry products, but we also anticipate a strong demand for the delivery of products into the region."

Clanachan said that the line has not been used by CN for regular train service since 1993, as traffic levels have not been sufficient to justify permanent operations. RaiLink plans to operate the line for a trial period of approximately two years, during which time the line will be maintained in operational readiness and train service will be provided for specific traffic movements. Permanent operation of the line will commence when a certain threshold of long-term traffic is reached.

RaiLink is a publicly traded regional railway company based in Edmonton, Alberta. It provides freight transportation services to the national railways and a wide variety of shippers. RaiLink and Quebec Railway Corporation Inc., a 24.6% owned affiliate, currently operate four regional railways covering 823 miles of track in Alberta, Ontario and Quebec. (Press Release, RaiLink Ltd., 30/07/97)

CN PUTS MONCTON TO MONT-JOLI LINE UP FOR SALE: On July 31, CN announced that it will seek buyers for its 484.6-kilometre (301-mile) rail network linking Moncton, N.B., and Mont-Joli, Quebec, also known as the Intercolonial Railway (ICR). The sale is expected to close this year. The network handles 35,000 carloads of traffic annually and serves major shippers in

the mining and pulp and paper industries. It is also used by VIA Rail Canada Inc. for its passenger service to the Maritimes.

In the Atlantic provinces, CN operates two parallel lines: the ICR from Moncton to Mont-Joli, and the former National Transcontinental Railway (NTR) from Moncton to St. André Junction. The NTR line provides a shorter and faster route to the rest of the railway system and it will be maintained as part of the core network.

The new short line operator will serve rail customers located along the Northeast New Brunswick coast. CN will connect with the new short line at Pacific Junction, outside Moncton, and at Mont-Joli. The new short line will also interchange traffic with the Société de Chemin de Fer Baie des Chaleurs at Matapédia.

CN will invite selected short line operators to submit initial bids by August 29, 1997. (*Toronto Star*, 02/08/97, thanks to John Thompson, and *Le Soleil*, 02/08/97, merci à Paul-Henri Poulin)

HEARING POSTPONED: The Canadian Transportation Agency (CTA) has postponed its public hearing into a service level complaint by the Canadian Wheat Board against CN and CPR. The hearing was scheduled to start on August 11, 1997, in Saskatoon, Saskatchewan. The matter before the CTA is a complaint by the Canadian Wheat Board alleging that CN and CPR failed to meet their service obligations for the transport of grain last winter.

The postponement is necessary because CN and CPR filed applications to the Manitoba Queen's Bench concerning the Wheat Board's legal representation. The Manitoba Queen's Bench was to hear this case on July 25 and at press time no result has been announced. Once the Court has ruled on this matter, the Agency will set a new hearing date. (Bryce Lee)

GRAIN SHIPMENTS UP 14 PER CENT: CN grain car deliveries to major ports during the 1996-97 crop year, which ended on August 2, 1997, were 14 per cent higher than the previous year.

CN delivered 39,773 cars to Thunder Bay (up 38 per cent); 50,486 cars to Prince Rupert (up 20 per cent); and 53,877 to Vancouver (down 5 per cent).

Last year's shipping season got off to a slow start when a late harvest and severe winter conditions created difficulties for farmers, country elevators, railways and port terminals. CN's overall grain shipments to major ports in 1996-97, while finishing higher than year-earlier levels, were under the 5-year annual average of 152,009 cars. (CN Press Release, (07/08/97)

Canadian Pacific Railway

CPR AWARDS \$2 MILLION CONTRACT FOR INTERMODAL TERMINAL IN PITT MEADOWS: A contract valued at more than \$2 million has been awarded by CPR to Pitt River Quarries of Coquitlam, B.C., for the supply of more than 297,000 tonnes of crushed gravel from their local quarry within the District of Pitt Meadows. The crushed gravel will act as the base for CPR's new 115 acre intermodal terminal being constructed adjacent to the Lougheed Highway in Pitt Meadows, 25 kilometres east of Vancouver.

CPR is spending more than \$35 million to construct what will be the most modern intermodal terminal of its kind in Canada. The project will be completed in 1999 and handle containerized traffic and highway trailers destined to or departing the Lower Mainland. (CPR Press Release, 05/06/97)

CPR CONTINUES STEADY TREND OF SAFETY IMPROVEMENT: Despite severe winter conditions across its network during the first 4½ months of 1997, CPR recorded

significant improvements in two key measures of rail safety: train accidents and work-related injuries.

On May 30, the railway reported a 20-per-cent reduction in train accidents in Canada, with 48 incidents this year compared with 60 incidents during the first 4½ months of 1996. Train accidents include all train-related incidents resulting in damages of more than \$8,900. Personal injuries - including lost-time injuries and less serious cases - across the railway's Canadian network were reduced by 82, with 361 incidents to April 15, compared with 443 during the same period last year.

Recent Transportation Safety Board data show the industry also recorded improvements in main track derailments, with only 64 incidents by all Canadian railways during the first quarter of the year, down from 76 in the same period in 1996.

In the six years ending December 31, 1996, CPR moved 99.9 per cent of 800,000 dangerous goods shipments without any incidents. On average, only two incidents a year result in loss of product from tank cars.

Statistics show the safety records of Canadian railways have been steadily improving during the last seven years and, by many criteria, are better than those of at least nine other heavy industries in Canada and the United States. (30/05/97)

CPR TRAIN CREWS RATIFY NEW METHOD OF PAY CONTRACT: CPR running trades employees have ratified a labour agreement that will see a renewal of their contract to the end of 1998 and will introduce a new method of pay and enhanced operating flexibility.

"This is a significant step in modifying an outdated pay system for train crews which has been in place since the turn of the century," said Rob Ritchie, President and CEO.

The CPR and its wholly owned subsidiary, the St. Lawrence & Hudson (StL&H), had reached a tentative agreement with the 4,500 employees represented by the Canadian Council of Railway Operating Unions (CCROU) on March 24, 1997.

In addition to the new method of pay and a one year contract renewal, this agreement also includes: a one year wage freeze; the reduction of restrictive work rules; a gainshare program that permits crews to share in the benefits of improved productivity; and a commitment to improve the quality of life for employees.

"This agreement is a win-win," said George Hucker, senior vice-president, Brotherhood of Locomotive Engineers (BLE) of the CCROU. "It delivers improvements in the quality of worklife and additional benefits for our members, and productivity improvements for the company. It also provides our members with an opportunity to share in productivity gains."

This agreement was negotiated in lieu of arbitration of an outstanding issue from the 1995 negotiating process concerning the minimum work day.

The CCROU is comprised of the Brotherhood of Locomotive Engineers and the United Transportation Union. It is one of the largest of the railway unions, representing over 3,500 employees on the CPR and 1,000 on the StL&H who are responsible for the operations of trains. (Canada Newswire, 04/07/97)

The new bases of pay is based on a flat mileage rate per subdivision for all freight trains that leave from an initial terminal and arrive at a final terminal. The flat rate was achieved from taking ½ million trip tickets and including all initial and final terminal time, the run miles per subdivision and averaging the mileage. If a train does not make it from initial to final terminal then the crew reverts back to the Dual System of Pay - miles or hours, whichever is greater. The new system will cover about 75% of all of CPR's freight service. The old bases of pay was 100 miles per day. (George Hucker via Internet)

IMPROVING OPERATING CONDITIONS AND ASSET SALES YIELD SHARPLY HIGHER SECOND QUARTER PROFITS: CPR announced sharply higher second quarter railway

income of \$184 million which was \$122 million better than the first quarter of 1997, and up \$68 million from the same period last year. The second quarter results include a \$33 million gain (\$54 million pre-tax) on the sale of the Kansas City and Corn Lines (KCCL) in the US Midwest.

Excluding the gain on sale, operating income rose \$14 million, or 12%, over the second quarter of 1996 despite the absence of KCCL volumes, worth \$200 million in freight revenues annually, and the adverse impact of flooding and washouts in April on the company's western and southern corridors. This increase reflected the railway's backlog recovery plan following lower first quarter results due to severe operating conditions as well as strong freight demand, particularly for grain and coal. Excluding unusual items, the operating ratio improved to 86.4% from 87.6% in 1996. Net income was \$80 million, up \$23 million from 1996, including income from non-railway activities.

Freight revenues for the quarter were up \$30 million, or 3%, over the same period last year and reflected record Gross Ton Miles in May and June. Contributing to the improvement were increases in Canadian Grain due to continued strong demand, in Fertilizers due to more potash shipments for export and larger market share, and in Intermodal due to poolcar traffic conversion. These were partly offset by decreases in US Grain, in part due to lost KCCL volumes, and in Energy and Chemicals due to reduced demand.

Operating expenses in the second quarter were up marginally compared with 1996. While operating conditions improved during the second quarter, the company continued to incur the lingering costs arising from the severe weather conditions and the impact of washouts and floods. However, these higher costs were mostly offset by continued cost cutting in administration as well as in other areas of the company. (CPR Press Release, 23/07/97)

TWO UNIONS RATIFY TWO-YEAR CONTRACT AGREEMENTS WITH CPR: The Transportation Communications International Union (TCU) and International Brotherhood of Electrical Workers (IBEW), that represent 1,600 clerical workers and 400 signal system maintainers respectively, have ratified new agreements with the CPR for a two year period through to the end of 1998.

Negotiations between the two unions and CPR subsidiary, the St. Lawrence & Hudson Railway (StL&H), continue.

The agreements provide for wage increases of 2% for each of the two years. In addition to a gain sharing provision based on productivity improvements, there are also benefit improvements in health and vision plans, pensions, and life insurance. The contracts also provide the railway with a greater degree of work rule flexibility in such areas as cross-crafting and scheduling.

"I am pleased that our members elected to ratify these agreements. A flowback provision was the key because it will enable our members to move between CPR and the StL&H," said Don Bujold, national president of the TCU. (CPR Press Release, 01/08/97)

CPR OFFERS FOUR WESTERN LINES FOR SALE: The 185-km (115-mile) Bassano Subdivision between Bassano and Empress, Alberta, and three low-density branchlines in Saskatchewan are being offered for sale by CPR, in accordance with Section 143.1 of the Canada Transportation Act (CTA).

In addition to the Bassano Subdivision, CPR is offering for sale to the shortline railway market a 65.5-km (41-mile) line between Wallace and Crane Valley; an 11-km (7-mile) line between Naicam and Simm; and a 57-km (35-mile) line between Choiceland and Meath Park, all in Saskatchewan.

Parties interested in acquiring the Bassano line for railway operations must make their interests known to CPR in writing by September 2, 1997. Traffic on the line is quickly declining, handling fewer than 10 loaded railcars per mile annually in 1995 and 1996.

Parties interested in acquiring the Saskatchewan lines for railway operations must make their interests known to CPR in writing by September 30, 1997. Traffic on the lines has been quickly declining.

Unless expressions of interest are received by the deadlines and an agreement to purchase is reached within four months of the deadline date, or unless CPR decides to retain the lines, CPR must offer the lines to the provincial and local municipal governments. Each level of government, successively, will have up to 30 days to consider and accept the offer. If no purchase agreement is reached with private or government interests, operations will be discontinued on the rail lines. (CPR, 04/07/97 and 01/08/97)

NEW FREIGHT HANDLING FACILITY FOR CALGARY: On July 28, Calgary city council approved the sale of 40 hectares (100 acres) of city-owned land along the CPR line in southeast Calgary, Alberta, enabling CPR to proceed with plans to build a \$27.5-million freight handling terminal in the city. The new facility, to be among the largest of 24 intermodal terminals operated by CPR, will provide quick and efficient freight transfer between rail line and trucks. The site was sold to CPR for \$5.09 million and is unserviced. The railway will be responsible for all site-servicing and development costs. Construction could begin on the intermodal terminal as early as the fall of 1997.

With up to 27 full time employees (nine more than the current terminal) and operating 24 hours a day, CPR's new terminal will accelerate the movement of intermodal freight containers and trailers and will replace CPR's current facility at Alyth yard, reducing truck traffic in residential Inglewood. (Bryce Lee)

LOGISTICS PROBLEMS LINGER - CPR EXPORT GRAIN SHIPMENTS UP IN ALL CORRIDORS: CPR grain movements during the 1996/97 crop year were up by 21.1 per cent over the previous year, the railway announced on August 7.

CPR moved 203,648 railcars of Canadian grain to domestic and export markets last year, an increase of 34,131 grain cars. Export grain movements were up by 23.8 per cent, including a 76.3 per cent increase in U.S.-bound grain, while domestic shipments were up by 5.8 per cent. The grains included in these movements were wheat, durum, oats, barley, rye, flax, and canola.

CPR recorded a 44.5 per cent increase in movements to the Port of Thunder Bay - 69,651 grain cars compared to 49,016 the previous year.

Despite recent throughput problems at the Port of Vancouver and a severe winter that slowed movement on its main line to the West Coast, the railway moved 86,359 grain cars, a 4.5-per-cent tonnage increase. (CPR Press Release, 07/08/97)



CORRIDOR SERVICES GET ON RECYCLING TRAIN: Joining other large corporations, VIA Rail is catching the current trend to recycling and environmental stewardship by launching a pilot beverage can recycling program on its corridor trains. Presently VIA uses over one million cans in the Quebec City-Windsor corridor on an annual basis and putting them through a recycling program will enhance the environment as well as providing VIA with revenue through the sale of the scrap metal. The pilot program is in effect through to September 7 after which it will be evaluated in terms of practicality. (Vialogue, July 1997)

PASSENGER SERVICE BOOMING ON GASPE LINE: VIA Rail's "Chaleur" is experiencing a significant increase in patronage over 1996. Passenger miles are up 15.7% while revenue is up 9.7% and ridership is up by 18%. VIA attributes the surge to refurbished equipment, aggressive marketing and a variety of

discount fares. Notwithstanding cutbacks in VIA's budget, the future of the "Chaleur" is guaranteed for at least five more years, the length of time VIA has signed a deal for the operation of the train by the newly formed Corporation du Chemin de fer (CRCD), the new owners and operators of CN's line to Gaspé. (Le Pharillon, 20/07/97, merci à Michel Tremblay)

OTHER INDUSTRY NEWS

NEW STREETCAR LINE FOR TORONTO: The Toronto Transit Commission has approved the building of a new 1-km long streetcar line to run along Queens Quay between Spadina Avenue and Bathurst Street, in anticipation of a major building boom along Metro's waterfront. The new line will connect the Harbourfront streetcar line to the Bathurst line. A TTC staff report estimates that by the year 2011, based on an expected building boom in the area, the new streetcar line will carry 6.6 million passengers a year. (The Toronto Star, 25/06/97, thanks to John Thompson)

ARENA PLAN FOR TORONTO UNION STATION DEAD: The Toronto Maple Leafs' plan to build a \$300 million arena-office complex above the Toronto Union Station trainshed, in partnership with the Toronto Raptors basketball team, has collapsed after the City of Toronto rejected the National Hockey League club's offer for the taxpayer-owned site. The City indicated it was required by law to get market value. The sticking point was rent with team officials saying the city's demands would financially cripple both the Leafs and the Raptors. The Leafs had previously made an offer to the Toronto Terminal Railways Co., the existing tenant on the site, for the right to its land and the operation of Union Station. (The Toronto Star, 25/06/97, thanks to John Thompson)

RAIL-BARGE SYSTEM ON LAKE SUPERIOR: Ontonagon, Michigan, is scheduled to be a terminal point in a planned rail-barge system across Lake Superior to begin a two year pilot project in 1998. In an attempt to reduce transportation costs and provide alternate routes for regional users, the Escanaba and Lake Superior Railroad has purchased four barges to haul 28 rail cars loaded with raw materials from Canada across Lake Superior. The barges, which are being upgraded to ensure they are able to navigate Lake Superior, come with a railroad track equipped leveling dock which is ready to be put in the water. The Ontonagon County Development Corporation has agreed to acquire six former U.S. Navy Cherokee Class tugboats for use with the barges. This project has drawn some scepticism, since the previous rail ferry, "Incan Superior", was unable to make a go of cross-Superior service between Thunder Bay, Ontario, and Superior, Wisconsin. (Inland Seas, Summer 1997)

BOMBARDIER AND GEC ALSTHOM RECEIVE HIGH-SPEED LOCOMOTIVE ORDER FROM MARYLAND: On July 9, the Board of Public Works for the State of Maryland approved the award of a contract by the Maryland Mass Transit Administration to the consortium formed by Bombardier Transit Corporation, a U.S. subsidiary of Montreal-based Bombardier Inc., and GEC Alsthom Transportation Inc. for the manufacture and delivery of six high-speed electric locomotives, capable of speeds up to 125 mph. The contract is valued at \$37.6 million, of which Bombardier's share is \$16 million.

The locomotives will be operated by MARC (Maryland Rail Commuter Service) for its commuter service in the Baltimore area. Manufacturing and assembly will be carried out at Bombardier's plants in Plattsburgh, NY, and La Pocatière, Québec, concurrent with the manufacture and assembly of similar equipment ordered by Amtrak in May 1996 for its high-speed rail service in the U.S. Northeast Corridor. GEC Alsthom will provide propulsion

equipment, electrical auxiliary equipment and trucks. (Business Wire, 07/07/97)

ONTARIO NORTHLAND OPERATES FIRST DEDICATED CANOE CAR: Ontario Northland Railway recently introduced a unique railway car designed and built specifically to transport canoes. The car is in operation on the company's "Little Bear" which carries passengers and freight between Cochrane and Moosonee. It is the only known railway car designed and dedicated to carrying canoes.

The new car, built in Ontario Northland's North Bay Shops on a refurbished 4500-series bulkhead flatcar, boasts secure racks for up to 18 canoes. Each rack has a web belt and ratchet system for securing a canoe to the rubbed-padded frame which is adjustable to accommodate a wide range of canoe shapes and sizes. The car will be in service with the company's "Little Bear" from the spring to fall.

The canoe is a transportation necessity in the north as well as becoming increasingly popular as a recreation vehicle. Many vacationers chose to canoe down the Moose River to James Bay and the community of Moosonee. There they would often carry their canoes and packs from the bank of the river to the ONR station where they would lift their heavy loads up and through the sliding doors of a boxcar.

Over the years, they would then make their personal comments in a "paddlers' journal" which hung from a nail near the station agent's desk before boarding a coach for the ride back to Cochrane. The journal hangs there today as it always has and the entries over the years make fascinating reading for anyone interested in long distance travel by canoe.

Information on Ontario Northland operations and the canoe car is available by calling 1-800-268-9281. (Press Release, Ontario Northland, 09/07/97)

PROFITS DOWN: The BC Rail group of companies made a \$36.3-million profit last year, down \$10 million from the previous year because of a decline in rail traffic.

"As a resource railway, BC Rail's decline in financial performance in 1996 mirrored what occurred with its principal resource-based customers in the province," group president and CEO Paul McElligott said in the annual report.

Shipments of coal, sulphur, pulp and wood chips were down from the previous year, resulting in a revenue loss of \$10 million.

"Compounding these problems, railway operating expenses were up," McElligott said, citing higher fuel costs and severe winter flood conditions that wiped out two bridges on the Fort Nelson subdivision, causing a 39-day closure.

McElligott said the group's other divisions, Vancouver Wharves Ltd., Westel Communications Ltd. and BCR Properties Ltd. had good years, making a valuable contribution to group profits. He said Vancouver Wharves, which the BCR group bought four years ago, "has made a remarkable transition from a loss position to one of sustained profitability," despite a reduction in tonnage handled and downward pressure on sulphur and potash rates. However, he cautioned that potash shipments will be lost to the Port of Portland as of next year, representing 20 to 30 per cent of total volume, and a replacement must be found.

McElligott said the long-term outlook for BC Rail is good and he expects revenue and profitability to rebound next year, with steady growth to 2001 after adjustment for a reduction in northeast coal traffic. "Revenue gains are anticipated from an assumed market recovery, customer service improvements, new forest products plants and new mines commencing production." (Vancouver Sun, 10/07/97)

QNSL TO RECEIVE SATELLITE TECHNOLOGY FOR ADVANCED TRAIN CONTROL: The Iron Ore Company of Canada, owner and operator of the Quebec, North Shore and Labrador Railway (QNSL), has announced that it will invest \$7.5

million in satellite control technology for its iron ore unit trains. The new technology will enable QNSL to reduce freight train crew size by two thirds, leaving only an engineer. Passenger train operation will not be affected at the moment but the new technology will lead to a loss of about 60 workers, many of whom will be offered early retirement. QNSL operates seven trains a day on its lines. Installation of the satellite tracking system places QNSL in the forefront of progressive railroading operations in North America. (*Le Soleil*, 10/07/97, merci à Michel Tremblay)

ELEVEN DASH-9 LOCOMOTIVES FOR IOC: On July 16, Diversified resources group North Ltd. in Australia announced it would buy 11 General Electric Dash 9 locomotives for ore haulage by its Iron Ore Company of Canada (IOC - Quebec North Shore & Labrador Railway) for C\$26.6 million (A\$25.5 million), replacing 15 older locomotives.

"The addition of new locomotives means that we will be able to substantially reduce running costs while ensuring that we have the rail capacity to expand operations in the future," North Deputy Managing Director Malcolm Bromhead said. He said the purchase of 59.3 per cent of IOC announced in January for US\$230 million would make an immediate positive contribution to North's earnings.

IOC is Canada's largest iron ore producer, selling over 1.5 million tonnes of blast furnace pellets and concentrates. North said opportunities being assessed included an expansion of the concentrator annual output from its current 16 million tonnes to about 18 million tonnes and recommissioning of one line of a mothballed pellet plant at Sept-Iles. (Reuters, 16/07/97)

ONTARIO RESPONSIBLE FOR GO TRANSIT DEBT, AREA MUNICIPALITIES BREATHE SIGH OF RELIEF: Although the Province of Ontario is transferring responsibility for GO Transit to the planned Greater Toronto Services Board, it has indicated to area municipalities that it will continue to be responsible for the more than \$300 million debt incurred several years ago by GO. The news was welcome relief to area municipalities who were worried that they would not only be responsible for future costs but that they were also on the hook for GO's past financial difficulties. Effective January 1998, GO will be operated by the Greater Toronto Services Board with costs shared by the regional municipalities of Halton, Hamilton-Wentworth, Metro Toronto, York Durham and Peel. The municipalities will be responsible both for costs as well as the maintenance and capital costs of refurbishing the rail and bus fleet. Before the final transfer of responsibility can through, a deal on insurance will also be required. (*Hamilton Spectator*, 15/07/97, thanks to Clive Spate)

WINTER TRIPS PLANNED/MAINTENANCE YARD MOVED: Rocky Mountain Railtours (RMR) is interested in starting winter train tours, initially between Kamloops and Banff. A trial run with two tour groups, both with 300 passengers, is booked for December 20 and 21.

The company is getting a flurry of interest for a winter run from the overseas Asian market. Following the trips, the company will look at a number of factors, including customer feedback and general operations, and make a decision on future excursions and further expansions.

A booming business has required RMR to modify its terminal facilities in Kamloops, BC. The company is moving its maintenance and service yard from Lorne Street, site of its station, to the CN Junction, on the opposite side of the Thompson River. "It's a huge capital expenditure. We've laid over three miles of new track, built the road, built the buildings, everything," said Doug Kelsey, Vice-President of Operations. The passenger station will remain at Lorne Street while the company will also continue to maintain an office on nearby Victoria Street. (*The Daily New, Kamloops*, 23/07/97 and 24/07/97, thanks to David Meridew and Ken McKenzie)

HAMILTON SEEKS WATERFRONT LAND FOR RECREATIONAL TRAIL: The City of Hamilton is negotiating with Canadian National for the purchase of a land corridor between the CN yards and the edge of Hamilton Harbour. The land will be used for a recreational trail to link a variety of waterside parks in and around Hamilton. (*Hamilton Spectator*, 04/07/97, thanks to Clive Spate)

FAST TRACKING OF GRAIN TRANSPORTATION REVIEW PROCESS: A high-level meeting involving politicians, grain farmers and the railways has resolved to take every effort to clean up Canada's grain transport system. The meeting took place in Winnipeg on July 26. Its purpose was to examine the present inadequacies in the system. The National Transportation Act calls specifically for a review of affairs by 1999 but the meeting saw an agreement to fast track the review process.

The review will take place following a National Transportation Agency inquiry into allegations by the Canadian Wheat Board that inefficient operations by Canadian National and Canadian Pacific have been responsible for many of the bottlenecks in the present system. All sides appear positive, indeed both CN and CP have reached an agreement to share their lines between Kamloops and Vancouver in order to maximize train handling. (*Winnipeg Free Press*, 27/07/97, thanks to Jim Lewis)

PROPOSAL TO REPLACE COMMUTER TRAIN WITH BUSES OPPOSED: The Metropolitan Transportation Agency (Montreal) is proposing to replace a once-a-day weekday commuter train between Rigaud and Vaudreuil-Dorion (17 miles) with buses. But commuters and two public transit advocacy groups are opposed

The MTA claims that no decision has been made. The agency will consult elected officials in August. The mayor of Hudson, the only stop between Rigaud and Vaudreuil-Dorion, has indicated he does not want trains or buses - he wants to get out from under the MTA's tax umbrella. An average of 80 commuters take the train from Rigaud and Hudson each weekday.

Opponents to the use of replacement buses are adamant that buses will not work, citing traffic congestion, weather related delays, and time to transfer from bus to train at Vaudreuil-Dorion for the 23-mile journey to Montreal. Several commuters and advocacy groups are advocating that the train service be increased and thus increase ridership and reduce dependence on cars, in spite of added operating costs. (*The Gazette*, 26/07/97, thanks to Gus Portelance, and *Hudson/St. Lazare Times*, 30/07/97, thanks to Gilles Chevrier)

PROVINCIAL FUNDING: The Alberta government has provided some cash to try to keep the Stettler-based Alberta Prairie Railway Excursions (APRE) steam train operation rolling for a few more months.

A cheque for \$125,000 has been presented to the East Central Rail Heritage Society. The society was formed in July 1997 to raise funds to keep APRE, and the Central Western Railway line it runs on, operational.

The grant money comes from the Alberta Community Facility Enhancement Program. The program is a lottery-funded initiative and the funds will go toward a down payment on purchasing the Central Western rail line on which the popular tourist train runs. But the grant only represents about three percent of the total needed, said Calvin Confer, society president.

The future of the private tour company -- now in business for seven years -- was put into jeopardy in April 1997, after Central Western Railway, the owner of the line, announced it was selling off the line as a result of grain elevator closings. Several communities along the line, including Donalda, Meeting Creek and Rowley, had voiced their concerns the loss of the tour service would spell certain death for the tiny towns. (*Edmonton Journal*, 31/07/97, thanks to Tim Green) ☐

Revelstoke

by DAVID J. MERIDEW
(all photographs by the author)

How Revelstoke Became a Divisional Point

Revelstoke had its beginnings in the mid-1880s. John A. Mara, a local entrepreneur as well as elected provincial house member for Yale District (home town, Kamloops, B.C.) and speaker of the house in the provincial government, applied to the federal government for land rights on a benchland to establish a steamboat landing on the east bank of the Columbia River. The benchland is just up stream from where the Illecillewaet River (from Rogers Pass) enters the Columbia.

The CPR also applied for a land grant on this benchland for their future divisional point and townsite.

Both parties were somewhat surprised to find that the land on the east side of the Columbia had already been granted as a townsite by another government! In this case, the Province of British Columbia. It seems that a Mr. A.S. Farwell, a government engineer, had been granted land in the fall of 1883. One year later, he would establish the townsite of Farwell. This was the land that should have been in the Federal Railway Belt.

The events that led up to the granting of this benchland began with, of all things, the building of a wagon road. This road would complicate and delay the CPR's efforts to establish a division point at Revelstoke, British Columbia.

Eagle Pass Wagon Road

The saga of the wagon road begins with a news story in the *Inland Sentinel* of January 4, 1883, where a group of private investors proposed to the British Columbia Legislature that they would build a railway to connect Kootenay Lake with the Arrow Lakes and operate steam boats on both, in exchange for some land, mineral rights and railroad charter in the Kootenay region of south eastern British Columbia.¹

This original offer was rejected by the B.C. Government in early March 1883 because it was headed by Americans such as John (George) C. Ainsworth from Portland, Oregon, and because of a second offer from a competing group.

The other offer was presented to the provincial legislature on February 27, 1883. This came from a Canadian-based group whose chief lobbyist was J. A. Mara. Years before the road was built, J.A. Mara had been through Eagle Pass. He was born in Toronto in 1840 and was drawn to British Columbia by stories of the gold rush on the Fraser River, coming west via the Yellowhead Pass in 1862. He reached the area by coming down the Fraser River to Yale.

Mara participated in the Columbia River Big Bend gold rush of 1865-66, arriving at Big Bend via the Eagle Pass route which was discovered by Walter Moberly in 1865. Mara stayed after the gold rush was over in 1866 to become a packer and later a merchant, selling supplies to miners. He ended up staying in the Big Bend area until 1873.

This new proposal was for the same railway between Kootenay and the Arrow Lakes, plus the lake steamers. But the difference in the Canadian offer was that there was also a proposal to build a wagon road north of the Arrow Lakes, over Eagle Pass, to the west.

The road was intended to haul in machinery parts from Shuswap Lake steamers to build a lake steamer to be constructed on the Columbia River at the east end of Eagle Pass. It was to operate from Eagle Pass road on the Columbia, southerly on the Arrow Lakes. Parts for a second steam boat such as a boiler and steam engine were also to be transferred down the Arrow Lakes and over to Kootenay Lake for yet another lake steamer to be

constructed on Kootenay Lake. In return, it was hinted that ore coming from Kootenay Lake and the Arrow Lakes would be shipped out via the Columbia River and west over Eagle Pass Road to steam boats operating on Shuswap Lake to Kamloops.

Mara had more than a passing interest in this project. He just happened to own the steam boats operating on Shuswap Lake to Kamloops where the ore (it was suggested) would be transferred to the CPR, the track, having been laid to Kamloops in the second week of July 1885. He was also associated with the CPR in the early 1880s. As early as 1882, the railway company had been quietly looking for land for divisional points. So secret was this activity that it was not until April of 1884 (see below) that news was first broken that the company had obtained land at North Bend in the Fraser Canyon.

Using Mara as a diversion probably allowed the CPR to acquire land in the Revelstoke area without having to deal with speculate prices from would-be entrepreneurs. At the same time, as will be seen below, Mara could also use the project as a means of enticing the CPR to get involved in developing the Kootenays.

The wagon road addition to the original proposal of the Kootenay Bill was passed in March of 1883 with the full bill receiving approval at the end of April that year. As stated above, the addition was unusual in that Major A.B. Rogers had just completed discovery of Rogers Pass and had done surveys of Kicking Horse Pass. He had even suggested to the press that a route change was planned by the CPR through Rogers Pass. On the surface, the wagon road appeared irrelevant.

But the very first and only immediate thing the private investors did was to build the road over the Pass. Construction began immediately following passage of the Bill. Building of the railway between the Arrow Lakes and Kootenay Lake would not start for another seven years.

The Kootenay Bill had a completion year clause, with the end of 1887 marking the supposed termination of the project. Things did not go as planned and the completion date was extended in 1887 with the Bill being completely rewritten in 1889. At this latter time, the Railway Charter of the Bill lists CPR involvement for the first time ever. Coincidentally, Mara became President of the Steamboat Company on Arrow and Kootenay Lakes in December of 1889.

Interestingly, not one ton of ore from the Kootenays was ever shipped over the Eagle Pass Wagon Road nor did the road handle any machinery to power steamboats on the Arrow Lakes. In the end, the only party to benefit from the Eagle Pass wagon road was the CPR who used it as a supply and construction road in 1885 for the building of the transcontinental railway. When through transcontinental trains began operating over the CPR in early July of 1886, the Eagle Pass wagon road fell into disuse and was abandoned by the end of the year.² Mara's interest in the road gave CP a quiet way of entering Revelstoke in order to preclude land speculation.

In spite of their carefully laid plans, Mara and the CPR were unsuccessful in their initial attempts to acquire land at Revelstoke. They were beaten to the punch by Farwell in 1883 (see below). Undeterred by the setback, Mara did help the CPR obtain land at Kamloops, the next divisional point to the west of Revelstoke. The parcel in question was known as Peterson Flats after its owner John Peterson, a local rancher. Mara, in conjunction with other local businessmen, first bought out Mr. Peterson and then sold one-third of the land to the CPR for their yards and shops. The balance of the property eventually became the residential core and downtown business site of Kamloops.

Construction of the Kamloops roundhouse was completed in

November of 1886 well in advance of the situation at Revelstoke which could only boast temporary facilities. This is not surprising, moreover, since Revelstoke was not listed as a divisional point until 1887.

By 1887, Mara became a federal Member of Parliament and, one year later, a steam boat company began operating from Revelstoke, down the Arrow Lakes. Mara sold off his Kamloops steam boat company in 1889, reinvesting his money in the Arrow Lakes and Kootenay Steamboat Company. He became president of the operation in December 1889.

Seven years later, he visited CPR's Windsor Station in Montreal in the month of December. By the time he had left, he had sold the steamboat company on the Kootenay and Arrow Lakes to the CPR who took ownership on February 1, 1897.³ Little is known about him after this time other than he moved to Victoria where he died on February 11, 1920, at the age of 79.

At Sicamous, just over 44 miles west of Revelstoke, the CPR crossed the narrows in 1885 on a lift bridge between Shuswap Lake and Spallumcheen Lake. The lift span was built to allow Mara's boats to pass through and from Spallumcheen.

In June of 1887, Farwell handed in a report on a survey done on the proposed Shuswap and Okanagan Railway which was to run from the CPR main line at Sicamous along Spallumcheen Lake, south to Vernon and Okanagan Landing.⁴ The line described by Farwell was not completed until 1892, some five years following the receipt of Farwell's report. J.A. Mara had also supported the charter for the Shuswap and Okanagan Railway along Spallumcheen Lake. A station built south of the lake was named Mara. Years later, the name Spallumcheen Lake was changed to Mara Lake, in honour of Mara.

At this point, we must examine why so much has been written about the Eagle Pass Road when this article is supposed to talk about Revelstoke. The answer involves Mara's lobbying for the Kootenay Bill and the Eagle Pass Road survey. As stated during the opening, someone got to the land first at the CPR's proposed site in Revelstoke. Situated on the Columbia River, this, incidentally, was the same land that Mara wanted for his Columbia and Kootenay Steam Navigation Company.

That someone was A.S. Farwell, hired to survey the Eagle Pass route for the "Kootenay Bill" investors. Farwell was a government engineer given, it seems, to a little land speculation in the normal course of duties.

In the spring of 1883, while working the east end of Eagle Pass which is situated on the west bank of the Columbia, he crossed the river and took a look at the benchland on the other side. The benchland had an upper and lower level. The lower bench went in two directions: north for one-half mile upriver and east around the base of the yet unnamed Mount Revelstoke. Along the base of the mountain, the lower bench went one-third of a mile further east and then stepped up to the upper bench. The upper bench then continued east for another mile.

Re-examining the lower bench and looking west, Farwell noticed a narrowing of the river at this point. He correctly guessed that if the CPR came through Rogers Pass⁵, the railway would have to bridge the Columbia at these narrows.

Farwell acted quickly to secure the benchland for himself. He applied to the B.C. government for approximately 1,000 acres and was granted it on October 20, 1883. The government also approved a township which he named Farwell in late-1884.

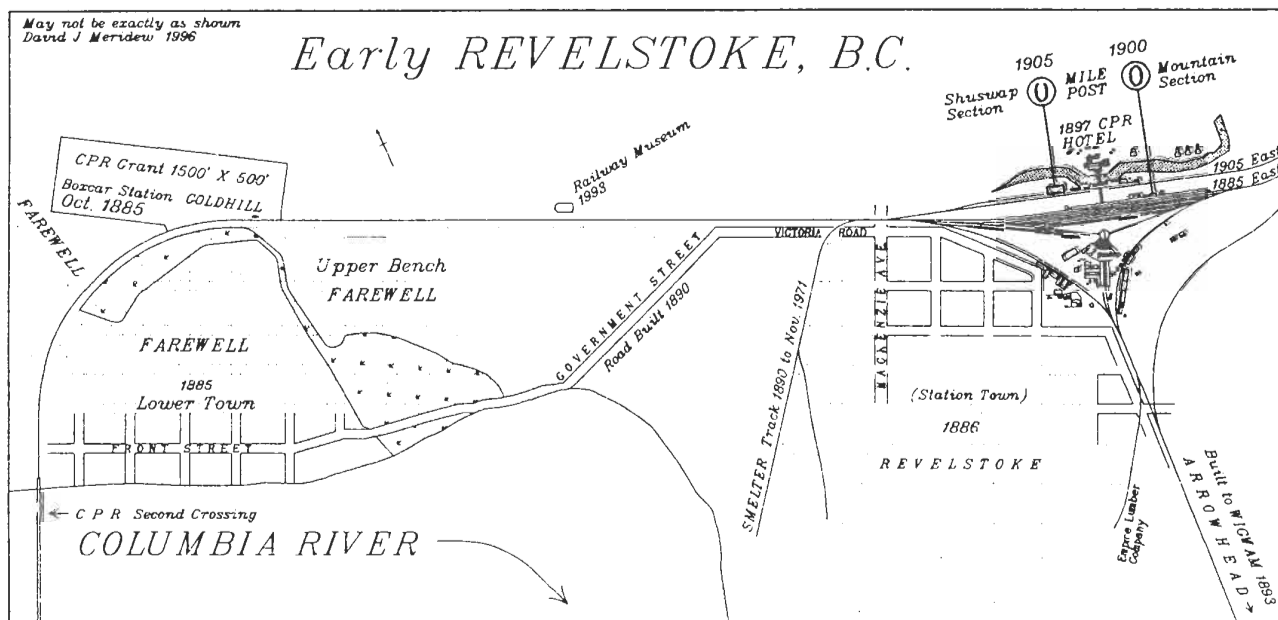
Van Horne of the CPR was not amused. The company now found itself in the position of having to buy land from Farwell, its plans with Mara obviously ruined. Aware of what was at stake, the CPR limited its purchase to sufficient land to run a single track through Farwell's property to the site of the Columbia River bridge.

In due course of time, the railhead arrived at the Second Crossing, Columbia River bridge site, Farwell's lower bench, on October 8, 1885.⁶

The CPR was granted some land by the Federal Government at Farwell. This was for a station site at Second Crossing. The parcel was on the north side of Farwell, up against the mountain. The land was 500 feet wide by 1,500 feet long, on the east end of a curve, off the bridge. A boxcar station was put down on this property. But Van Horne and the CPR directors were not about to allow the name board "Farwell" to adorn the station. Instead, they called the site "Goldhill".

CPR lawyers attempted to get the Federal Government to expropriate almost half of Farwell's townsite as it was in the railway belt. The company also wanted the town of Golden.⁷ The Federal Government, perhaps fearing that they would antagonize the provincial government (the ones who had previously approved the township of Farwell) did not accede to CP's requests in the case of either Golden⁸ or Farwell.

Van Horne did win one battle with Farwell. In 1886, he





May 22, 1965 finds CP S-4 7113 shunting wood chip cars in Revelstoke. Ahead lies the switch to the Smelter Track.

wrote a letter to the federal Postmaster suggesting that the Post Office in Farwell be renamed Revelstoke - and it was! The CPR then went ahead in 1886 to establish their own townsite of Revelstoke, just east of Farwell's property line. This land was the remainder of the upper bench that Farwell did not get.

The benchland at Second Crossing, now in 1886 having two townships on it, was the most ideal spot for a division point. In fact, it was the only suitable site in the area for a division point. However, the CPR was cut off from the water front owned by Farwell and thus lost controlling access to the steam boat landing. The steam boat business that J.A. Mara was interested in needed land here for warehouses and landing rights. The CPR delayed building the division point, hoping for the expropriation of Farwell's town site.

The nearest east and west division points to Revelstoke were Donald and Kamloops, respectively. Both were built in 1886. The distance between Donald and Kamloops was 207 miles. There were lots of steep grades in Rogers Pass plus more grades at Eagle Pass and Notch Hill. Thus, an additional division point was required between Donald and Kamloops.

Unable to obtain the Farwell townsite as part of Revelstoke in time for the opening of transcontinental service in July of 1886 (or for that matter anytime soon) and not wishing to give their intentions away, the CPR held back on the final division point for another 13 months. Then, perhaps out of desperation, CP finally announced in July of 1887 that Revelstoke would become a division point, effective August 1 of that same year.

Construction began almost immediately but not on Farwell's land. CP's facilities were located east of their own 1886 townsite of Revelstoke. Indeed, the company built their 1887 engine house a mile east of Farwell's eastern property line and 1.7 miles away from the centre of their railway bridge. The site was near the Columbia River steamboat dock.

Revelstoke as a Division Point

Having assumed official status with the CPR in 1887, Revelstoke spent the next three years as a quiet railway town. The situation then changed in 1890. That year, a smelter was built in the west end of the CPR township above the bank of the Columbia River and not far from the boundary with Farwell. A spur track to the smelter left the mainline just west of the main business street (the Mackenzie Avenue level crossing at the west end of today's CPR yard). Ambitious as the project was, the Revelstoke smelter failed to attract high quality ore from the Kootenays. That ore was destined for smelters in the south. The enterprise soon closed, succumbing to the erosion of the river bank and actually falling into the Columbia River around the turn of the century. The spur line was more fortunate and stayed in existence for 81 years as a warehouse track before being abandoned in November 1971.

Another event in 1890 saw a road connecting Farwell with Revelstoke. The road was called Government Street and its construction meant that the two towns were finally connected by road for the very first time. It would be removed some 80 years later because it did not match or line up with the city street system.

Finally, to mark a new decade, the railway originally chartered in the Kootenay Bill of 1883 was built. Revelstoke became the supply centre for construction of the line which linked the town to Kootenay Lake and the Arrow Lakes.



FP9A 1405 and a sister pause at Revelstoke with the eastbound "Dominion" on May 24, 1965. Note the TOFC car on the head end.



1893-1896

It then fell to the CPR to build additional trackage in the area. In this case, it was a branch to Arrowhead on Upper Arrow Lake which was completed in 1896. The coming of the railway meant that steamboats no longer needed to routinely come up the Columbia to Farwell. They'd just meet the train at Arrowhead on the lake.⁹

Construction of the Arrowhead branch in 1893 changed appearances around the Revelstoke roundhouse. Situated south of the yard, the building was now surrounded by a junction wye.

In 1894, a court decision went against Mr. Farwell. He lost his township and Farwell became part of Revelstoke.

On November 20, 1896, the *Inland Sentinel* reported that a CPR shop would be built at Revelstoke. It was to replace the 1888 shop at Donald which was to be shut down in 1898. Donald also lost its divisional point status to the new division point at Laggan - Field Hill. This happened probably in late-1898 and most certainly before July 12.

The new Revelstoke Shops were built within the 1893 junction wye. The facilities were built on the backside of the 12 stall roundhouse, opening in 1898.

1899, Revelstoke becomes a city

In 1902, a west wing was added to the shops. It was of the same impressive height and barn-like design as the 1898 facilities.

Come the summer of 1912, CP built a large oil tank west of the roundhouse. The facility was temporarily closed during World War I due to fuel shortages but was back in service by 1929 when oil-fired locomotives were back in service. The tank was in existence in the 1950s although gone by 1977.

Revelstoke had both wood-fired 4-4-0s and a few coal-fired 2-8-0s when it officially became a division point on August 1, 1887. By the end of the summer of 1895, all trains on the Selkirk Section, from Donald and the Shuswap Section to Kamloops, were converted to coal. Wood-fired locomotives, however, were still

used out of Revelstoke on the Arrowhead branch until the turn of the century.

A coal chute with a steep six percent approach ramp was built west of the 62½ foot long turntable just after the turn of the century. The chute remained until replaced by a mechanical coaling tower during the late-1930s. The tower succumbed to the end of steam.

The CPR Hotel

In the 1890s, Revelstoke was the CPR's only mainline access point to the Kootenay mining district. To accommodate passengers on delayed transfers from mainline trains to those on the branches, the company built a railway hotel in 1897 on higher ground west of the station.

Business increased after 1900 when the Crowsnest Pass line to Kootenay Landing was completed on the south end of Kootenay Lake, giving CPR a second access route to the Kootenay and Arrow Lakes.

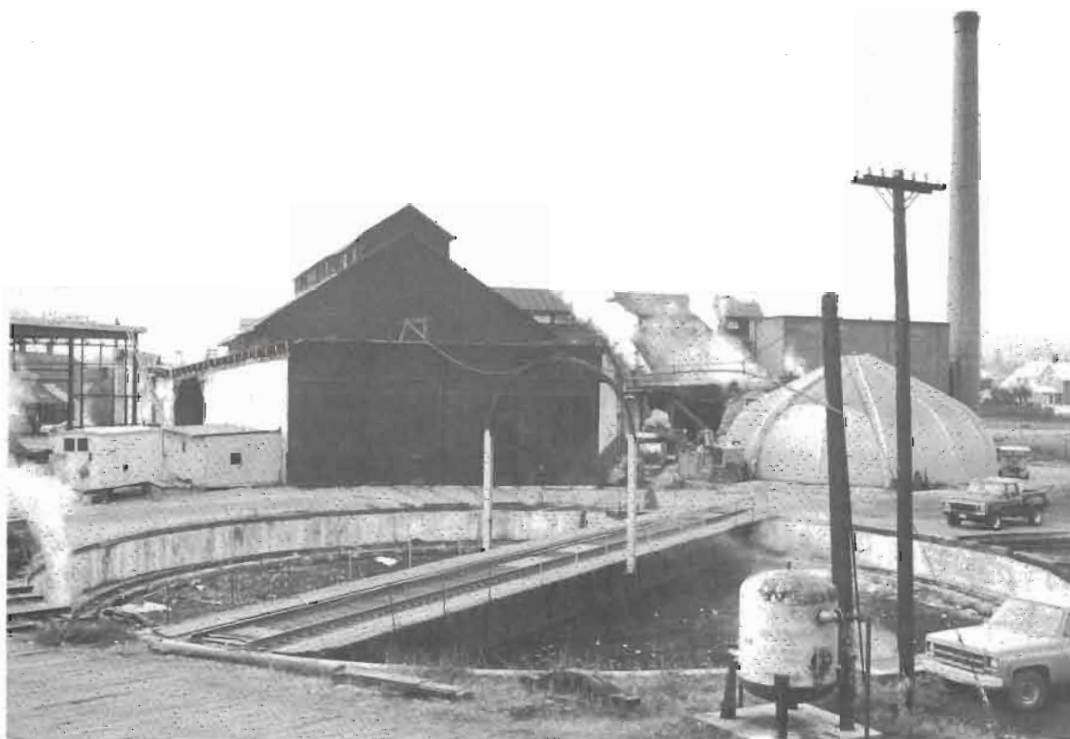
In 1916, the Coquihalla Pass line was opened, giving the company a third access route to the Kootenays. The opening of the line led to a reduction in traffic over the Arrowhead branch from Revelstoke and a decline in hotel patronage. The situation was only exacerbated by the closing of several mines and smelters in the region. The hotel was closed in 1919 and demolished in 1928.

The Stations

As discussed, the first station was nothing more than a boxcar. Its disposition is unknown as is that at Goldhill. In 1887, CP built the first permanent Revelstoke station east of their own Revelstoke townsite and on the north side of their 1887 yard. It was added to or replaced by 1900 with a twin station having a passenger overhead shelter that joined the two or twin buildings together.

In 1905, the yard was expanded by eight tracks. The

September 27, 1980, sees the roundhouse trimmed back to four stalls and indications that the end for the complex may be near.



company could not add parallel tracks to the south side of the yard because of all the buildings in the 1883 junction wye as well as the turntable and coal chute. The solution was to add the new tracks to the north side of the yard. This involved the demolition of the twin stations, the platform, water tank, ice house and a miscellaneous building.

Thus, in 1905, the first priority was a new station building, set back in an excavation of the earth bank. The bank was part of the west side yard of the hotel, while the old station was on the east side. Two tracks were then laid in front of the new station and immediately put into use. Construction of the new facility cleared the way for the demolition of the old station as well as the new yard.

Revelstoke Roundhouse

Details on the roundhouse are sketchy. First reference to an engine house or similar facility are made by Van Horne in a letter to CPR Board members on September 6, 1887. Little is known after that until a 1904 photo that shows a 12-stall roundhouse with a 1905 fire adjusters map indicating a 62½ foot long turntable. This same map, updated to June of 1912, lists a 16-stall roundhouse. The map disagrees with the assertion by Gregg Brown and Linda Moore in their 1978 *Story of CPR Roundhouses*, which suggests that the Revelstoke roundhouse had 18 stalls in 1909. They seem to be supported by a Tournier photo of 1914 which indicates more than 16 stalls.

1977

Let's fast-forward for a moment to 1977. That year, an aircraft flew over Revelstoke. An overhead photograph was taken of the CPR Yard. The photo shows an 18-stall roundhouse, 100-foot turntable and shops still within the wye.

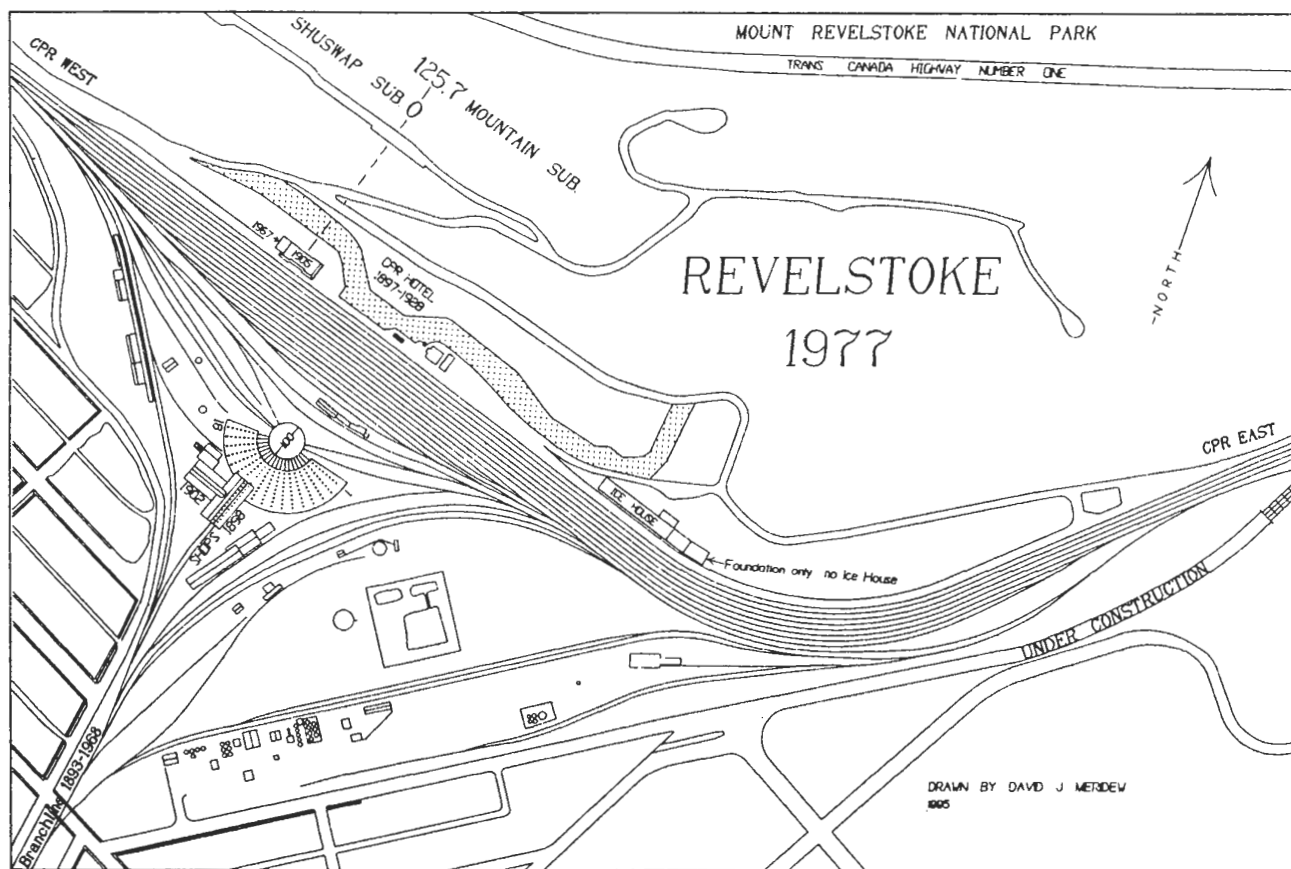
On the north side of the yard, the 1905 station was still there, complete with its 1967 addition. An ice house foundation could be seen about 1,000 feet east of the station. The ice house had been torn down more than 10 years earlier. To the east of the ice house foundation and around a curve to the north, could be seen a new road overpass of the yard.

The new road and bridge were under construction in 1977. The old road, around the east end of the yard, used a level crossing but now unit trains exceed the old yard limits set by this level crossing - hence the need for an overpass. Both the new overpass road and the old road allowed access to Rogers Pass highway from the east end of Revelstoke.

In the 1977 photo, the roundhouse is strikingly similar in appearance to when it was last upgraded in 1929. The 1977 photo was a turning point for the facility as, shortly after, stalls 13 through 18 were removed.

Besides removing part of the roundhouse, CP also demolished the 1905 station and centennial year addition, replacing it with a new larger 1978 station.

Further demolition took place at the roundhouse with the company removing stalls 1 through 8 in August of 1979. This was



not an easy demolition job as the walls in question contained rails instead of standard reinforcing rods.

By 1979, only four stalls survived, numbers 9 through 12. The 100-foot turntable was also there as well as the boiler room chimney and the 1898 shops and the 1902 shop addition within the wye.

Demolition of the shops began in August of 1981. Since the shops were connected to the roundhouse, yet another stall was removed (No. 12). At that time, the company also took out the turntable. All of the work was finished by October, leaving a three-stall roundhouse (stalls 9 to 11). Still standing as well were the tall brick chimney and boiler room and some storage and warehouse buildings. These would stand for another seven years.

With the steam plant closed in 1981, the chimney was closed. Over the next two winters, freezing water worked its way between the layers of bricks, causing the tall chimney to split mid-way down. The crack was 2 inches wide and 20 feet in height. CP braced the cold chimney with steel bands to keep it from toppling.

Finally, in December of 1988, the chimney was knocked down along with the remaining three stalls and the boiler house. Also removed were the old storage and warehouse buildings in the east leg of the yard wye. Buildings on the outside south west leg of the wye remained for a few more years.



June 8, 1983. There is little to suggest why CP would bother to keep three stalls extant given the removal of track, turntable and the old Revelstoke shops. Note the boiler plant and chimney, its days also numbered.

Shops Transferred

CP's first permanent shops for the Mountain region were built at Donald in 1888. They were not the first shops in British Columbia, however, as these were completed at Yale by Andrew Onderdonk in March of 1882.

CP used the Yale shops for only seven months, beginning from the day they took them over on July 1, 1886, until they burned down on February 5, 1887. Although the *Inland Sentinel* of February 12 said nothing about what happened to the Yale facility, CP abandoned Yale as a railway town soon after the fire. The turntable and shop employees were all moved to Vancouver.

In the Mountain region, Donald Shops operated for ten years until 1898. Then, new shops were built at Revelstoke. It was now Donald's turn to be abandoned as a railway town. Indeed, Mile 0 of the Pacific Division at Donald now became Mile 0 of the Pacific Division at Laggan.

Revelstoke became the new home for Mountain Region shop forces in 1898. As discussed, the original buildings survived into the 1980s before succumbing to the wrecker's ball and the construction of more modern facilities in 1982. The new shop was built on the land formerly occupied by the first six demolished stalls of the roundhouse. The new facility became home base for employees through to 1987 when a larger shop was completed at Golden.

Golden Shops

On May 6, 1886, Harry Abbott, General Superintendent of the CPR in western Canada, wrote to Van Horne about making a decision on the selection of the first divisional point (from the east) in British Columbia. The candidate sites were Golden and Donald. Both locations are in the Columbia Valley on the east side of the Big Bend of the Columbia. They are on the east side of the Rogers Pass short cut to avoid going the long way around Big Bend to reach Revelstoke.

Golden was not selected, with Donald being the choice. Two reasons underlay the rejection of Golden: the town could not be obtained as CPR property and the land around the townsite was swampy during periods of high water.

Indeed, there was little interest in Golden as a base for the railway until 1902 when the company built a two stall engine house there for servicing pusher engines. The facility burned down on July 24, 1911, but was promptly rebuilt. In the interim, Golden had also become the junction for the Windermere Subdivision, a branchline south to Fort Steele and the Crowsnest line.

Golden really came into its own in the 1980s when new construction technology allowed CP to deal with the swamp land there in a way totally unknown to Van Horne and his forces. The company announced that Golden would become a maintenance yard with the facility to be built on the site of the swamp land that proved a deterrent to Van Horne. Accordingly, the water was drained and all vegetation and top soil stripped off. Huge woven fibreglass mats were then laid down and linked together. They were then covered with drainage pipes, gravel and earth fill. For the next two years, pressure was put on the swamp base by the earth fill, everything settled into place allowing the company to declare that the site was stable. This cleared the way for a new yard and the new Golden Shops. By 1987, Golden could boast of an ultra-modern maintenance facility for servicing coal cars as well as a large storage yard.

The Arrowhead Branch

As discussed above, in 1896, Revelstoke was linked to Arrowhead via a 27.4 mile line. In its early years, the line was fairly busy as a 1913 timetable shows daily passenger service. The inevitable decline in business overtook things by mid-century, however, and a 1955 timetable shows just two round trips per week, on Wednesdays and Saturdays. Then there was none at all.

To walk the old right-of-way today, one would need a diving suit, lead weights and an air tank. Flooding of the Columbia during early-1970 for the High Arrow Dam near Robson, now known as the Hugh Keenleyside Dam, led to the disappearance of the Arrowhead line. The whole operation was a victim of the Columbia River Energy Treaty, signed between Canada and the United States and the need to provide a guaranteed supply of water to Franklin Delano Roosevelt Lake, a backwater of the Grand Coulee Dam in Washington State.

On September 4, 1966, I drove my '52 Chevy down to Arrowhead. A few miles after leaving Revelstoke, the pavement ended and I was on a gravel road. The Columbia valley was in a haze of smoke. The farms were being destroyed and the forest cut down. People were moving out. The land was under preparation



ABOVE: September 4, 1966, finds Canadian Pacific H16-44 No. 8716 on the south end of the Revelstoke Wye.

BELOW: The turntable at Arrowhead, British Columbia, on September 4, 1966. Within a couple of years, the whole site, including the town to the rear, would be under water.



for the giant reservoir in an operation that would see the valley floor stripped of all things living and man-made.

The Arrowhead Branch stayed on the east side of the Columbia, but not the road. In September of 1966, I had to cross the river twice, driving down a ramp onto the motorless reaction ferry. Two GP9s were idling at Wigwam when I crossed there on the first of the two ferries.

I drove through the town of Arrowhead and continued on to the ex-CPR lake steamer dock. There was nothing left but the burned stumps of the pilings.

Returning a kilometre back north to the town, I stopped and parked on the main street. There I photographed the 70-foot turntable and the small yard.

It would be another two years before the trains stopped running to Arrowhead. Then it was over. The rails were lifted, the bridges removed and the town was stripped and burned. ☐

Endnotes

¹ *Inland Sentinel*, January 4, 1883, yale, British Columbia. Means Business - A late copy of the British Columbia Gazette has a notice for a Private Bill to be considered by the Legislature to grant "An Act to incorporate John (George) C. Ainsworth, and Enoch W. Blasdel, under the name of the COLUMBIA & KOOTENAY RAILWAY TRANSPORTATION COMPANY, (limited,)"

² Two years later, this road would be rebuilt and would later be declared part of the Trans Canada Highway No. 1 in 1940. That was when a (summer only) gravel road was completed to Big Bend.

³ The CPR built a station at Tranquille Tunnel, mile 9 of the Thompson Subdivision, before 1892 and relocated it to mile 8 about 1900. CP then relocated it to mile 8.6, at the east end of Kamloops Lake, in 1914. Across the valley, on the north side, the Canadian Northern Railway also built a station at Tranquille in 1915. Behind the CNoR station stands a flat topped mountain. The mountain is named after Mara and commemorates his sail boats.

⁴ *Inland Sentinel*, Kamloops, British Columbia, June 18, 1887: "Mr. Farwell's report to the Government, regarding the projected Shuswap and Okanagan Railway is now published; but the document is lengthy...."

⁵ Rogers had already hinted this. Later in 1883, the CPR formally announced that it was coming through Rogers Pass.

⁶ The First Crossing of the Columbia River to avoid the Big Bend was at Donald, British Columbia, east on the other side of Rogers Pass.

⁷ "...the Government refused to sell [to the CPR] the town site at Golden, B.C. at \$2.50 per acre, or to sell 500 acres at Revelstoke." H.A. Innis, *A History of the Canadian Pacific Railway*, 1923, p. 258.

⁸ Golden, at one time in 1884 and early 1885, was desired by the CPR for a divisional point and also because of swampy ground Golden led the CPR to change its plans and select Donald as their townsite and divisional point. This was in 1886 at the first crossing of the Columbia.

⁹ Another branch was also constructed in 1893, below Arrowhead at Nakusp on the upper Arrow Lake to Roseberry on Slokan Lake, with an extension to Sandon completed in December of 1895.

TTC Spadina LRT Line Opened

by JOHN THOMPSON

At 05:00 on Sunday, July 27, 1997, a Toronto Transit Commission Canadian Light Rail Vehicle (CLRV) departed southbound from the new underground loop at Spadina subway station in Toronto, Ontario, to begin service on the 3.65-kilometre Spadina Light Rail Line. Several railfans were aboard for the happy event, which was a pleasant contrast to the farewell rides that many railfans have taken on streetcar lines over the years.

The first rail service began in 1879, on the Toronto Street Railway Company's Spadina horsecar route, from King and Jarvis, via King to Spadina and College.

The official opening ceremony took place on Spadina Avenue just south of the station, near the Sussex Avenue stop, at 13:00 on July 27. Speeches were made by TTC and government officials. Also present were Small Witt 2766 (built 1923) and PCC 4500 (built 1950). Open car 327, a TTC-built replica of a Toronto Railway Company car (built 1933), was displayed on a flatbed truck across from the reviewing platform. The operational 327 had been borrowed for the occasion from the Halton County Radial Railway in Milton (Rockwood), Ontario.

Following the ceremony, PCC 4549, the TTC's newest PCC built 1951, came north on Spadina, descended the ramp to the underground loop, and proceeded southward. The car, which together with 4500, has been retained by the TTC for charters, etc., was operating on a Toronto Transportation Society fantrip. Some of the riders had come from as far as Boston and Chicago for the event.

Opening of the 510-Spadina LRT line marked the return of regular streetcar service after an absence of almost 49 years. On October 10, 1948, a double-ended former Toronto Civic Railways car brought streetcar service to an end between Bloor Street at the north and Fleet Street (now Lakeshore Blvd.) at the south.

The official reason for abandonment was a severe power shortage in Ontario at the time. However, the TTC also wished to cease operation of double-ended streetcars, and could not justify the expense of building loops for single-ended cars. The track, however, was retained for most of its length, for short turns, reroutings, and by the Harbord car between Dundas and Harbord Streets. Following the abandonment of the Harbord line on February 26, 1966, Spadina trackage remained only between King and College Streets.

The first consideration to returning streetcar service to Spadina Avenue was given in the mid-1970s. The idea was put forward by a group of citizens called 'Streetcars for Toronto', which had earlier been instrumental in convincing the TTC to retain streetcar operation indefinitely. At the time, the idea was to simply use the existing trackage, with repairs where necessary. The tracks north of College would have to be uncovered. New loops would have to be built at Spadina Station, on the surface, and around Clarence Square, just above front Street. Reconditioned PCCs were to be used.

Nothing came of the proposal, due partly to objections from property owners at the south end to the potential noise from streetcars circling the Clarence Square loop in front of their houses. The TTC also had other priorities at the time.

By the mid-1980s the situation had changed. The TTC had plans to build an LRT line from Union Station, south on Bay Street to Queens Quay, and west to loop at Spadina Avenue. The project would require construction of about a kilometre of new trackage up Spadina to King Street for carhouse access. This, of course, eliminated the need for the contentious loop around Clarence Square, although the condominium residents near the Queens Quay loop have voiced their own complaints about wheel squeal.

At any rate, plans were announced to build the line up Spadina to Bloor, and operate it as part of Harbourfront (opened in mid-1990). It was intended to have the track on a raised centre reservation, about six inches above the road surface. This concept was followed on the Harbourfront line.

The Spadina project suffered several years of delays, however. Local residents and merchants objected strenuously to the six-inch median as an impediment to motor and pedestrian traffic, and also to the related abolition of angle parking, and the narrowing of sidewalks. The project was subject to the province's full Environmental Assessment process, which also consumed considerable time.

Construction finally began in December 1992 after various concessions had been made by both sides. For example, the median was reduced to a barely perceptible two inch height, and left turns for motor vehicles have been permitted at certain cross streets. Some of the sidewalk narrowings were eliminated; the angle parking, however, was abolished to improve the flow of motor traffic. It should be mentioned that Spadina is one of Toronto's widest streets.

The most costly change was the decision to build an underground loop at Spadina Station, at a cost of \$48 million. The TTC felt that the existing surface loop was too small to accommodate both streetcars and buses, and it could not be expanded easily. The desire to avoid delays to cars pulling out of the loop was also a major factor. Accordingly, an underground loop, with ramps in the middle of Spadina just south of Bloor, was built. The loop opens directly into the existing station mezzanine.

Other factors that contributed to the line's total cost of \$105 million include the TTC's share of a new bridge over the railway tracks south of Front Street; extensive landscaping; safety islands with canopies; all new track, including grand unions at King and Queen; and the choice, a TTC first, of Siemens overhead. This system is more sophisticated and hence more costly than the existing overhead, although presumably more durable.

The TTC overhead crew erecting the overhead was behind schedule. On opening day the curves at Dundas, and above the new tangent track between Queens Quay and Lakeshore Road, had yet to be installed. The latter situation has required northbound cars to operate through the Spadina-Queens Quay Loop until the wires are up. A short turn loop at King and Spadina, via Adelaide, Charlotte and King Streets, will be built in 1998.

Service is provided from 05:00 to 02:30, seven days a week. Some trips are short turned at the Spadina-Queens Quay Loop. Rush hour service is two-three minutes frequency, with a maximum headway of 15 minutes late at night and early in the morning. The cars used are the CLRVs, of which the TTC had enough to begin service without buying additional vehicles.

To facilitate streetcar service, motor traffic is prohibited by law from the tracks on Spadina during weekday rush hours, and from 11:00 to 16:00 on weekends, from making left turns. Apart from those hours, the streetcar median is off limits at all times to motor traffic, except where designated left turns are allowed. The streetcars have their own turn signals, although they are at present not activated by the cars. The track allowance has a rough surface to discourage motor vehicles.

Prospects are excellent for the success of the Spadina LRT line. It traverses an area of garment factories and Chinese businesses and restaurants; the people connected with these establishments tend to be heavy transit users. There should also be business from the Skydome, the sports stadium located near Spadina and Front Streets, and served by a stop on the Spadina bridge.

Transit fans can rejoice that the TTC's streetcar mileage is climbing back up to the level it was at in the mid-1970s, prior to the abandonment of the Mt. Pleasant carline. The 77-Spadina bus has lumbered off into history, replaced by smooth, clean, quiet streetcars. It took almost half a century, but justice has been done.

The author wishes to express his appreciation to Ted Wickson, TTC (retired) for his assistance in the preparation of this article. ☎

A Tortoise Becomes a Hare

by JOHN GODFREY

June 15, 1997: Weeks of preparation work by many individuals was to come to fruition in the early morning hours of June 16, 1997, when CN transfer 520 was scheduled to lock couplers with slumbering GMD F-units and the equipment which trailed them in the Port of Quebec, to begin the movement of the somewhat unique consist across the St. Lawrence River to Joffre Yard for furtherance west. Accordingly, I was to present myself in the provincial capitol later that night to oversee the situation on behalf of the new owners of the equipment. The plan was simple, really: couple-up to the locomotives and main cut of cars on one track with the transfer power, then double over to pick-up two additional cars to be included in the movement from a cut of four on an adjacent one, cut in the brakes, and roll.

Past experience in overseeing the movement of passenger cars has taught me to make sure everyone is on the same page of the script before the play begins, so I placed a call from Montreal to the assistant superintendent named on my copy of the documentation related to the movement on the morning of June 15. I soon discovered that the plan was too simple.

The up-shot of the conversation was that the Limoilou Yard engine had been to get the equipment that MORNING in order to place it in the cut of cars that was to become 520 that night which originated in Limoilou Yard. There had been trouble with the air on the trailing F-unit, so the crew had to force their way into the padlocked locomotive to rectify the situation. The two cars on the adjacent track that should have been picked-up weren't because the "brakes didn't work". Gotta get down river!

While the country-side goes flashing by while riding VIA #22, a little background is in order. For the last couple of years, Les Trains Touristiques du St-Laurent Ltée. has operated a tourist train between Quebec's Palais Station and the Charlevoix region of Québec over the Quebec Railway Corporation's former CN Murray Bay Sub., with former VIA FP9Au 6305 and 6306 and eight former VIA cars. While the first year was hugely successful, the second apparently wasn't. Bankruptcy was declared.

Earlier this year, trustees liquidated the company's assets.

I had been contacted to assist with an inspection of the equipment, and based upon that assessment, what turned-out to be the highest bid was submitted. The Waterloo-St. Jacobs Railway (WSJR) had purchased one very large trainset to run around their Christmas tree - the 6305 and 6306 and 11 former VIA cars.

What amounted to a week of work then ensued. Windows damaged by vandals had to be secured, trucks included with the purchase had to be located, something like 6 tons of stock had to be loaded by hand onto the cars, and an entire coupler had to be changed out.

VIA #22 rolled to a stop in sunny Quebec on-time. The first order of business was to head over to the adjacent Port to check on the cars that had been left, then head-over to Limoilou Yard to check on the equipment that had been picked-up. This done, I looked at what was left.

It soon became evident what had transpired. The train crew had tried to blow air through a car that had not been inspected by CN, and had brake components missing instead of marshalling the cars together without the air. Combine 9300 and Cafe-Bar Lounge 2510, the two cars in question, had everything in operating order, and had been inspected and accepted by CN for movement. I double-checked that all the valves were properly set, and that nothing had been surreptitiously removed from them before setting-off for Limoilou.

Limoilou Yard in laid-out more or less in the shape of a V. Of course, I investigated the wrong side of the V first. Over an hour later, I found my quarry, at the extreme far end of the yard on the rear of the cut that would form 520. I went through my charges from one end to the other. There was no significant damage done. Those windows on the 6305 that had been 'broken' were only forced down. These were easily secured back in place.

I had hoped to speak with either a yard crew or some official in the hopes of uniting the forgotten cars with their brethren. But, such was not to be. Safe in the knowledge that everything that could be done had been, I set-out to secure a room from which to work out of for the evening.



Les Trains Touristiques du St-Laurent equipment, which operated as "Le Tortillard" between Quebec City and the Charlevoix Region in 1995 and 1996, pauses at Waterloo, Ontario, on June 23, 1997, shortly after being acquired by the Waterloo-St. Jacobs Railway. FP9Au 6306, followed by sister 6305 and eight cars resplendent in CN's mid-1950s green, black and yellow livery, await a new career. Photo by Pierre Ozarák.

June 16, 1997: What a night. After I had booked into the hotel, two busloads of high school-age students checked-in. I had just settled in from a pre-dawn trip to Limoilou to see the 520 off when the two girls came screaming down the corridor, banging on the doors, and making themselves very unwelcome. It was a little after 0400. That was it for sleep that night.

I had managed to make contact with the superintendent the previous night. It was agreed that after seeing to it that 520 got off okay, I would meet him and the yard crew at 0930 to pick-up the wayward cars in the Port. They would be placed on transfer 512 that morning, and moved west to MacMillian Yard on #361 that evening.

At 0900, the yard engine was making its way through the small port yard after the cars. I met-up with the crew, identified myself, and showed them which two cars they were to leave with. After an hour's worth of work, we finally rolled to a stop at the Limoilou Yard office. The superintendent was present, and after going over movement details, he offered me a lift over to Joffre Yard to catch-up with the main consist.

The WSJR's new equipment was marshalled at the rear of 43-car #305. After a couple of hours of dead time, I was introduced to the crew that would move the train from Joffre to Montreal's Turcot Yard. Though #305 had been called for 1315, it wasn't until 1445 that we finally left town. Why the delay? The CN EOT devices do not fit on passenger couplers, so an additional car had to be found that was headed to Macmillan Yard in Toronto to carry the marker.

CN's route from Joffre to St-Hyacinthe is the single tracked Drummondville Sub., which has a plethora of passing sidings to keep things fluid. These sidings were put to good use as we met VIA #22 at Laurier at 1526, #310 at Val-Alain at 1546, #308 at mp 93.05 at 1655, and #314 at St-Cyrille.

We rolled through Drummondville at 1744, onto the St-Hyacinthe Sub. at Ste-Rosalie and through St-Hyacinthe at 1844, before being told on the radio that the crew was to abandon ship in Southwark Yard in Lemoyne, across the St. Lawrence River from Montreal at 1845. Forward progress stalled here, until the new crew arrived. I used the time to ensure that all was well with the WSJR equipment on the rear, and to watch VIA #14 go east.

A top-notch Belleville crew arrived at 2030, and we were on the move by 2045. I rode on the head end with them, pointing out some of the scenic highlights of the Montreal area, as seen from the Montreal and Kingston Subs., in response to their questions, and talked of railroading and baseball in the '90s.

#305 usually picks-up more business in Brockville, and tonight was to be no exception. Thirty-one cars awaited us when we rolled to a stop in the pouring rain at 2335. I once again made sure that all was well with my charges while the crew made the pick-up.

June 17, 1997: Now at 70-plus cars, #305 headed west again from Brockville at 0050. Green lights beckoned us on all the way to Belleville, where we rolled to a stop for the crew-change at 0250. It had stopped raining, and I was able to make the lengthy walk back to the rear of the train without the need of any rain gear.

With a rollby from the outgoing crew, the new kids on the block got us out of town at 0325. This classy duo kept chasing the green (lights) clear through to Cobourg East, where we were stabbed by the detector. Amid the good-natured ribbing that "it must be those VIA cars that got us", it was soon ascertained that three boxcars ahead of those "VIA cars" had sticking brakes. With the offending cars cut-out, we were soon underway, once again cutting a path through the early morning fog.

Before long, #305 was rolling through the eastern suburbs of Toronto, angling onto the York Sub. across Highway 401. The sun had broken through overhead as #305 worked its way across the top of greater Toronto towards Macmillian Yard. Somewhat

mysteriously, the skyline of the city itself was still fog-shrouded in the distance, making it difficult for this bleary-eyed traveller to orient himself geographically in relation to the CN Tower. Presently, we rolled by the mile board for Mac Yard. Slowly arching to the right, #305 made its way into the receiving yard and came to rest on track 4 at 0710. The crew cut-off the power and headed to the shop.

I followed them and made for the phone line to await a chance to confirm the impending movement of the WSJR equipment to Kitchener on #431. While Mac Yard was my jumping-off point, I felt I had to make sure the subsequent movements were set-up to make things easier for the WSJR people to track down.

A tall figure loomed in a doorway and cast an outstretched arm in my direction, a broad smile upon his face. It was Jim Brown, General Manager for the WSJR. It had been planned that someone would be on-hand to meet me to receive a bag full of keys and to digest a copious quantity of information for the better enjoyment of their new acquisition. Little did I know the General Manager himself would be the welcoming committee!

A quick tour through the cars showed all to be as before, except that a spare battery in the baggage/generator car had toppled over somewhere between Belleville and Toronto (probably during the heavy brake application made when the detector got us). We decided to spread some baking soda about the car. I was then accorded the privilege of a quick visit to the former CP



FP9Au 6305 (nee CN 6508) has been renumbered 6508 - "Spirit of St. Jacobs". Roof mounted ditch lights have been removed and the Waterloo-St. Jacobs crest has been applied to the nose. Sister 6306 has been renumbered 6520 - "Spirit of Waterloo". Photo by Randall Stavenow.



The Waterloo-St. Jacobs 'Fifties Streamliner' pauses at Waterloo on July 26, 1997. Following FP9Au 6520 are baggage/generator 9640, coaches 3218 and 5737, refreshment/souvenir car "Elmira" (No. 761), coaches 3223 and 5611 and FP9Au 6508. Photo by Randall Stavenow.

Alliston Station, Jim's residence, just outside Tottenham to make myself presentable again, and a belly full of breakfast to fortify me for the trip back to Montreal that afternoon.

VIA #64 eased east out of Toronto's Union Station at 1545, right on time, and arrived in Montreal some six minutes late. What happened in between is a mystery; my eyes were firmly fixed on the back of my eyelids...

Epilogue

CN 431 delivered the equipment to Kitchener the following day. The 2510 and 9300 followed soon after. The unwelcome wagon had paid a visit to the cars in Kitchener, so a good amount of time was spent repairing the damage, and otherwise preparing the cars and locomotives for service at their new home. Service began on July 12, when 652 happy passengers spread over four round trips journeyed between Waterloo and St. Jacobs, Ontario.

The train originates at a newly-built station at Erb and Caroline Streets, just west of Canadian Clay & Glass Gallery, in downtown Waterloo. It proceeds up the former CN Waterloo Subdivision, past the University of Waterloo, to St. Jacobs, a distance of approximately six miles, with an intermediate stop at the St. Jacobs Farmers' Market. At St. Jacobs, the train proceeds past the station a short distance to give passengers an excellent view of the Conestogo River from a high bridge. Reversing direction, the train detrains passengers about three blocks away from St. Jacobs' downtown.

Why not sample Southwestern Ontario's newest passenger service? The train departs Waterloo at 1030 (daily except Sunday), 1200, 1330, and 1500 (all daily) until October 13, and weekends from October 18 to November 23. Special Oktoberfest, Halloween and Santa Trains are also scheduled. Day passes, with unlimited travel throughout the day, are priced at \$5.50 (2-11 yrs), \$7.50 (65 yrs +), and \$8.50 (adults). For more information, call the WSJR directly at 1-800-754-1054. The WSJR website is at www.mgl.ca/~wemiller/wsg-main.htm

A final word for the enthusiast: don't look for either the 6305 or 6306 to power the train when you take your ride. After rolling many miles under this assumed identity, the good folks at the WSJR have renumbered the pair back to their former CN numbers of 6508 and 6520. One is one each end of the train. ☐

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Letters to the Editor

CANADIAN NATIONAL EQUIPMENT TO GRAND CANYON: On June 12, I rode in former CN business car "Bonaventure" (now "Chief") from Williams to Grand Canyon, Arizona. Grand Canyon Railway Train #2 was powered by 2-8-2 4960 (nee CB&Q 4960) and FPA-4 6773 (nee CN 6773) trailed by ex-SP Harriman coaches 2120, 2121, 2117, 2111, 2104 and 2089, power car (steam generator) 460 (nee CN 15460), club car 2152 (ex-SP Harriman coach), Dome Coach 2094 - "Coconino" (ex-North Coast Limited), and 2093 - "Chief" (ex-CN business car "Bonaventure"). The former "Bonaventure" still has a CN step box! [Jeff Geldner, Yosemite National Park, California]

MOST UNINTERESTING COVER: The whole idea of a cover photo is to attract interest to the contents inside. I'd have to say that the July-August 1997's cover is the most uninteresting cover **Branchline** has ever had. Shame on you for letting down your good qualities. Whoever is responsible for this choice should be fired. It is simply plain bad design with no focus of interest, that would appeal only to one who took it or special interest people at best. We expect more from **Branchline** and generally we always get it. Let's get back to quality photography. [RFM McInnis, Nanton, Alberta]

It looks like Branchline will have to find a new volunteer editor.

A FIRST: The following headline, from the Stock Market page of **The Ottawa Citizen** of July 25, must be an absolute first:

"CN and CP lead TSE to record territory." Canadian National rose on better-than-expected earnings, mirroring the recent performance of Canadian Pacific Ltd. (see "Information Line" for details).

This event (and its reporting) have never happened before and may never happen again - both railway companies gaining ground as the TSE sets yet another record. [Garry Comber, Nepean, Ontario]

CLARIFICATION: Regarding my article on winter operations at Cochrane, Ontario, (July/August **Branchline**), I wish to clarify that timetable direction for movements over the Kapuskasing Sub. as operated by the Ontario Northland are in fact Northward (from Cochrane Jct. to Hearst), and Southward. This is in contrast to the Canadian National, which operated trains over this subdivision using timetable directions of Westward (from Cochrane Jct. to Hearst) and Eastward.

Branchline readers will find further information on the ONR by visiting the Ontario Northland Transportation Commission's corporate web site, at <http://www.ontc.on.ca>. This site also

contains schedules for passenger services operated by ONTC. [Paul Bloxham, Richmond Hill, Ontario]

NUMEROUS ADVANTAGES TO SARNIA TUNNEL: F.H. Howard of Richmond, BC, appears to be unaware of the limitations of the old tunnel at Sarnia, Ontario and the advantages of the new one (**Branchline**, July/August 1997, "Letters to the Editor"). The first tunnel, built in 1892 was good for standard cars and loads. The electrics used in it prior to the advent of diesels could only take through 25 cars at-a-time. The new tunnel takes all sizes of loads. Its chief advantage is handling double stack container. These can now be operated as unit trains from Fairview container terminal in Halifax to CN's new container terminal in Chicago. [Ian A.B. MacKenzie, Don Mills, Ontario]

THOUGHTS ON CN'S 5700s: In 1940, as a young prairie railfan transplanted for the summer to the shores of Lake Ontario near Kingston, I decided to hike north to CN's double-track main line between Toronto and Montreal and witness some big-time railroading. I particularly hoped to see a streamlined 6400 Northern, then much featured in CN publicity.

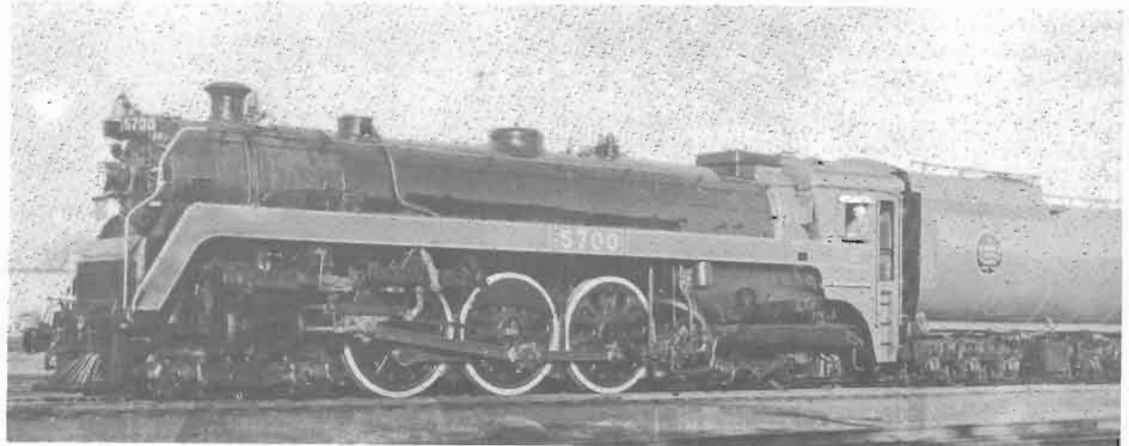
The 6400s all proved to be elsewhere that day, but I was introduced instead to something far more exotic in the normal, workaday, dual-service environment of the People's Railway. My first sighting, ironically, was of a diminutive Mogul at the head of a short way freight. Then came a succession of heavier freights hauled by Mikes and Northerns, then the noon-time pause, then the unmistakeable purring exhaust sound of a steam passenger engine at speed.

Around the bend, hell-bent for Toronto, at the head of a mixed consist of CN and CP pooled equipment, came the most colourful CN locomotive I had ever seen. She was a 5700 Hudson, done up in black, olive green, bright red, and gold, with white-painted tires on her 80-inch drivers. She was clean and shiny too; the Turcot shop forces had clearly done a prideful number on her.

Just to top things off, some minutes later came a Montreal-bound day express, also headed by a well-turned-out 5700.

I have always thought it a shame that CN, unlike CP with its 4-4-4 Jubilees, never conducted formal time trials with the 5700s - never tried to determine just how fast they could really go on good track. At the same time, though, I have difficulty believing that no CN engineer, making up time on one of those locomotives between Belleville and Cobourg, ever pushed one of those locomotives into three-digit m.p.h. Perhaps one of your most senior readers could enlighten us on this point. His pension should be safe by now! [David McQueen, Uxbridge, Ontario] ♦

CN 4-6-4 5700, built by Montreal Locomotive Works in 1930, poses for the photographer at an unknown location and date. No. 5700 was retired in 1961 and scrapped, along with sisters 5701 and 5704. No. 5702 is preserved at the Canadian Railway Museum in St-Constant, Quebec. No. 5703 was renumbered 5700 and is preserved in St. Thomas, Ontario. (BRS Collection)



So You Want to Rebuild a Steam Locomotive

Back in 1973 the National Museum of Science and Technology (NMST) decided to restore their ex-CPR light Pacific, steam locomotive #1201. Basically, the job was contracted out and the work was done in the CPR (Toronto) John Street roundhouse. It was an enormous job (it always was) and was undertaken by the (then) Ontario Rail Association. Fortunately the 1201 was, generally, in pretty good shape so that some of the major items that would have been taken care of in a normal railway steam era rebuilding were left in an "as is" state for further service. On the other side of the coin, and to complicate matters somewhat, the John Street roundhouse was not equipped with all the tools and facilities that would have been found in a major locomotive rebuilding shop. Nevertheless the job went on for three years before completion in 1976.

More recently (1995), the same NMST returned their ex-Crown Zellerbach Shay locomotive to operation after a 20 year hiatus. Now, and let's be reasonable here, for about 15 of those 20 years, the project was left in limbo and no work was done at all on the locomotive but, obviously, it was a huge job and still took a great deal of time. This time the job was performed in the Museum's own shop with Museum staff taking on the job. The only major part of the job contracted out (other than a complete sandblasting) was for "front end" boiler work. This required removing the boiler from the frame and shipping it to a firm in Kingston, Ontario, who had the necessary shop machinery, knowledge, and expertise to fabricate and install a new front tube sheet and a new smokebox (alas, that firm no longer exists). Let's face it, it is getting more and more difficult to rebuild a steam locomotive in the latter part of the 20th Century.

But it wasn't always this way. Back in the 1930s when the Canadian Pacific Railway Company decided it was time to rebuild a steam locomotive they went about it quite differently from that described above. Following is a verbatim quote from CP's 1937 "Foundation Library" book: "Canadian Pacific Facts and Figures". The article is titled: "Reconditioning of Locomotives" and is reprinted here for your enjoyment. I suppose I should add that the article was compiled and edited by the Company's General Publicity Department, no doubt from information they obtained from their Motive Power and Rolling Stock (MP & RS) department. I, personally, would have preferred to have seen the original, and unedited, MP & RS document, but you can't have everything, so here goes:

"The steam locomotive attains a working life of from thirty-five to forty years. This is made possible by a series of periodical inspections and general repairs which ensure the maintenance of the locomotive in safe and suitable condition for service. The longevity of the active period of a locomotive contrasts remarkably with the comparatively brief life of some other forms of motive power.

Even in the early stages of the design of a locomotive, careful attention is given to the arrangement, location and construction of each detail, to the end that accessibility and facilities for renewal of wearing parts may be provided.

It is the purpose of this article to outline the procedure by which the re-conditioning of a locomotive is effected.

Selection of Locomotive for Shopping

The selection of a locomotive for shopping is determined by several considerations, of which the factors are the mileage accumulated since previous general repairs; condition of boiler and firebox; date of next internal inspection and tests; condition of machinery, and operating requirements which may demand

specific classes of power. Accumulated mileage since the previous general repair may be varied in the case of individual locomotives but in general a passenger locomotive would average, between shoppings, 125,000 miles; a freight locomotive 80,000 miles; a switching locomotive 65,000 miles. The locomotive foreman of the roundhouse at which an engine is maintained, keeps a record of the mileage made by each locomotive, with a general summary of its condition, particularly as regards boiler tubes and firebox, machinery and tires. His recommendations, being transmitted to the Division and District Master Mechanics, are used as a basis for the preparation of shopping lists, covering the engines which it is proposed to shop. These lists, made up each month, cover a period of three months in advance. They are then forwarded to the Superintendent of Motive power, who makes the final decision as to which engines will be recommended for shopping.

Assuming that the repairs are to be made at Angus (the Company's main shop in Montreal, ed.), after a study of a work report submitted to cover the locomotive in question, so that the nature of the work required may be known; an examination of the shop space available; estimated cost of repairs, etc., the movement of the engine to Angus is authorized.

Preparation of Locomotives and Repair Operations

Upon arrival of the engine at Angus, the first operation is to place it on a coaling pit. Any coal remaining in the tender is removed, grates cleaned, ashes dumped, fire brick arch removed from firebox and all water drained from the boiler and tender. (Ed. note: in winter conditions all water would have been removed at the responsible roundhouse before the engine was dispatched to Angus.) From the coaling pit the engine is moved to the sandblast house, where any pitted and scaled paint surfaces are thoroughly cleaned by means of air-pressured sandblast jets. Sandblasting includes wheels; cabs and tender when necessary; smokeboxes and jacket and any other parts which require complete removal of old paint before the surface is suitable for re-finishing. For protection against rusting, surfaces which have been sandblasted are given a priming coat of black paint, after which the engine is taken to the Erecting Shop for stripping.

Upon arrival at the Erecting Shop, it is placed upon a stripping track and stripping operations commenced. The tender is uncoupled from the engine and taken to the tender shop.

The preparation of the locomotive for lifting from the wheels, requires the removal of all guard stays, main and side rods and brake gear. While this is in progress, smokebox front, grates, headlight, handrails, dynamo, steam and safety valve casings and automatic fire door are removed by the Erecting Shop gang. The Jacket Shop removes firebox and cylinder jackets; the Tank Shop removes the netting and plates from the front end and commences to strip the ash pan. The Carpenter Shop removes firebox lagging, so that the firebox may be properly examined, when being tested, and cab seats, sashes and arm rests are removed. The Steamfitter Shop strips the pipes for test. The engine is lifted off the wheels by two cranes and is carried down the shop and placed upon the pit where repairs are to be made.

To ensure complete repairs, and that all details will be reconditioned and returned to the Erecting Shop at the proper time for assembly, a definite system of scheduling in effect at Angus. When removed from the locomotive, all parts are sent to the various shops responsible for them, each of which has a definite date for the return of the parts, ready for application.

Assuming, for example, that it is desired to repair the locomotive on an 18-day schedule, the progress of the principal work would be as follows:-

1st day - Stripping.

- 2nd day - Stripping, hydro test of boiler.
- 3rd day - Stripping completed and all parts cleaned and delivered; tube removal commenced.
- 4th day - Tube removal completed; driving box brasses and wearing faces removed; valves and valve motion cleaned and tested; main and side rods tested.
- 5th day - Old cylinder and valve bushings removed; boiler scaled and smoke box cleaned; new driving box brasses in; superheater header examined; frames repaired.
- 6th day - Cylinders repaired; driving boxes drilled; superheater pipes examined; motion work repairs commenced; dynamo cleaned.
- 7th day - Cylinders bored; boiler patches applied; tank, tender frame, engine truck and cab repairs commenced; dynamo repairs commenced; cab cleaned and primed.
- 8th day - Frame repairs completed; staybolts applied and tubes welded; numerous frame castings completed; superheater pipes finished; tender cleaned and primed.
- 9th day - Guard stays up and shoes and wedges lined up; tubes cut to length and tested, pumps repaired; superheater pipes fitted; cab doors and sashes completed; first coat of black engine surfacer applied.
- 10th day - Boiler mountings applied; tubes rolled and beaded; arch tubes, crossheads, guides bars, dry pipe, etc. applied; spring gear delivered; inside of cab painted.
- 11th day - Dry pipe tested; tubing completed and boiler tested; wheels and motion parts delivered; headlight repaired; dynamo tested; paint rubbed down on tender and cab.
- 12th day - Engine wheeled and trucked; dry pipe and superheater headers applied; valves, steam chest covers and cylinder covers applied; tender brake details cleaned and tested; boiler and cylinders lagged; coat of black engine finish applied to cab and tender.
- 13th day - Main and eccentric rods delivered; stand pipe applied; superheater pipes applied and tested; jacketing commenced; lettering, numbering and striping on cab and tender completed.
- 14th day - Valves set; steam and exhaust pipes applied; varnish cab and tender.
- 15th day - Engine blown through; pistons, etc. delivered; tender and tender truck repairs completed; brake gear delivered.
- 16th day - Grates, fire brick, arch, pistons, brake gear, ash pan and cab doors applied, tender mounted; 2nd coat of varnish on tank.
- 17th day - Ash pan and gear applied; smokebox front, smokestack, netting, main and side rods, cab sashes applied; general paint work commenced.
- 18th day - Safety valves set and sealed; all piping and light plate work completed, brakes tested and set; tender coupled to engine; dynamo and wiring tested; paint work finished.

The engine is now ready for trial trip, after which a thorough inspection is made and any necessary adjustments performed before the engine is delivered for service.

Control of Costs and Production

In undertaking the repair of a locomotive it is of course essential that the relation of costs to production be controlled at all times. In order that this may be attained a system of records and a knowledge of the costs of individual jobs must be depended upon to permit of making locomotive repairs at a minimum of expense consistent with thorough workmanship.

The operation of this system at Angus is based upon studies of time values, set and recorded for each job of operation.

When an engine is shopped for general repairs, the foreman of each department is required to make a personal inspection and record of the work which must be handled in his department. This report is analysed; then, using the time values already referred to, the cost of labour can be accurately and readily determined.

By the maintenance of up-to-date records of material values, the cost of material required for replacement of worn or damaged parts can also be determined.

When the labour and material costs have been itemized, a complete cost estimate is prepared, so that the expenditure required to recondition the locomotive is known before the money is spent. This system makes it possible to regulate output in proportion to money appropriated for making repairs, also to compensate for any extraordinary expenditures above the estimates.

The system of records in use permits control of costs in each shop as the work progresses. If an increase above the estimated cost is noted, the foreman of the shop involved is called upon to account for the increase. If it is unavoidable, revision of the estimated cost total for the locomotive can be made at once. In other words, it is possible each day to determine any variation in costs from the preliminary estimate and to make adjustments to meet any deviation from the anticipated routine.

Progress sheets are maintained which tell at a glance the status of the repair work in every shop. Should any delays occur in the output of a shop, it can be located and corrected in time to prevent interference with the schedule of the locomotive repair under consideration.

Thus, step by step, have been outlined the methods followed in the reconditioning of a locomotive".

It is unfortunate that the summary is so abbreviated, capsulated and reduced to not much more than a thumbnail sketch of what really went on. The locomotive's air compressor, for example, doesn't even get a mention. Similarly, during the 18 days, the locomotive and tender wheels had to be sent to the Wheel Shop for truing (reprofiling), but someone, either in the office of the Chief of Motive Power and Rolling Stock or the General Publicity Department, neglected to mention that most important aspect of the work. Similarly there is no mention of the various repair classifications that were undertaken, either class 1, 2 or 3. One can only guess that the locomotive that is being described is neither one of CPR's D-4 class 4-6-0s, or a K-1 class 4-8-4, but rather a more or less average locomotive on CP's roster at that time. Nevertheless it does give the reader an insight into the enormity of the job, the size of the physical plant required to carry out the work, and the size of the workforce. These were the days when the building/re-building of locomotives was done in the railway company's shops. This work was being done by a company involved in the rail transportation business. They did not build or re-build locomotives for others, just themselves. True, they did buy new locomotives from outside sources but at this late date I have trouble getting through my noodle that a transportation company operated shops capable of building their own steam locomotives. How many trucking companies build their own trucks?

Certainly the reconditioning of a steam locomotive in 18 days requires a large labour force as the work being done was so labour intensive, it's a good thing labour was cheap! It's also a good indication of why no one can afford to operate steam locomotives in normal revenue service anymore. You will note in the narrative that the keeping of costs under control was a major consideration. It always was with CP, and not just in the reconditioning of locomotives.

And, as a parting shot, just think, no computers of any kind were involved in any of the shops or offices at that time and still they were able to complete such an enormous task in such a short time. Now isn't that something! Ah, progress. ☺

A SELECTION OF PASSENGER CONSISTS

25 June 1997 Rocky Mountaineer at Banff, Alberta	5 July 1997 VIA #15 - "Ocean" at Moncton, NB	25 July 1997 VIA #14/16 - "Ocean"/ "Chaleur" at Montréal, Qué	31 July 1997 ONR #698 - "Northlander" at Richmond Hill, Ontario	26 July 1997 VIA #17 - "Chaleur" at Gaspé, Québec
HATX GP40-3 803 HATX GP40-3 800 Generator Car 9271 Coach 5722 Coach 5725 Coach 5706 Coach 5717 Coach 5716 Coach 5715 Coach 3212 Coach 5720 Coach 5749 Bi-Level Dome 9504 Bi-Level Dome 9503 -----	F40PH-2 6430 F40PH-2 6420 Baggage 8620 Coach 8145 Coach 8130 Skyline 8511 Coach 8139 Coach 8134 Diner "Acadian" Slpr. "Chateau Dollard" Slpr. "Chateau Closse" Slpr. "Chateau Dollier" Slpr. "Chateau Maisonneuve" Slpr. "Chateau Denonville" Dome-Obs. "Yoho Park" -----	F40PH-2 6405 F40PH-2 6402 Baggage 8622 Slpr. "Chateau Laval" * Slpr. "Chateau Montcalm" * Slpr. "Chateau Levis" * Skyline 8503 * Coach 8140 * Coach 8141 * Coach 8132 Coach 8144 Coach 8124 Skyline 8514 Coach 8133 Coach 8136 Diner "Wascana" Slpr. "Chateau Iberville" # Slpr. "Chateau Closse" # Slpr. "Chateau Bienville" Slpr. "Chateau Richelieu" Slpr. "Chateau Lauzon" Slpr. "Chateau Dollard" Dome-Observation "Evangeline Park" (* to Gaspé; # to Moncton)	FP7Au 2002 EGU 202 Coach 601 Snack 703 Coach 602 Coach 615 Coach 612 ----- 1 August 1997 VIA #601 - "Abitibi"/ "Saguenay" at Montreal FP9Au 6300 FP9Au 6307 Coach 8100 Coach 4110 Baggage 8608 Baggage 8612 Coach 4115 Dome-Observation "Laurentide Park"	F40PH-2 6417 Baggage 8613 Sleeper "Chateau Laval" Sleeper "Chateau Montcalm" Sleeper "Chateau Levis" Skyline 8503 Coach 8140 Coach 8141 ----- 23 July 1997 VIA #291 at The Pas, Manitoba CN GP38-2 4720 HBRY GP35 2501 HBRY GP35 2504 CN GP38-2(W) 4765 31 freight cars VIA baggage 9631 VIA coach 3248
10 July 1997 VIA #36 - "Laurier" at Casselman, Ontario	16 July 1997 AMT #33 at Dorval, Quebec			
F40PH-2 6417 Baggage 8619 Club Galley 4001 Coach 4107 Coach 4109 Coach 4103 Coach 4123	Cab Coach 705 Cab Coach 706 Cab Coach 702 Coach 726 Coach 723 Coach 731 Coach 732 EGU 606 GP9u 1313			

(Thanks to Paul Bloxham, Tom Box, Roman Hawryluk, Brian Kimmons, Harm Landsman, John Mitchell, Marty Phillips, Michel Tremblay and George Wooldridge)

A SAMPLE OF DIESEL LASHUPS

June 13 - CP 409 at Bolton, ON: CP SD40 5400, NS SD40 1602, HLCX SD40-3 6057, SOO SD40-2 6612, EMDX GP40-2 201 and HATX GP40-2 505.
 June 21 - CN 399 at Paris, ON: SD701 5612, NS C30-7 8080, SD40-2(W) 5361, SW1200RMs 7104 and 7304 and SW1200RS 1362.
 June 24 - CN 386 at Aldershot, ON: SD40 5015, SD701 5610, GTW GP38-2 5812, SD40 5091, SW1200RS's 1364 and 1369, SW1200RM 7101, GP9RM mother 7254, GP9 Slug 247, and SW1200RS 1360.
 June 25 - CP eastbound at Field, BC: SD40-2s 6047, 6027 and 5973, NS SD40 1619, SD40-2 5805 and AC4400CW 9544.
 June 26 - STLH at Dorval: SD40-2 5578, Control Cab 1100, SD40-2 6043, C-424 4214 and BAR GP38-3 364.
 July 1 - CN 312 at Miramichi, NB: M-420(W) 3518, HR616 2117 and GP40 9308.
 July 5 - CN 402 at Edmonton, AB: GP40-2L(W)s 9579 and 9542, CR C40-8W 751, SD40 5202 and Dash 8-40CM 2423.
 July 6 - STLH light engine move from Toronto to Montreal: CP RS-18u 1815, C-424 4238, RS-18u's 1822, 1835, 1812 and 1824, C-424 4241, RS-18u's 1845, 1825, 1860, 1803, 1809 and 1846, C-424 4211, RS-18u 1813 and C-424s 4223 and 4231.
 July 6 - STLH 511 at Guelph Jct., ON: STLH SD40-2 5627, HLCX SD40-2 6203, CP SD40A 6410, CP SD40-2 779, STLH SD40-2 5619 and HLCX SD40 5025.
 July 8 - CN 529 at Nepean, ON: GMD1u 1422 and M-420(W) 3568.
 July 8 - CN 398 at Sarnia: UP GP40X 958, DRGW GP40-2 3116, CNW SD40-2 6804 and UP SD40-2 3657.
 July 8 - CN 311 at Miramichi, NB: SD40-2(W) 5312, SD40 5089, GP40-2L(W) 9434 and S-13u 8707.
 July 9 - CN westbound at Pointe-Claire, QC: SD701 5605, M-636 2338, GP40-2(W) 9664, GP9RM 7275, GP9-Slug 275, and M-420(W) 3508.
 July 9 - CN westbound at Kingston, ON: GP40-2(W) 9677, HR616s 2118 and 2107, GP40 9310, M-420(W) 3557, CR C40-8W 750, GP40-2L(W) 9574, SD40-2 5382, GP40-2L(W) 9606 and SD40 5135.
 July 12 - CDAC at Lasalle, QC: CDAC GP40 40, MKCX GP40 4302 and HATX GP40 411.
 July 14 - CN 368 at Dorion, QC: SD40-2(W) 5312, HR616 2107 and GP9RM 4116 and Helm Leasing's former QNSL SD40-2s 222, 260 and 257 (dead).
 July 15 - CP 501 at Toronto, ON: CP SD40-2 5643 and 5661, Helm Leasing's former QNSL SD40-2s 260, 257 and 222 (enroute to Paducah, KY), HLCX GP40-2 4403 and HATX SD45-2 910.
 July 17 - CN 392 at Bayview Jct., ON: GP40-2L(W) 9667, HLCX SD40 5002, GTW GP38-2 5818 and GTW GP38ACs 5807 and 6211.
 July 24 - CN at Wadena, SK: SD751 5668 and Dash 9-44CWL 2518.
 July 26 - CN 450 at Richmond Hill, ON: GP40-2L(W) 9540 and ONT SD40-2s 1730 and 1733.
 July 27 - CN 450 at Richmond Hill, ON: GP40-2L(W) 9504, M-636 2338 and GP40-2L(W) 9484.
 July 29 - HCR (CP) 911 at Sudbury, ON: CP RS-18u 1839, HATX SD45E 920 and RS-18u 1838 (first Huron Central Railroad train).
 July 29 - CN 326 at Montreal, QC: CR SD50 6748, CR C40-8W 6187, CR SD40-2 6466, CR SD45-2 6659, CR SD40-2 6513, CR SD45-2 6662, CR C39-8 6018 and CR SD40-2 6484.
 August 1 - CP 521 at Toronto, ON: CP SD40-2 5584, HLCX SD40-2 6214, NS SD40 3200, NYSW GP18 1800 (for wheel work), CP SD40-2 5677 and STLH SD40-2 5636.
 August 9 - CN 840 at Saskatoon, SK: SD40-2(W) 5296, M-636 2338 (last on roster) and M-420(W) 3533.
 August 9 - HCR (CP) 911 at Sudbury, ON: CP RS-18u 1840, HATX SD45E 916, CP RS-18u 1838 and CP SW1200RS 8124.
 August 10 - CP 512 at Windsor, ON: CP SD40 5522, IMRL SD40 233 and BAR GP38-3 366.
 August 11 - BCOL JN11 at Fort St. John, BC: SD40-2s 767 and 764, B36-7s 7492, 7488 and 7484, and SD40-2 754.

(Correction - in the July-August *Branchline*, CP 529 for June 17 should have been CN 529)

(Thanks to Kevin Beckley, Paul Bloxham, Bruce Chapman, Brad Ellis, Trevor Franklin, Ken Garber, Bob Heathorn, Paul Hunter, Brian Kimmons, Harm Landsman, Bill Miller, Don Phillips, Marty Phillips, Willie Radford, Wayne Regaudie, Grey Smith, Jon Snook, Adrian Telizyn and George Wooldridge)

Photo Corner

VIA Rail's tri-weekly "Chaleur" being wye'd on the Wharf Spur at Gaspé, Québec, on June 28, 1997. Ridership on the "Chaleur" this year is up by 18% compared to 1996. VIA attributes the surge to refurbished equipment, aggressive marketing and a variety of discount fares. Photo by Michel Tremblay.



On July 19 and 20, 1997, "The Huckleberry Express" operated over the Kawartha Lakes Railway (CPR internal shortline) between Havelock and Blue Mountain, Ontario, utilizing borrowed GO Transit F59PH 531 and three bi-level coaches. Three sold out trips were operated each day as part of the three-day "Rock 'N' Rail Festival" centred at the Havelock station. Photo by John Thompson.

From the past: VIA Rail FP9Au 6310 and F9B 6626 head up the westbound "Super Continental" at Jasper, Alberta, in May 1989. On the left, FP9Au 6304 heads up the "Skeena" destined to Prince Rupert. Overseeing the activity is retired CN 4-8-2 6015. Photo by Wendell Lemon.



Along the Right of Way

NEW LIFE FOR STATION: The 100-year-old former CPR station in St-Jérôme, Quebec, will form the nucleus of "Place de la Gare", a recreation-tourist and commercial location. The City of St-Jérôme purchased the station in 1996 and expects the renovation of the building to cost about \$750,000. The city also took title to the freight yard and the railway right-of-way between Outremont and Latour Streets.

The old station, with its stone facade, is the departure point for the "Le P'tit Train du Nord" linear park, a 200-km cycle path extending to Mont-Laurier. The renovation of the station is being undertaken in collaboration with Heritage Canada. The station was added to the list of protected railway stations in 1996. (*La Presse*, 10/02/97, thanks to Melville Dusablon and Sanborn Worthen)

RESIDENTS PROTEST EXCESSIVE WHISTLING FROM STEAM TOURIST RAILWAY: Residents of Quorn in Leicestershire, England, are upset about the whistling on nearby Great Central Railway, an eight-mile tourist operation between Loughborough and Leicester. Local officials have written official letters of complaint to the railway which handles about 160,000 visitors, but without success. Said the GCR's chief executive, "Are we meant to put a big sign on the front of locomotives saying: 'Watch out - there's a train coming?' Or have a man with a red flag running ahead of trains? ... The whistle is a matter of safety. It's not good enough to have a silly 'poop-poop' sound." (*Daily Telegraph*, 17/05/97, thanks to Bob Elliot)

FOOD STORE PLANNED FOR ANGUS SHOPS: Provigo intends to set up a large food area in a section of the former locomotive shop of CPR's Angus Shops in Montreal as part of a three-way agreement between CPR, Provigo and the City of Montreal. It is felt that the project will better serve the population and will offer new employment opportunities. (*Le Journal de Montréal*, 28/05/97, thank to Melville Dusablon and Sanborn Worthen)

NEW HOME FOR CPR 374: A permanent shelter and home for historic CPR 4-4-0 374 at the Concord Pacific site, alongside the Roundhouse Community Centre (former CP Drake Street roundhouse) in Vancouver was officially opened on July 11. The enclosure allows No. 374 to be viewed from both Pacific Blvd. and Drake Street through full height glass walls. No. 374 hauled the first CPR passenger train on the new 12-mile extension to Vancouver on May 23, 1887. (*WCRA News*, 7/97)

ADAPTIVE REUSE MEANS FUTURE ASSURED FOR TEMAGAMI STATION: The Ontario Northland station in Temagami, Ontario, has been saved from demolition thanks to a unique deal between the ONR and a couple from Toronto who plan to turn the circa 1909 grey-stone building into a combination museum and model railway manufacturing and sales outlet. The building will also continue to function as a passenger station, handling ONR's daily "Northlander" between Cochrane and North Bay/Toronto. To ensure the longevity of the project, the station will be administered by a local charitable trust, separate from the model railroad company. (*North Bay Nugget*, 26/06/97, thanks to Ronald Best)

FOR ROYALTY: "On the occasion of the Queen's visit Monday June 30th between the hours of 1530 and 1700 no trains will be allowed to circulate between mile 1 and mile 10 Beachburg Sub and at the west end of Walkley Yard". (CN TGBO No. 2033, 30/06/97, re the Queen's visit to Ottawa, thanks to John Mitchell)

"YOU ALWAYS GOT TIME FOR TIM HORTONS": From the *Hamilton Spectator*, the following account: "What a curious sight. A man with a tray of hot Tim Horton coffees, stepping over the guardrail and descending the grassy bank into the gully between Dundurn Street and the 403. Curious until you see where he's going. At the bottom of the hill is a stopped freight train and when the man with the train approaches the first engine, out comes another man to help him back up. Once they're back inside, the train starts up again and on its way. May be it would be a good location for a drivethrough - or a TV commercial." (As reported by Wade Mensworth, columnist, *Hamilton Spectator*, 03/07/97, thanks to Clive Spate)

BROCKVILLE AND WESTPORT SHOP SITE BECOMES HOUSING DEVELOPMENT: The site of the former Brockville and Westport shop in Brockville, Ontario, has recently become a housing development, having been sold by Canadian National to a Brockville developer. The land, located in the west end of Brockville, adjacent to a recently-abandoned wye jointly used over the years by Canadian Pacific, B&W, Canadian Northern, Canadian National and VIA Rail Canada trains, has sat dormant for a number of years, its last use as a fuel storage terminal during the late-1950s for the erstwhile Supertest company. This "adaptive" re-use erases yet another memory of this colourful, yet uneconomic, 45-mile eastern Ontario branch which ran out its last miles in 1952 as Canadian National's Westport Subdivision. (Philip Jago)

STOUFFVILLE GETS NEW RAILWAY STATION: Stouffville, Ontario, has a new deeply gabled brick and board railway station that marks the southern terminus of the York-Durham Heritage Railway's excursion train from Uxbridge. The station, which is also utilized by GO Transit, was officially opened on June 28. Stouffville's original station was built in 1886. (John Thompson)

TURNTABLE TO MOVE FROM THUNDER BAY TO SQUAMISH: The West Coast Railway Association has secured a \$200,000 donation from Canadian National Railway to assist in the Phase II construction of the Association's West Coast Railway Heritage Park in Squamish, BC. The commitment includes \$100,000 in cash support (at \$20,000 for five years), and \$100,000 "in kind" in the form of the Thunder Bay (Fort William), Ontario, turntable. CN has awarded a contract to disassemble the turntable to Canadian Steel Ltd. of Thundray Bay. The turntable will become the centrepiece of the Heritage Park's locomotive servicing facility. (*WCRA News*, 8/97)

CONTRACT WORK: The Southern Railway of B.C. shop in New Westminster, BC, was chosen by General Electric for emergency repairs to BC Rail and CP Rail diesel locomotives. Faulty engine pistons on BC Rail Dash 8 and Dash 9 units are being replaced. As well, GE is doing warranty piston work on CP's AC4400CW units. (*The Province* 15/07/97, thanks to David Meridew)

WILL AMTRAK RETURN TO MONTREAL?: If ridership figures exceed expectations on Amtrak's "Vermont", it could be extended to Montreal, according to a report on WCAX Television on July 25. The "Vermont", which operates between Washington, DC, and St. Albans, VT, was established on April 1, 1995, as a replacement for the "Montrealer". The report indicated that State Transportation planners are working to extend the train to Montreal. A bus from Montreal to St. Albans presently connects with the "Vermont". (Willie Radford)

TO NEW HOME: GO Transit F59PH 565-568, and bi-level coaches 2000 and 2001, acquired by the commuter agency in Fort Worth, Texas, departed Toronto in late-July, destined to Trinity Railcar Repair in Irving, Texas. Fourteen additional GO Transit bi-level coaches, presently leased to Metrolink in California until spring 1998, were also acquired.

NORFOLK SOUTHERN SPECIAL: On July 30, a 7-car Norfolk Southern special operated from Chicago to Feeder, Ontario (on CN's Cayuga Sub.). On board were shippers and NS managers who were bussed to nearby Dain City Intermodal Yard. The train included NS C40-8 8763 and business cars 9 "Alabama", 12 "Indiana", 11 "Illinois", 3 "Claytor Lake", 21 "West Virginia", 18 "General William Mahone" and 23 "Buena Vista". (Paul Duncan)

IN THE MOVIES: On August 2, VIA F40PH-2 6429, sleeper "Butler Manor", diner "Alexandria" and dome-observation "Strathcona Park" were used in a Home Hardware promotional advertisement filmed on CN's Dundas Subdivision between Copetown and Dundas, Ontario. The 6429 had been repainted in "Home Hardware yellow" with black roof in Montreal, later acquiring Home Hardware and VIA logos. (George Roth)

CORRECTION: A 'typo' crept into the list of equipment acquired by the Waterloo-St. Jacobs Railway Co. (July-August **Branchline**, Page 21). It was former VIA Dayniter 5737, not 5747, that was acquired. ☐

THE REGISTER BOOK

ST-CONSTANT, QUEBEC: The Canadian Railway Museum's Diesel Weekend will be held on **September 13-14**. See over 15 locomotives of which approximately four will be in operation. Regular streetcar service both days; regular passenger train on September 14. Special night photo on September 13 (advance purchase required). Weekend pass available; night photo session supplement. Proceeds to help restore ex-CN FA-1 9400. Information and cost details from Canadian Railway Museum, 120 St-Pierre St., St-Constant, Quebec, J5A 2G9; tel (514) 638-1522. No refunds - events take place rain or shine. Passes held for distribution at gate.

OTTAWA TO NORTH BAY, ONTARIO: The Ottawa Valley Associated Railroaders, is operating a day trip from Ottawa to North Bay on **September 20** to visit the Ontario Northland Railway shops and various model railway layouts. Travel will be by luxury bus. Cost is \$45, with a \$20 deposit required at registration. To register call Michel Boucher at (613) 781-6989. A minimum of 30 participants is required. Send deposit cheque by September 9 to: OVAR-North Bay Trip, c/o Michel Boucher, 48 Hemlock Street, Aylmer, QC, J9H 3T9.

TROIS-RIVIERES, QUEBEC: Les Modelistes Ferroviaires de la Mauricie will present "EXPO TRAIN 97" on **September 27-28** from 10:00 to 17:00 at Poly Ste-Ursule, 1725 boul. de Carmel. Adults \$3; children \$1. Information from Hugues Dravigné at (819) 375-6422, fax (819) 371-9383 or e-mail: clafor@netrover.com

What's New?

by PAUL BOWN

It's usually books that come across the review desk, but this month, in addition to a new book, there are two CDs (also available on cassettes). All three products are produced by Native Ground Music out of Asheville, North Carolina. The book is **Singing Rails** by Wayne Erbsen and the two recordings are **Singing Rails** and **Railroadin' Classics**.

The **Singing Rails** items go hand in hand. The book is a compilation of "Railroadin' Songs, Jokes and Stories" while the CD contains 14 "Railroadin' Songs". Wayne Erbsen, as well as authoring the book, is the singer on the recording. The CD contains many of the better known railroad songs. Included in the 14 tracks on the recording are such tunes as "Midnight Special, Cannonball Blues and Freight Train Boogie. The CD has a definite "Country and Western" flavour which at times made a few well-known songs seem a little unfamiliar. I am not a country and western fan and as such may not have had a proper appreciation for the presentation style. When one is so used to hearing songs in a certain fashion, what I should have recognized as a common song, I sort of took a double take on. It presents the songs in a somewhat different light but they grow on you. What is most important is the songs are now on a preserved media and I don't think that I have seen more than two or three recordings of railroad songs over the years. This is certainly the first time I have seen them in CD format. I can remember singing a number of the songs around a campfire when I was a Boy Scout so they did provide some pleasant memories.

The companion book **Singing Rail** was a real treat. Seventy pages in length, not only did it provide the words and music to the songs on the CD, it was filled with a number of vignettes about the railroads in their formative years. Along with the lyrics and music for the songs there is background material on the song itself. This in some cases is the background story that was the basis of the song lyrics. The little vignettes cover such items as "Strange Railroad Laws" and "The ant who stopped a freight train". The book contained some interesting background material and would be an interesting addition to one's library of railroadiana.

The second CD, **Railroadin' Songs**, contains instrumental versions of 16 railroad songs. As with the other CD, this recording has a definite Country and Western flavour and I had to check the case jacket several times to figure out the title of the song being played. It is definitely different from the traditional versions more commonly heard. It contains such tunes as: Wabash Cannonball, Casey Jones, New River Train, Wreck of the Old 97, and Nine Hundred Miles. While it makes for reasonable listening I will admit I am more partial to the traditional versions. Perhaps it would grow on you after several listenings. I did find the songs easier to identify after I had listened to them a few times.

All of the products are available from Native Ground Music, 109 Bell Road, Asheville, NC, 28805-1521, USA. They can be found on the Internet at www.circle.net/nativeground. The price for the book is \$5.95, the CDs are \$14.95 each, or cassettes at \$9.95 each, all in US funds. The shipping charges to be added are \$3.00 for 1-3 items and \$1.00 for each additional item. ☐

The Motive Power and Equipment Scene

Our thanks to Bruce Chapman, Ray Corley, Roland Legault, RFM McInnis, Mark Perry, Wayne Regaudie, John Thompson, **Extra 2200 South**, **PSTR Express** and **WCRA News**.



MORE GE UNITS ORDERED: An additional order for 40 GE Dash 9-44CWL units (Nos. 2563-2602) for first quarter 1998 delivery has been announced. Deliveries of 40 Dash 9-44CWL units (Nos. 2523-2562) from an earlier order will commence in October 1997.

RETIRED: (dd/mm)

- CN GMD1m 1101 (08/08), 1105 (08/08) and 1141 (08/08);
- CN M-420(W) 3571 (08/08);
- CN SD40 5153 (08/08), 5156 (08/08) and 5202 (06/08) - to be overhauled and upgraded by AMF as SD40MP units for Connell Leasing;
- CN S-13u 8700 (06/08), 8703 (06/08), 8704 (08/08), 8705 (06/08), 8706 (08/08), 8707-8709 (06/08) and 8711 (08/08) [only 8701 remains on the roster] - all acquired by Canac for its Contract Switching Fleet.

SOLD: Retired GTW GP18 4701 was sold to Caulfield Inc. in Riga, Michigan, and in turn was sold to Relco in Minooka, Illinois.

TRANSFERRED: GMD1 1900 and 1901 from Toronto to Winnipeg.

LEASED OUT: CN M-420(W) 3542, 3545 and 3554 are leased out by Canac to Chemin de fer Baie des Chaleurs.

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 16/11/96);
- CN M-420(W) 3528; HR412(W) 3580;
- CN SD50F 5415* and 5438*;
- GTW GP9 4137*, 4138 and 4434; GPR9 4602, 4605 and 4619*;
- GP18 4706; GP38-2 4915 (ex-5715); GP38AC 5802*; SD40 5925; GP38-2 6228*; GP40-2 6421;
- HLCX SD40 5006.

LEASED UNIT CHANGES SINCE LAST ISSUE:

Added:

- Norfolk Southern C30-7 8008, 8051, 8070 and 8081.

Off lease:

- Conrail C40-8W 740-743, 745, 746 and 748-759 (to be renumbered CR 6266-6269, 6271, 6272 and 6274-6285);
- Conrail C39-8 6000, 6002-6004, 6007, 6010, 6013, 6015-6019;
- Conrail SD40-2 6430, 6438, 6444, 6453, 6466, 6479, 6482, 6484, 6492, 6499 and 6513;
- Conrail SD45-2 6654-6659 and 6661-6666;
- Norfolk Southern C30-7 8025, 8046, 8062 and 8063.

32 UNITS LEASED:

6 from Helm Leasing:

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

8 from National Railway Equipment:

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

18 from Norfolk Southern:

- NS C30-7 8003, 8004, 8006-8008, 8012, 8013, 8022, 8024, 8029, 8050, 8051, 8070, 8073, 8079-8082 (nee Norfolk & Western, same numbers).

Canadian Pacific Railway

RETIRED: (dd/mm)

- CP SW1200RSu 1211 (04/07);
- CP RS-18u 1823 (04/07) and 1829 (04/07);
- CP C-424 4245 (04/07) and 4248 (04/07).

NEW IDENTITIES:

- CP SD40-2 672 was renumbered CP 5417 on July 30;
- CP SD40-2 3253 was renumbered CP 5484 on July 3;
- CP SD40-2 3254 was renumbered CP 5485 on July 14;
- CP SD40 5524 was relettered STLH 5524 on July 8;
- CP SD40-2 5593 was relettered STLH 5593 on July 10;
- CP GP9u 8206 was relettered STLH 8206 on June 16;
- CP GP9u 8212 was relettered STLH 8212 on July 3.

LEADERS AGAIN: SD40-2s 6055-6080 have operated as "B" units for several years. The units are equipped with Locotrol-II receiving equipment and have been stripped of most cab appurtenances and cab windows have been blanked over. A program is underway to return several of the units to leader status. To date, 6060, 6061, 6063, 6073 and 6080 have been upgraded.

STORED UNSERVICEABLE (* added since last issue):

- CP: SW9u 1200 (STLH); GP9u 1606 (STLH); RS-18u 1806 (STLH), 1817* (STLH), 1826* (STLH) and 1864* (STLH); C-424 4234 (STLH) and 4239 (STLH); GP30 5000 and 5001; GP35 5007, 5008 and 5019; SD40-2 5685 (STLH - accident at Savona, BC, on 20/08/95); SD40-2 5753 (washout accident at mile 21, Ignace Sub., in April 1997); SD40-2 5972*; SW1200RS 8100 and 8123 (STLH); GP9 8275 [SOO]; SD40-2F 9010*.
- SOO: SW1200 328; GP7 377 and 382; GP9 404, 411* and 412; SD40-2 760*; SW1200-Slug 1209; SW1200 1213, 1220 and 1222; GP40 2010, 2025, 2038, 2058 and 2059; SW9-Slug 2118; SW1200 2122; GP9 2411* and 2551; GP15C 4101, 4103, 4104 and 4105; GP9 4229 and 4230; GP30C 4300; GP40 4600*; SD60 6005*.

LEASED OUT:

- CP (STLH) SW9u 1204 to General Chemicals at Amherstburg, ON;
- CP (STLH) SW1200RS 8132 to Inco Metals at Copper Cliff, ON.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:

Added:

- CLP GP38-2 204 (ex-HATX 217; ex-CSXT/FL/SBD 2528; nee SCL 528);
- EMDX GP40-1 189 (nee MKT 189);
- HATX GP40 414 (ex-CSXT 6732; exx-SBD 6732; nee SCL 1577);
- HATX GP40 416 (ex-CSXT 6527; nee B&O 3751);
- HATX GP40 417 (ex-CSXT 6815; exx-FL 6815; nee L&N 3019);
- HATX GP40 419 (ex-CSXT 6760; exx-SBD 6760; nee SCL 1606);
- HLCX GP40-2 4302 (ex-HLCX 4412; exx-HLCX/Amtrak 663; exxx-Kyle 3114; nee CR/PC/NYC 3095);
- HLCX GP40-2 4403 (ex-HLCX/Amtrak 656; exx-Helm 3072; nee ICG/IC 3072);
- HLCX GP40-2 4406, 4407 (ex-HLCX/Amtrak 651, 654; exx-Kyle 3108, 3116; nee CR/PC/NYC 3088, 3083);
- HLCX GP40-2 4409, 4410 (ex-HLCX/Amtrak 658, 659; exx-B&M 321, 323; nee CR/PC 3229, 3233);
- HLCX SD40-3 6071;
- MKCX GP40 4301 (ex-GATX 3729; nee B&O 3729);
- MKCX GP40 4303 (ex-CSXT 6545; exx-CS 3769; nee B&O 3769);
- MKCX GP40 4304 (ex-CSXT 6698; exx-SBD 6698; nee SCL 1542);
- MKCX GP40 4305 (ex-CSXT 6842; exx-CS 4087; nee C&O 4087).

Removed:

- HATX SD45-2 902, 905, 906, 910, 911;
- HATX SD45E 916, 918, 920, 922;
- HLCX GP40 4002;
- HLCX SD40 4066, 5009, 5020, 5022, 5023, 5027;
- HLCX SD40-3 6067;
- HLCX SD40M-2 6300-6304.

(At press time, 264 units were on lease)



RELEASED:

- CN HBU-4 506, GP9RM 4116 and SD40 5058 from collision repairs;
- Conrail SD50 6751 from collision repairs;
- Dallas Area Rapid Transit RDC-1 2003 (ex-VIA 6145), the last of 13 former VIA RDC-1s refurbished.
- Massachusetts Bay Transit Authority GP40LH-2 1118, 1120, 1125, 1131, 1135 and 1137 converted from CN GP40-2L(W) 9503, 9510, 9545, 9571, 9598 and 9607 released for final assembly at American Railcar Services in Hornell, NY;
- Norfolk Southern C30-7 8025 from repairs;
- GO Transit bi-level coaches 2061-2064, 2071, 2072, 2074 and 2076 from refurbishing;
- Quebec North Shore & Labrador SD40-2CLC 320 from wreck repairs.

WORK IN PROGRESS:

- CN Dash 9-44CWL 2502 for wreck repairs;
- Former CN SD40 5120, 5173, 5176 and 5200 for overhaul and installation of a microprocessor to be released as Connell Leasing

- SD40MP units;
- Former CN SW1200RS 1326 from which the frame will be utilized to repair retired CN SW1200RM 7315;
 - Former CN GP40-2L(W) 9500, 9506, 9511, 9512, 9533, 9553, 9572, 9589, 9599 and 9620 - being converted to GP40LH-2 units for the Massachusetts Bay Transit Authority;
 - Helm Leasing HLCX GP40 3077 for repairs;
 - GO Transit bi-level coaches 2047, 2059, 2060, 2065-2070 and 2073 for refurbishing.

WORK PENDING:

- CN GP9-Slug 224; Dash 8-40CM 2415 and 2437; GP9RM 7021, 7270 and 7274; and GP38-2m 7503 for collision/accident repairs;
- Retired CN SD40 5153, 5156 and 5202 to be upgraded to Connell Leasing SD40MP units (lease fleet).



MODIFIED: FP9Au 6311 has been equipped with a head-end power generator. After break-in runs out of Montreal, the 6311 was moved to Winnipeg, departing Toronto on July 31, for service on the "Hudson Bay" to Churchill. Nos. 6300, 6302, 6307 and 6308 were previously equipped; Nos. 6304 and 6313 to follow.

ELSEWHERE

SOLD: Quebec North Shore & Labrador SD40-2 222, 257 and 260 have been acquired by Helm Leasing. The units were forwarded in July to VMV in Paducah, Kentucky, for work and renumbering to HLCX 6225-6227 respectively, prior to lease to CPR.

STARTUP POWER: HATX SD45E 916, 920 and 922, have been leased to the Huron Central Railroad (HCR), now operating the former CP Webbwood Subdivision between Sudbury and Sault Ste. Marie, Ontario. As well, Buffalo & Pittsburgh GP9 208 and 209 have been transferred to the HCR and are pending work at CLN Industries in Capreol.

RAILINK LTD. DOINGS: Central Western GP9 3708 (ex-Southern Pacific) has been painted into RailLink Ltd.'s black and yellow livery, but without Central Western lettering. As well, Ottawa Valley RailLink GP9Es 4202 and 4204 have been shipped to the Central Western in Stettler, Alberta.

ON THE INDUSTRIAL SCENE

IMPORTED: Archer Daniels Midland's feed and seed plant in Carberry, Manitoba, has acquired remote-controlled former Conrail GP10 7560 (nee NYC 5984).

TRIO ENROUTE: Former Conrail SW900s 8632 (nee NYC 9632), 8701 (nee Reading 1501) and 8711 (nee Reading 1511) have been acquired by ConAgra in Nokomis, Saskatchewan.

NEW HOME: Abitibi-Price in Chandler, Quebec, has acquired former Conrail SW8 8620 via A.A. Merrilees (dealer), shipped in early-August as LDSX 8620. The 8620 was built by EMD in February 1953 (serial 16195) as New York Central 9620.

FROM ELECTRIC TO DIESEL: Former CN GE steeplecab electrics 6725-6727, acquired by Worldwide Railroad Supply in Greenville, SC, in 1996, are in the process of being converted to diesel power with Cummins engines.

ON THE PRESERVED SCENE

EQUIPMENT ACQUIRED: The Prince Edward County Railway Society (PECR) has acquired former Lasco (Whitby, Ontario) 70-ton No. 3 (nee Norfolk Southern, stored at Coopers Cranes in Oshawa) and former Chesapeake & Ohio Burro crane No. BC6, last stored on the Port Stanley Terminal Rail in Port Stanley, Ontario.

The PECR plans to relay track from Trenton to Fort Kente, a historic site near the Bay of Quinte (four miles).

EQUIPMENT DISPOSITIONS: The West Coast Railway Association (WCRA) has sold its former BC Rail work car 990603 (nee GM&O coach 3060) to the Railway Museum at Fort Langley, BC. As well, the WCRA stripped its former Vancouver Wharves S-3 No. 28 (nee CN 8472) of usable parts and sold the remains for scrap.

ENTERTAINMENT TRAIN: Port Stanley Terminal Rail has converted former CN caboose 79317 into service car No. 54 to form an entertainment train with coach No. 52 (nee CN 5203). Service Car 54 contains a smoking area, washrooms and is air conditioned.

STEAM LOCOMOTIVE SOLD: Former CN 2-8-0 2534, presently displayed in Zwick Park in Belleville, Ontario, has been sold to Ralph Bangay of Brighton, Ontario. Mr. Bangay recently purchased the former Grand Trunk Railway station in Brighton which will remain at its present location. Plans are to display the 2534 beside the station, along with former CN wood caboose 78188 which was moved to the station from Front Street in Trenton in late-July.

ON THE TRANSIT SCENE

MORE SUBWAY CARS DELIVERED TO TTC: As of July 7, Class T-1 subway cars 5000-5033 and 5036-5045 had been delivered by Bombardier to the Toronto Transit Commission. The Class T-1 order includes 216 cars with final deliveries scheduled for 1999. ☐

B.R.S. "Sales Desk Service" P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1

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REMEMBER WHEN?: Shadows cast by a rising sun mimic the progress of Canadian Pacific's RS-10 8470 and F7B 4426 as they hustle mixed freight east out of Swift Current, Saskatchewan, on the clear fall morning of October 22, 1964. The coming intermodal revolution is only hinted at by a solitary piggyback trailer tucked in behind the units. The division point town of Swift Current can be seen on the horizon at the upper right, about five miles away. Photo by James A. Brown.

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