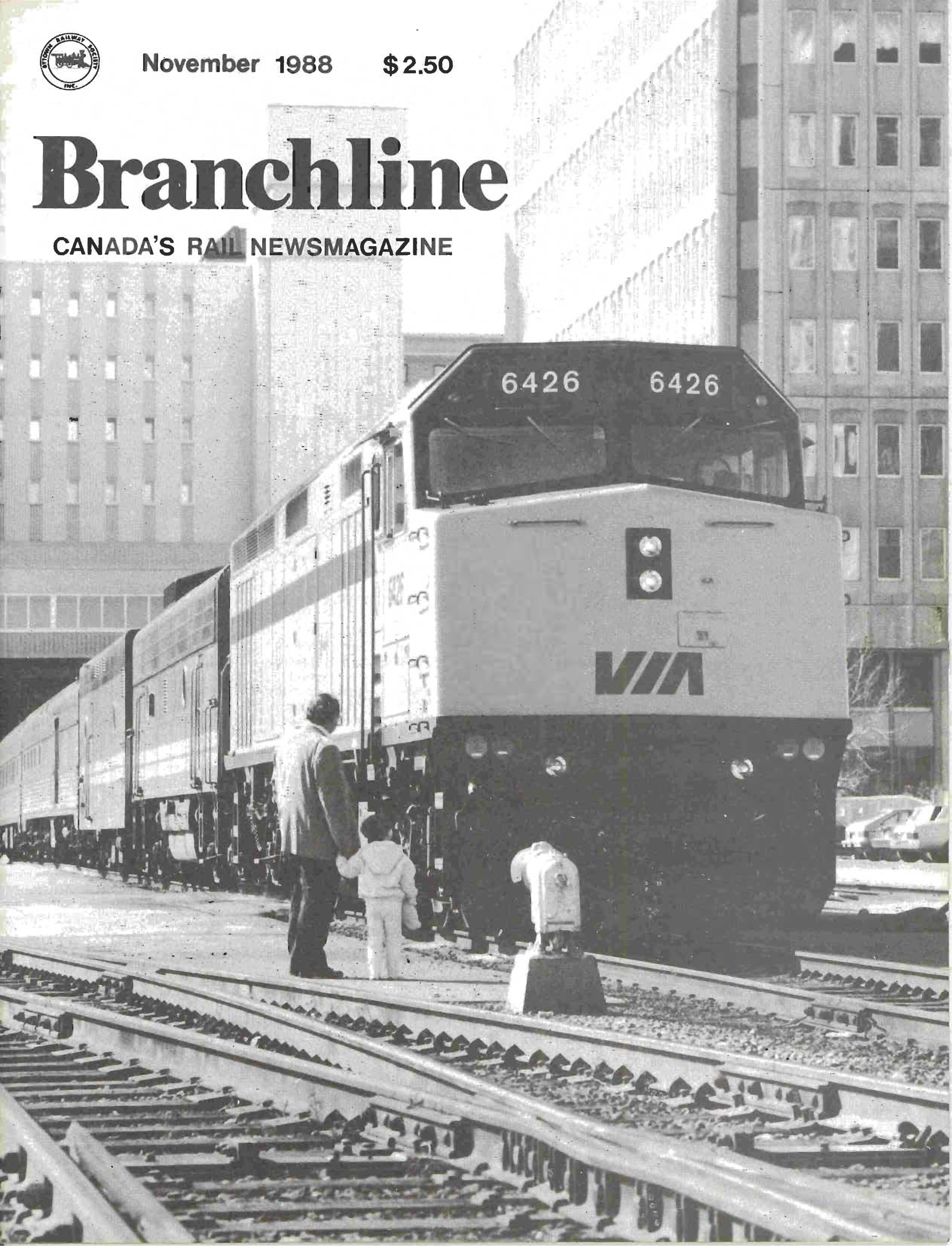




November 1988 \$2.50

Branchline

CANADA'S RAIL NEWSMAGAZINE



Branchline

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BRANCHLINE is published by the Bytown Railway Society, an all volunteer, non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history. The Society operates without federal or provincial grants.

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**DEADLINE FOR THE DECEMBER
ISSUE IS NOVEMBER 12.**

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ON SHEET: Our feature articles this month include: a goodbye commuter run; reflections on a most successful steam excursion season; a typical day in the life a British Rail fireman; how freight car revenue is calculated; a look at a Maine Central branch in Canada; and the latest news.

NOTICE OF MEETINGS: Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August). Kindly restrict yourself to the auditorium, foyer or washrooms, as the Museum is closed to the public after 18:00.

Tuesday, NOVEMBER 1 - BRS member Bob Meldrum will entertain us with "25 Years of Steam Photographs." Ray Farand and David Stremes will be providing coffee and doughnuts, for a small fee.

Tuesday, NOVEMBER 15 - Our usual 'third Tuesday of the month informal slide night.' Bring out some of your current slides, or some oldies, and share your experiences and skills.

FROM THE NEWS EDITOR'S DESK - THOUGHTS ON QUALITY CONTROL AND THE PROPER USE OF RESOURCES: If any of you thought that last month's issue seemed to be a little rushed, you're quite right. There were just a few too many goofs to satisfy any of us. To place things in proper context, however, the current labour difficulties at Bell Canada are not just affecting the communications giant, they've also hit us right where it hurts - namely our Managing Editor. Quite frankly, given the time he is presently devoting to his full time occupation, I am more than a little surprised that he has been able to maintain his **Branchline** duties. I, for one, if placed in a similar position, might be looking for a way to bail out - at least temporarily. Anyhow, a big Bytown vote of thanks to Earl Roberts for his efforts and rest assured we will all try to make sure that our quality keeps up with our quantity.

On a more cheerful note - response to our query in the September issue as to the whereabouts of Limeridge, Quebec, has been overwhelming. Not only have you the readers bailed us out of a jam but you have also reminded us that we should have done a little looking on our own - in such resources as operating timetables and the Official Guide before crying help. Next time, we'll remember to do our homework.

Finally, a brief note on walking the line between a club journal and a "national" railway newsmagazine. Some months, it's hard to tell what we are. And this can hurt at times. A perfect example is the B&W article written by yours truly in the September issue. As noted by many of you, the article needed a map to place everything in some form of context. Rest assured, one's on the way. I like the fact that it has come from one of you, the readers.

In the final analysis, that what it's all about - communication and information exchange. Keep the cards and letters coming. With your support and comments, it can only get better. (Philip B. Jago)

ON THE COVER: Two generations admire VIA Rail F40PH-2 6426 on the eastbound "Canadian", idling in the Calgary, Alberta, station shortly before departure on April 2, 1988. Photo by John Coleman.

Information Line

PAYNE SEEKS ALLIES IN UNION DISPUTE: Central Western Railway owner Tom Payne is lining up various Canadian provinces to support his bid to have the Supreme Court of Canada overturn rulings by the Federal Court of Appeal and the Canada Labour Relations Board that he honour existing collective agreements with respect to the staffing and operation of his Alberta-based railway. Payne acquired the former CN Stettler Subdivision in 1986 and has, by dint of hard effort and imaginative work rules (read non-union), managed to turn the former money loser into a paying proposition.

According to the ex-CP engineer, the line would no longer be a paying proposition if he was indeed required to abide by the various collective agreements in place when the line was still owned by CN.

To assist him in his appeal of the decision, he has been successful in having the Alberta and Quebec governments appear on his behalf at the Supreme Court hearings. According to Payne, the various provinces have a fundamental interest in the outcome of the CWR decision as it will have a far-reaching effect on further attempts to establish short line operations elsewhere in the country. (Canadian Pacific News Summary, 09/09/88)

FUEL TANK DELIBERATELY PUNCTURED: GO Transit, VIA Rail and CN operations to the east of Toronto were temporarily delayed on September 6 after an eastbound GO Transit train hit a three-foot splice bar which had been propped between the rails. Police are calling it vandalism and have launched a determined search for the would-be perpetrator(s). Although there were no injuries, the train was delayed for some four hours during which time its fuel tanks were drained. (Canadian Pacific News Summary, 16/09/88)

FAVOURABLE PUBLIC RESPONSE TO VIA'S CORRIDOR SERVICE UPGRADES: Station upgrades, enhanced first class service, improved coach class service, better ticketing, better reservations, the list goes on. No matter how you look at it, VIA Rail Canada's recent spate of service improvements in the busy Montreal/Ottawa/Toronto triangle are paying off - and in spades to boot.

Not only has VIA seen the results in the form of increased patronage, market surveys indicate that the public has sampled what VIA has to offer and wants to come back for more.

Approximately 250 travellers using VIA in June were surveyed as to their overall thoughts and impressions of the journey. Close to 80% of those surveyed said that they would be more likely to take the train again before the end of the year. Asked to rate their trip on a scale of 1 to 10, they awarded the passenger rail corporation a solid 8.4 - significantly up from the 7.5 given during a similar exercise last December.

Significantly, many of those surveyed were not orphans of the recent labour difficulties at Voyageur Colonial Limited, thereby indicating that the 30% surge in business recorded by VIA during the month of June was by and large due to its marketing and customer initiatives.

According to VIA spokesperson Gerry Kolaitis, the extra business means "that an unexpectedly-large percentage of the additional passengers on the Montreal-Toronto service in June took VIA because our promotion persuaded them to give the train a try. Even better, they were well satisfied with the experience and will likely take the train again."

Not content to rest on its laurels, VIA is implementing even more improvements. Accommodations for non-smokers have been increased. Most trains with five or more cars in the corridor now offer **two** dedicated non-smoking cars - 03 and 06. As well, Trains 62/63 ("La Salle") and 66/67 ("Renaissance") which operate with two club cars, now offer one dedicated solely to non-smokers. Following a successful pilot project to test the use of cellular phones on corridor trains, VIA has signed a three-year contract with Cantel Inc. to install 33 cellular phones on trains in the Quebec City - Windsor corridor. Of these, 23 will be assigned to club cars and the balance to coaches. Customers will be able to use the phones and pay by using any one of American Express, VISA or Master Card credit cards. Station services also continue to be improved. Construction is expected to begin in December in Toronto on improving access to the station's platforms through the addition of escalators and stairlifts. Since it opened in 1927, the facility has been cursed with long, steep and arduous steps leading up to its 13 platform tracks, something that has made it very difficult for mobility impaired people or senior citizens to board the trains. (Vialogue, September 1988)

FUNDS GRANTED FOR STATION STUDY: An ambitious project by the Moose Jaw (Saskatchewan) Business Improvement District to study possible uses for the former CP Rail station there has received a substantial shot in the arm in the form of a joint federal/provincial tourism program. Some \$36,000 has been awarded under the auspices of the Canada-Saskatchewan Tourism Agreement. This represents 72% of the total \$49,000 budgeted for the study.

Moose Jaw Station has, of late, been refurbished by VIA Rail Canada, practically the only tenant in the rambling facility which once served as a main CP Rail office. At one time, VIA had even thought of closing it in favour of a much more modest endeavour - reflecting the fact that the community is only served by Trains 1 and 2, the "Canadian". A spirited local campaign to save the structure convinced VIA to stick it out, however, resulting in improvements to the building. As an added plus, moreover, business for VIA actually improved! (Canadian Pacific News Summary 16/09/88 as well as background material from Vialogue)

REVISED VIA RAIL SCHEDULES EFFECTIVE OCTOBER 30 IN THE MONTREAL-OTTAWA-TORONTO TRIANGLE:

(L) = LRC; (C) = Conventional Equipment

TR.	Before October 30 LV. ARR. TIME	Effective Oct. 30 LV. ARR. TIME
-----	------------------------------------	------------------------------------

OTTAWA to MONTREAL

30 (L)	0710 0910 2:00	(C) 0710 0920 2:10	1)
32 (C)	0910 1132 2:22	(C) 0910 1132 2:22	
34 (C)	1500 1710 2:10	(C) 1455 1705 2:10	
36 (L)	1705 1914 2:09	(L) 1705 1914 2:09	
38 (C)	1900 2120 2:20	(C) 1930 2155 2:25	3)
2 (C)	2015 2225 2:10	(C) 2000 2210 2:10	

MONTREAL to OTTAWA

31 (L)	0745 0955 2:10	(L) 0750 1000 2:10	1)
1 (C)	0950 1205 2:15	(C) 0950 1205 2:15	
33 (C)	1105 1320 2:15	(C) 1105 1323 2:18	
35 (C)	1555 1818 2:23	(C) 1555 1818 2:23	
37 (L)	1750 1950 2:00	(C) 1750 2000 2:10	
39 (C)	2200 0020 2:20	(C) 2130 2350 2:20	3)

OTTAWA to TORONTO

41 (L)	0745 1200 4:15	(L) 0750 1149 3:59	1)
43 (L)	1325 1800 4:35	(L) 1200 1625 4:25	
45 (L)	1750 2150 4:00	(L) 1630 2040 4:10	2)
47	-- -- --	(L) 1750 2149 3:59	
49 (C)	2359 0730 7:31	(C) 2359 0730 7:31	*

TORONTO to OTTAWA

40 (L)	0750 1200 4:10	(L) 0755 1154 3:59	1)
42	-- -- --	(L) 1150 1610 4:20	
44 (L)	1200 1635 4:35	(L) 1630 2032 4:02	2)
46 (L)	1730 2130 4:00	(L) 1755 2154 3:59	
48 (C)	2335 0620 6:45	(C) 2335 0620 6:45	*

MONTREAL to TORONTO

61 (L)	0725 1220 4:55	(L) 0740 1220 4:40	1)
63 (L)	1015 1520 5:05	(L) 1030 1510 4:40	
65 (L)	1235 1725 4:50	(L) 1230 1720 4:50	
67 (L)	1545 2015 4:30	(L) 1545 2015 4:30	
69 (L)	1725 2245 5:20	(L) 1710 2220 5:10	
169 (C)	1815 2325 5:10	(C) 1815 2320 5:05	3)
59 (C)	2335 0730 7:55	(C) 2335 0730 7:55	

TORONTO to MONTREAL

60 (L)	0735 1235 5:00	(L) 0735 1220 4:45	1)
62 (L)	1110 1600 4:50	(L) 1105 1540 4:35	
64 (L)	1230 1720 4:50	(L) 1240 1715 4:35	
66 (L)	1545 2015 4:30	(L) 1545 2015 4:30	
68 (L)	1650 2215 5:25	(L) 1705 2215 5:10	
168 (C)	1810 2320 5:10	(C) 1810 2315 5:05	3)
58 (C)	2335 0730 7:55	(C) 2335 0730 7:55	

- 1) Daily except Sunday
- 2) Daily except Saturday
- 3) Friday and Sunday only

* Trains 48 and 49 expected to operate as Passengers Extras pending NTA hearings into their withdrawal.

REDUCED SPEEDS FOR HAZARDOUS CARGOS IN "METRO": In September, the Minister of Transport formally announced that trains moving dangerous goods through Toronto, Ontario, would be required to travel at speeds substantially lower than what currently exists. The move follows the

release of a report by a task force set up two years ago to examine the transport of dangerous goods in the Toronto area.

Trains carrying extremely dangerous goods such as explosives, toxic or corrosive gases or propane and chlorine, will be limited to 40.5 kilometers per hour (25 mph) in densely populated areas while trains carrying less hazardous cargos will be allowed to proceed at a maximum of 56.7 kilometers per hour (35 mph).

Although CN and CP Rail have indicated that they will comply with the new directive, both companies warned that the regulation will have a direct impact upon quality of service and the overall cost of the shipment. The companies also warned that an increase in rates - as a result of the reduced speeds - could send much of the hazardous cargos to road transport. There the risks are considerably greater than to be found with rail. (Canadian Pacific News Summary, 30/09/88)

EQUIPMENT TO SEE THE LIGHT OF DAY AFTER ALMOST TWO DECADES: Anxious to expand its administrative facilities, the National Museum of Science and Technology in Ottawa has announced that it will be dispersing a portion of its steam locomotive collection.

The controversial move will see the removal of CN Hudson No. 5700 (nee 5703), GT Mogul No. 713, and STELCO (nee TH&B) 0 6-0 switcher No. 40 from the NMST Locomotive Hall. In addition, CP D10 No. 926 and CN caboose No. 76109 (Built 1895) which is now coupled to No. 40 will be mated together and shifted to the former location of the Hudson.

Both the Hudson and the Mogul have been in the hall since the Museum was officially opened some twenty-years ago. Engine No. 40 and the caboose were placed in the hall after CP G5 Pacific 1201 was removed from there in 1973 when she was taken to Toronto for restoration to operating condition. Prior to going on display, No. 40 had been occasionally operated by the Museum.

Although final disposition for No. 40 has yet to be sorted out (it is one of only two ex-TH&B steamers still in existence), homes have been found for the 713 and the 5700. The Mogul will be sent to the Canadian Railway Museum in St. Constant, Quebec, while the Hudson will be placed on exhibit in St. Thomas, Ontario. The decision to send the Hudson to St. Thomas arises from an earlier request to CN from the municipal council there as to the availability of a steam locomotive for static display. CN still retains official title to all of its equipment on display both at the NMST and the Canadian Railway Museum in Delson, Quebec. Upon learning that the NMST wished to dispose of a portion of its locomotive collection, CN opted to satisfy St. Thomas's request with the Hudson. A more logical choice might have been the 713, as 2-6-0s were typically found on CN branch lines and secondary main lines throughout southern Ontario. Since the Canadian Railway Museum has not had the good fortune to date to acquire a CN (GTR) Mogul, the case was made by CRM officials that it made more sense to send the 713 there, as

opposed to St. Thomas. Besides, sending the Hudson to Delson would be a little bit like sending coals to Newcastle as the museum already has sister engine No. 5702.

As stated earlier, the decision is not without controversy. First in line to oppose the plan have been members of the Bytown Railway Society, Inc. Over the years, ERS has been involved in the cosmetic restoration of all three pieces of equipment. Aside from whatever emotional attachment the club may have towards the equipment, the thought of removing it from safe storage is disturbing, to say the least.

Although the CRM has indicated that the 713 will be stored indoors - away from the elements, St. Thomas cannot offer a similar guarantee. Indeed, it would appear that the city has every intention of placing the Hudson outdoors adjacent to a statue commemorating the death of the famous P.T. Barnum circus elephant "Jumbo" who met his demise when hit by a train there. As anyone with an understanding of equipment preservation knows, outdoor display is tantamount to criminal negligence. Still to be decided is the fate of Number 40. At the very least, it may be located on the grounds of the NMST in some form of protective enclosure.

Indications are, moreover, that this forthcoming change is only the beginning. According to informed sources, the Museum plans to go through an ambitious editing exercise with respect to its railway collection. Already, other transportation museums across the country have been preparing "wish lists".

According to an official press release, the changes are expected to take place on October 17, 18, and 19. (Philip B. Jago, with background information from *The Ottawa Citizen*, the National Museum of Science and Technology and informed sources)

SPEEDING/HUMAN ERROR BLAMED FOR FATAL CRASH:

Following an exhaustive investigation, the National Transportation has attributed a January 15, 1988 collision between two CP Rail freight trains in Regina, Saskatchewan, to speeding and human error. The crash involved Train 972 and the tail end of a switching move at the IPSCO plant in Regina. Number 972 was running 14 mph over the speed limit when it collided with the other movement. Both the engineer and the head end brakeman in No. 972 were killed instantly and their unit, SD40-2 No. 5986, badly crushed.

The NTA suspects that the engineer may have dozed off or been otherwise incapacitated prior to the accident as there were traces of a prescription drug in his body. Users of the drug are warned not to operate heavy equipment or machinery.

Also blamed in the incident were the conductor and trainman on No. 972. According to the Agency report, "Had the conductor (in the caboose at the rear of the train) or the trainman (in the locomotive) taken action to stop the train because of the speed approaching the yard limits at Regina, the collision may not have occurred and certainly would have been lessened." (*Canadian Pacific News Summary*, 16/09/88)

SECOND ANNUAL BRANCHLINE PHOTO CONTEST

Deadline - November 15, 1988

Open to all members and friends of the Bytown Railway Society.

VALUABLE PRIZES: Grand prize - a two year subscription to **Branchline**, "Canada's Rail Newsmagazine"; Consolations - a one-year subscription.

RULES: Submit a maximum of one (1) 8" x 10" black and white glossy photograph for each of the following categories:

- 1) Old Passenger Equipment
- 2) Electric Railway Work Equipment
- 3) Trains Photographed Under Inclement Conditions
- 4) Artistic

The grand prize photo will be on the front cover of the January 1989 issue of **Branchline**, while the consolation prize photos will be inside on the photo page.

All photos become the property of the Bytown Railway Society, Inc., and as such may be used in future publications of the Society. When published, due credit will be given to the photographer. Photo submissions will not be returned following the end of the contest. All decisions of the judges are final.

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

NOTE: **Branchline** editorial staff, their families, and the judges are excluded from participating.

WELLAND BECOMES BEACHHEAD FOR DOUBLESTACK INVASION: Although Canadian railways have by and large showed themselves averse to offering doublestack container service, they soon may have no choice in the matter.

The concept, already quite popular in the United States, is starting to make itself felt in Canada.

CN has begun to offer regularly scheduled doublestacked trains between Vancouver and Toronto although CP Rail has tended to be more conservative, backing instead a single level car with greater capacity than the conventional ones. Thanks to deregulation, however, the American roads are now getting into the act.

The Norfolk Southern has begun to offer doublestack service from the Pacific coast to its yard at Welland, Ontario. The service began last April following the conclusion of an agreement with the Maersk Line Agency (Canada) Inc., and has now been expanded to include the "K Line", formerly Kawasaki Kusen Kaisha Ltd.

Although glad to be serving Canada, the NS is somewhat frustrated that it can only

operate through to Welland, situated in the Niagara Peninsula - on the edge of the golden horseshoe. The giant carrier would rather terminate in Toronto and Montreal where the real business is.

Aware of this, both major Canadian roads refused to allow such a deal to go through. They contend that the NS will come out much better in the deal - enjoying the revenue from the transcontinental move, while the Canadian roads would only see revenue from the approximate fifty-mile journey from Welland to Toronto. Denied direct rail access to the major market areas, the NS must content itself with offloading everything onto trucks to finish the journey. (Canadian Pacific News Summary, 16/09/88)

THREATENED NOVA SCOTIA LINES MAY BE ACQUIRED BY LOCAL CONSORTIUM: NsC Intermodal Inc., a subsidiary of NsC Corporation of Dartmouth, Nova Scotia, has announced that it is examining the feasibility of acquiring CP Rail's Dominion & Atlantic Railway connecting Halifax with Yarmouth by way of the Annapolis Valley and CN's Chester Subdivision, located on the south-west shore of the province.

Both lines have been earmarked for abandonment by their respective parents. Pending the results of its study, the venture capital firm has asked the NTA to defer any decisions as to the fate of both lines.

Part of NsC's study of the situation is an examination of the Central Western Railway operation in Alberta. (Canadian Pacific News Summary, 23/09/88)

MANUAL BLOCK SYSTEM EXPANDED: Effective October 30, 1988, the "Manual Block System" of train control will be introduced on the following CP Rail subdivisions:

Saint John Division

- West Saint John Sub. between Saint John and Lancaster;
- Halifax Sub. between Windsor Junction and Kentville;
- Yarmouth Sub. between Annapolis Royal and Yarmouth;
- Truro Sub. between Windsor and Mantua.

Quebec Division

- Vaudreuil Sub. between Dorval and Dorion;
- Park Avenue Sub. between Bresley and St-Martin;
- Winchester Sub. between Dorion and Smiths Falls;
- Brockville Sub. between Smiths Falls and Brockville.

Toronto Division

- Hamilton Sub. between Hamilton Junction and Main Street;
- Canpa Sub. between Obico and Canpa.

London Division

- Waterloo Sub. between Main Street (Galt) and Waterloo;
- Welland Sub. between Hewitt and Kinnear;
- Niagara Falls Sub. between Hewitt and Fraser;
- Fort Erie Sub. between Pettit and Brookfield. (Ross Harrison)

NEW AND UPGRADED STATION FACILITIES OPENED IN MARITIMES: Further to its commitment to improve station facilities throughout the country, VIA Rail recently hosted special ceremonies at three locations in the Maritimes. For one, Halifax, it was the culmination of an intensive project designed to return the ex-Canadian National facility (opened on June 23, 1930) to its original beaux arts splendour. In the other two circumstances, it saw the construction of new facilities designed to enhance the corporation's local image.

Approximately a quarter of a million dollars was expended in Kentville, Nova Scotia, in the construction of a brand new station facility, complete with clock tower. Traditionalists may well mourn the closure of the rambling frame ex-Dominion Atlantic Railway facility previously utilized by VIA, however, the structure is in a deteriorated state and appears to be beyond the hope of an economic restoration. Kentville is presently served by the "Evangeline" Nos. 151 (daily), 152 (except Sunday), and 154 (Sunday only). Perhaps the only sour note in the exercise is the fact that CP Rail wants to abandon the DAR. For New Glasgow and Stellarton, VIA has opened a new facility designed to service both communities which are less than two-miles apart on the line between Halifax/Truro and Sydney. The building is of the same style as the Kentville facility, although slightly larger, and is located adjacent to the site of Nova Scotia's new Museum of Industry and Transportation. The new building replaces a deteriorated CN facility in New Glasgow and the mobile trailer that the residents of Stellarton were forced to use. (Vialogue, September 1988)

RESTORATION OF TRACKAGE FORETELLS EVENTUAL RETURN OF "MONTREALER": It is just a matter of time now before Amtrak's "Montrealer" resumes its daily service between Montreal and Washington, D.C. On September 15, crews embarked upon a \$3.1 million upgrading of some 49 miles of former Guilford Transportation Inc. (nee Boston & Maine) line which forms an integral part of the "Montrealer's" route.

Because of the poor condition of the trackage and its impact upon the schedule, Amtrak was forced to suspend the "Montrealer" last year pending an upgrading of the line.

Part and parcel of the renovations has been the acquisition of the trackage by the Central Vermont Railway, a subsidiary of Canadian National. This formally took place on September 10, although the move is being appealed by Guilford. Also involved was Amtrak who had persuaded the U.S. Interstate Commerce Commission to condemn the line and transfer it to the passenger agency which in turn conveyed it to the CV. Aside from helping Amtrak, the move also means that the CV can upgrade its service between the Canadian border and New London, Connecticut.

According to informed sources, Amtrak expects to resume the service sometime between November 1, 1988 and January 1, 1989. (Canadian Pacific News Summary, 23/06/88, also thanks to John Godfrey)

END OF THE LINE FOR THE MONCTON SHOPS: After 81 years of operation, Canadian National finally closed its Moncton locomotive and car repair shops on September 29. Once the major employer in this New Brunswick transportation centre, the massive facility became surplus to CN's requirements - a victim of new and better locomotive and car repair technology and procedures.

Although the decision to close the shops sparked violent protests shortly after the official announcements were made, CN has by and large managed to placate the majority of the employees affected by the closure. Many have been transferred elsewhere throughout the system, others have received generous early retirement packages, and still others have been placed in special programs designed to look after them until they find alternate employment.

Still up in the air is the future use of the buildings and property. At one time, it appeared that the U.S. locomotive builder General Electric would purchase everything outright - even taking on existing employees. At the time, G.E. was considering the possibility of manufacturing and repairing locomotives in Canada. The resistance of several unions affected by CN's pullout and G.E.'s planned takeover served to torpedo this ambitious initiative.

CN is anxious to develop the property which takes up 90 hectares of prime land in the centre of Moncton. It has given the City and the federal and provincial governments until next year to find another use for the shop buildings. If a new tenant or tenants cannot be found, the shops will be razed.

According to CN spokesperson Catherine Dallaire, "In the final analysis, we wouldn't want to keep it as a monument, sitting empty." (Merci à Jacques Beaubien, Jr.)

NEW GO STATION OPENS: Relief in the form of a new station to service east end Burlington, Ontario, has finally come to beleaguered GO Transit commuters in the area. Built in conjunction with GO Transit's plans to upgrade its Lakeshore service between Toronto and Hamilton, "Appleby" station is guaranteed to knock some 15 to 30 minutes off the average commuting time of many of its patrons. To some, that may not sound like much but to others, it is a welcome relief. According to one commuter, "When you're already under the pressure of commuting, 15 minutes seems like two hours."

The new facility, featuring a 400-spot parking lot and lots of room for expansion, cost approximately \$3.2 million. (Hamilton Spectator, thanks to Clive Spate)

RAPID TRANSIT LINE MAY BE BUILT TO SERVICE PEARSON AIRPORT: Access to Toronto's Pearson International Airport, perhaps Canada's busiest, may be improved through the construction of a rapid transit line to connect with the GO Transit system that currently skirts the airport.

According to Transport Minister Benoit Bouchard, something has to be done about improving access to the busy facility. Over the short term, Bouchard pledged to increase the number of taxis and limousines serving

the terminal. Down the road, he also held out the possibility of some form of rapid transit link.

His disclosures were prompted by a letter from the Toronto Board of Trade which complained that many foreign travellers using Pearson go away with a poor impression both of the facility and the government's commitment to its operation. (Hamilton Spectator, thanks to Clive Spate)

REVELSTOKE TO BE KEY DISPATCHING CENTRE FOR CP OPERATIONS IN EASTERN BRITISH COLUMBIA: On September 13, 1988, CP Rail announced that all dispatching for its branchline network in south-eastern British Columbia as well as the Revelstoke Division (the main line from Field to Kamloops) would be centralized to a new dispatching centre at Revelstoke. The move will result in the reduction of four unionized and three supervisory positions. Operations will involve both Centralized Traffic Control and Computerized Manual Block System. (Canadian Pacific Announcements, 13/09/88)

"MA and PA" OPERATOR GETS GRAND TRUNK: An agreement in principle has been reached between Canadian National and the Emons Development Corporation involving the sale of CN's Grand Trunk Eastern Line to Emons. The U.S. holding company already owns the shortline, Maryland and Pennsylvania Railroad.

On February 24, 1988, CN officially announced that it wished to divest itself of the 292 mile-long operation which runs between Portland, Maine, and the Quebec/Vermont border (Branchline, April 1988). The route dates back to the Atlantic & St. Lawrence Railroad which was designed to form a link with its counterpart in Canada (the St. Lawrence & Atlantic) in order to link Montreal with the Atlantic seaboard thereby giving it access to an ice-free winter port. Regular service was inaugurated on July 18, 1853. Both the St.L&A and the A&St.L were taken over by the Grand Trunk Railway of Canada, although the U.S. line was initially leased by the Grand Trunk for a period of 999 years as it was not incorporated in the United States. Canadian National acquired the Grand Trunk in 1923. (Canadian Pacific News Summary, (23/09/88))

THEY STILL ROB TRAINS IN 1988: With the virtual wholesale disappearance of mail and express traffic off Canada's passenger trains, it comes as somewhat of a surprise to learn that a self-respecting thief can still find a train to rob in today's day and age. On September 15, a masked gunman, armed with a revolver, held the five crew members of VIA Train No. 135 (Montreal-Senneterre) at bay long enough to get away with the mail bags which the train was carrying before making his getaway - in classic train robber style - by scampering along the roofs of the train's coaches. He finally let himself down via a ladder and took to the woods. The incident took place near La Tuque, Quebec, some 300 km north of Montreal. Details as to what or how much was taken have yet to be revealed. (Canadian Pacific News Summary 23/09/88)

LAST RUN TO RIBECO

BY JOHN GODFREY

RRRIIIINNNGGGG!!

The phone! It is surprising how something so commonplace can sound like a cannon blast when least expected. I pried myself from the ceiling light and decided to answer.

"Hello..."

"May I speak to Mr. Godfrey, please?"

Aarrgh! Telephone sales! I took a chance and replied.

"Speaking?"

"This is Louise Menard from CN. We have just learned that the Montreal/St-Hilaire-Est commuter train [Nos. 900 and 991] will make its last run tomorrow night. Is your group still interested in making its last trip?"

What? I thought that we had until Monday. Why so sudden? My mind filled with questions.

"Uh, sure."

A request had been made to the Urban Transportation Department of CN's St. Lawrence Region last March to ride the final run of the outbound train, which, at the time, was to have been on April 3, and return on the deadhead equipment move. CN had replied that the last trip had been postponed until August. We had then resubmitted our request and heard nothing from CN. Then we discovered through the media that September 12 was the new deadline. But this was the 8th!

"Good. All the arrangements have been made. But, I must have the names of the people in your party by early tomorrow morning to finalize everything."

"No problem. I'll call you first thing."

It was 16:20. "Great, another night on the phone," I thought. I got to work right away.

My endeavours were worthwhile. By the afternoon of September 9th, all the pieces had fallen into place. CN had the names of the dozen or so people from Montreal and Ottawa who would comprise our group. By 17:00, the last of them had arrived at Gate No. 22 in Central Station.

At the gate, someone had placed a wreath to commemorate the "event". A ticket checker was also there handing out **End of Service** notices to the passengers as well as curious onlookers. The media, aware of the day's significance, were there **en masse** to record the "official word" and "passenger reaction."

At track level, we found a typical consist - GP9 No. 4422 (a permanent fixture on the run) and three heavyweight 1919 vintage commuter cars of Pullman ancestry (4960, 4974 and 4966). During the morning, the consist

had been similar excepting the use of car 4970 instead of 4974.

A member of our group, with considerable computer skill, had produced a last run banner for the locomotive. Translated from French, it read "Last CN Passenger Train 1923-1988".

At 17:10, with the last of the passengers on board and the banner in place, No. 900 left Central Station for the last time.

At the many stops along the line, people came out to see the train for one final time. Many of our group disembarked at each of the halts in order to photograph the many images which one associates with last runs - passengers bidding farewell to the train crew and asking for an autograph or giving a parting gift; the engine crew talking with platform bystanders for one last time; rail enthusiasts taking last run photos.

The extra platform activity notwithstanding, we held to our schedule: St-Lambert (mileage 70.3), 17:22; St-Bruno (mileage 62.4), 17:33; Beloeil (mileage 55.4), 17:46; Otterburn Park (mileage 55.0), 17:48; St-Hilaire-Est (mileage 53.6), 17:52.

Until August 30, St-Basile-le-Grand (mileage 59.3) had also been a regular stop. That night, however, a serious fire broke out in a warehouse adjacent to the St-Hyacinthe Subdivision. The building was being used to store oil contaminated with deadly PCBs. Although the fire was extinguished during the latter part of the night, the resulting environmental shock, caused by the release of the cancer causing agents, is still being felt. Aside from precipitating the evacuation of parts of St-Basile and neighbouring Ste-Julie and St-Bruno, the fire also caused the temporary closure of the St-Hyacinthe Subdivision.

When the line was re-opened, CN imposed a 20 mph speed restriction past the burned out shell lest the passage of trains be responsible for stirring up the deadly ashes. As a further precautionary measure, the air conditioners on all passenger cars going by the building were turned off and the windows on open windowed stock (our train) were closed. The residents of the affected area were finally able to return to their homes on September 10. The controversy, however, is far from over.

We went through St-Basile-Le-Grand at 17:39. Going through the evacuated zone, a quiet came over the train. It was eerie to see an area so equipped for living entirely devoid of life - human or otherwise. On the walkway of a nearby house, a bicycle rested on its side, waiting for its owner to return. Cars were in the driveways, waiting to take their owners to work, shopping or play. It was like something out of a Hollywood disaster movie only it was the real thing.

Our arrival at St-Hilaire-Est was uneventful. With the departure of the last revenue passenger, our train continued on. Although the public schedule shows this to be

the last stop, the train was carded for an additional 1.4 miles as far as Ribeco in order to cross over to the westbound track for its deadhead return to Montreal.

At 18:22, we pulled into Ribeco and wasted no time in taking the cross over. That done, we then became Passenger 4422 West.

We then began to retrace our steps, in reverse, for some 2.8 miles to Beloeil. This is the only place where the locomotive can change ends easily. Here our group had a ring-side seat as the crew worked their magic in a style that was once common on CN Lakeshore commuter service in the west end of Montreal.

A classic Dutch drop was used to line our cars into the siding at Beloeil. As we coasted along its 2,500 foot length, we were passed by our locomotive on the adjacent main line. At the far end of the siding, we came together again, with the cars properly marshalled behind No. 4422.

Our stop at Beloeil took some time. While we were pumping up air, we were passed by VIA Train No. 25 from Quebec City. After No. 25 cleared Beloeil, we were back on the main, heading into Montreal for the last time.

It was by no means a lonely journey. Along the way, we met VIA No. 26, its LRC consist contrasting with 25's FPA-4 hauling conventional ex-CN cars. Then it was Train No. 14, the "Ocean", and finally a GT-powered freight.

Everyone was in a relaxed frame of mind. Sitting with the crew in Coach No. 4960, we talked about railroading in general and this train in particular. It was also the occasion for a couple of on-board group shots.

In no time at all, we had made the Victoria Bridge, crossing the St. Lawrence, and passing by the Point St. Charles shops and yards. We hit the Montreal Subdivision, just to the east of Hibernia. Once there, we were lined up in order to back into Central Station.

At 19:07, we ground to a halt on Track No. 22. No sooner were the brakes set and everyone off, the yard crew had already cut off No. 4422. CN's south shore commuter service was now consigned to history.

EPILOGUE

All cars previously assigned to the south shore have gone into the Montreal-Deux Montagnes commuter pool, to be hauled by CN's vintage electric locomotives.

No. 4422 was immediately sent to Taschereau Yard to begin a new career in CN's freight pool.

All members of the crew were reassigned, with the exception of Engineman Behrer who opted for retirement.

Oh... another three hundred or so commuters were on the highway on the following Monday morning. Happy motoring!

"Last Run to Ribeco" ... It's 17:48 as GP9 No. 4422 stops CN Train No. 900 for the very last time at Otterburn Park, Quebec, on September 9, 1988. Note the last run banner on the nose and the funeral wreath in the walkway. Photo by John Godfrey

SOUTH SHORE SERVICE PREDATES CONFEDERATION

Until their demise, Trains 900 and 991 were the last railway owned and operated commuter passenger trains in Canada. With their demise, CN is no longer directly involved in passenger train operation. This essentially ends a tradition which has its origins in the Champlain & St. Lawrence Railway, which commenced operations over 150 years ago, in 1836.

The route of Nos. 900 and 991 dates back to the late 1840s when the St. Lawrence and Atlantic Railway which constructed a line easterly from St-Lambert (opposite Montreal) to Ste-Hyacinthe, turning in a southerly direction from there towards Island Pond, Vermont. In June 1853, the operation was acquired by the fledgling Grand Trunk which was able to use it to effect a connection between Montreal and Portland, Maine.

It is interesting to note that the route was originally laid to the provincial gauge of 5'-6", a move designed to frustrate undue competition from the much larger and more powerful standard gauge American roads. Also, Canada's worst rail accident took place between Beloeil and Otterburn Park in 1864 when a passenger train ran through an open drawbridge and plunged into the frozen Richelieu River.

Even as late as 1981, the route could still boast of a fairly vigorous local passenger service. Commuters could travel to the city and back on CN 900/991 or VIA Rail's 625/626 (to and from Sherbrooke). The latter train fell victim to "Pepinomics" during the massive cutbacks in passenger rail service across Canada that year and commuting to the south shore became a one train game.

With annual losses exceeding one million dollars and no indications of some form of local subsidy from on-line municipalities, the Quebec Minister of Transport finally pulled the plug on September 8, 1988, thus ending a tradition that pre-dated Confederation.



1201 Steams Again

BY PHILIP JAGO

BACK TO BACK WEEKEND TRIPS HIGHLIGHT END OF 1988 SEASON

On September 24 and October 2, ex-CP Pacific No. 1201 wowed enthusiasts, adventure seekers, and the general public as she was put through her paces hauling special trains to Montreal, Quebec, and Pembroke, Ontario, respectively.

Operated on behalf of Transport 2000 and well-known Montreal rail enthusiast Lucien Dauphinais, the Montreal trip had a special meaning for VIA/CN Engineer Hartland Mulcahy as he closed out some 43 years of engine service - in the cab of a steam locomotive just like he had begun.

Born to a railroad family in the Montreal suburb of Point St. Charles, Mulcahy began working for CN in 1945, one-year after 1201 entered regular service for Canadian Pacific. In all likelihood, Mulcahy may have raced the speedy G5 on occasion as she zipped over CP's line through the west end of Montreal with the "Perth Local" in tow while he did likewise in the cab of a CN engine on the "National's" parallel line. Never in his wildest imagination probably did Mulcahy dream that he would finish engine service in the cab of a steam engine - and a CP one to boot!

Appropriately, Mulcahy was not alone on this auspicious occasion. Also on hand were retired CN Superintendent Rolland Brault-whom Mulcahy had fired for during the late 1940s, as well as CN Master Mechanic Dave Pye - who himself had fired for Mulcahy.

Mindful of the significance of the occasion, Pye had also seen fit to arrange for a "Last Run" canvas banner which was attached just below 1201's smoke box prior to departure from Central Station on the return leg of the trip.

As a final gesture, Bytown also got into the act. Upon learning that it was to be Mulcahy's last run, the Trip Committee contacted various members of the media, including both CN and VIA. During our conversations with VIA personnel we learned that Mulcahy had a daughter, Sheila Featherstone, a VIA employee, who wanted to see her Dad off to retirement in a special way. What could we do but suggest a cab ride. And so, arrangements were duly made, including all necessary releases, to permit her the honour of accompanying her father for the final leg of the return journey from Maxville into Ottawa.

Aside from delays experienced at the many hot box detectors that dot the line between Ottawa and Montreal, the trip went off without a hitch. The 1201 performed flawlessly in the manner which we have come to expect of her. Things were certainly livened up at Central Station, moreover, with the wine red livery of the Museum's cars and the bright shiny stainless steel of the Society's ex-ACR car contrasting with the black and grey of the CN commuter fleet and VIA's grey, yellow, and royal blue schemes.

On October 2, it was time to head "up the valley" ("up the line" to the locals) for a reprise of last year's very successful "Autumn Valley Express" to Pembroke, Ontario. With the exception of inclement weather conditions and a slightly late arrival at Ottawa, the trip was virtually flawless.

As a special bonus, moreover, the City of Pembroke also arranged a special reception at the CN station there. A piper greeted the passengers as they alighted and also on hand were a reception tent, two bands, assorted chip wagons, and local craftspeople with various wares for sale.

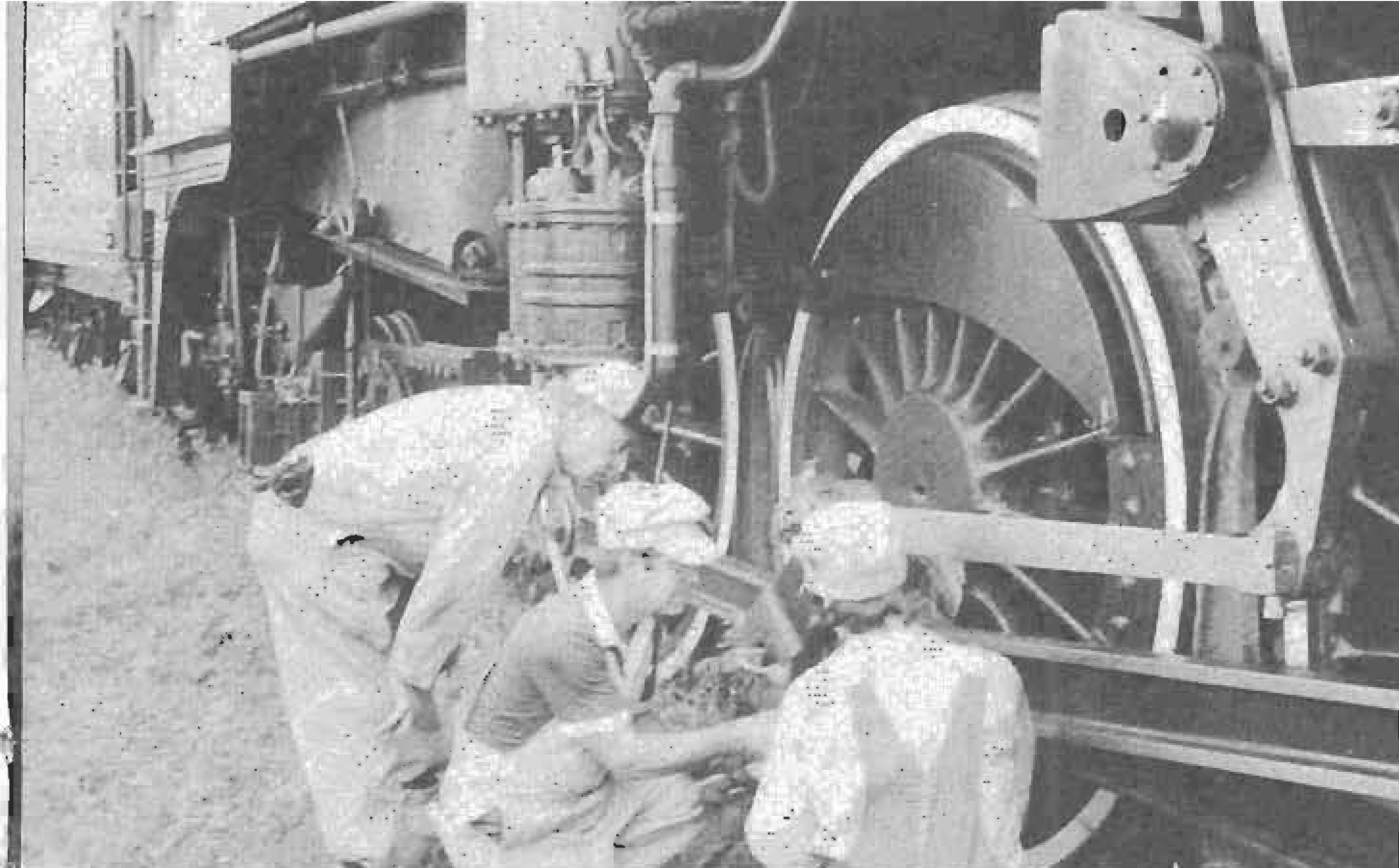
Her consist swelled by the addition of two cars leased from VIA Rail Canada (Nos. 3234 and 4886, the latter ex-GTW), 1201 proved herself more than equal to the requirements of the schedule, her late arrival at Ottawa due to a meet with Freight No. 337, which included two photo stops while the engine was watered in both directions at Norway Bay, Quebec, in addition to three runpasts. Outward bound, the more than 500 passengers were treated to the sights and sounds of working steam at Clarendon, Quebec, and Beachburg, Ontario, the latter a double runpast. Heading home, a location just south of Finchley, Ontario, provided a perfect setting for the final runby.

The "Autumn Valley Express" concludes Bytown's 1988 steam train excursion program. Indeed, the cars have already been prepared for the winter and 1201 is back in the shop, sitting over the pit - her boiler drained and her suspension and running gear the objects of attention by the BRS mechanical forces. In the forthcoming issues of Branchline, we will keep you posted as to what the prospects are for 1989 - incidentally, 1201's 45th year. In the meantime, for some first hand impressions, please refer to Duncan duFresne's "Tid Bits" column, elsewhere in this issue.

"1201 Steams Again", A Team Effort

Bytown's successes are due to its emphasis on team work and cooperation. It takes a real team effort to pull off something as ambitious as the 1988 steam train excursion program. The lower photo on Page 11 of the "The Autumn Valley Express", Pembroke, Ontario, October 2, 1988, shows just a part of the excursion team.

Left to Right: Back Row, Bill Weiler, Car Host; Jim Lohnes, Engine Crew; Bob Meldrum, Chief Car Host; Second from rear, Earl Roberts, Engine Crew; Philip Jago, Trip Committee Chairman; Neil Robertson, Carman; Emile Houle, Agent/Operator; Third from Rear, Duncan duFresne, Master Mechanic/Road Foreman of Engines; Doug Hay, Car Host; John Godfrey, Car Host; John Frayne, Car Host; Dave Stremes, Operations Coordinator/Car Host; Les Goodwin, Publicity and Advertizing/Car Host; Joe Toscas, Engine Crew/Carman; Irving Durocher, Conductor; Stu Hay, Car Host; John Coleman, Car Host; Fourth from rear, Rolland Lafleur, Conductor; Foreground, Nicola Jago; Helen Tucker, Engine Crew/Carman; Jennifer Jago. Photo by Ray Farand, Chief - On Board Services.



Above: "Give her another shot" ... Maxville, Ontario, July 30, 1988 - In spite of the sweltering heat, Joe Toscas (standing), Duncan duFresne and Helen Tucker attend to 1201's "big ends" during a servicing stop. Photo by Bert Titcomb



Right: "Good Luck Hartland Mulcahy" ... Central Station, Montreal, CN Master Mechanic Dave Pye extends best wishes to Engineer Hartland Mulcahy prior to his last run on September 24, 1988. Photo By Ray Farand.



TidBits

BY DUNCAN DU FRESNE

1988 EXCURSION SEASON IN RETROSPECT

The 1988 BRS/NMST steam excursion season is now over. Looking back over the trips, a few highlights come to mind.

During the Festival of Spring tours of the National Capital Region ("Festival Express"), we put NMST 4-6-2 1201 and the 4 NMST cars on CP's Waltham Subdivision for the first time, albeit only on a few hundred yards (square hectares?) of the remaining east end of the former 77.5 mile long subdivision.

These mini trips were well received by the riding public, however, they were little better than a break-even proposition financially. And, from the cab of 1201, as we crawled along our circuitous route through the capital region, it was quite boring. Boring that is with the exception of trip 3 on the first day, May 14. On that occasion, CP Engineer and BRS member Lorne Blackburn, tired of the day's slow pace, decided to liven things up a bit. As we were proceeding southbound off the Prince of Wales Bridge and about to enter the rock cut that flanks the Ellwood Subdivision through to the Dows Lake Tunnel, Lorne hauled out the throttle and dropped the gear down a few notches. 1201 erupted into full song with the sound bouncing back and forth across the cut like someone had just put out an amplifier at full gain. Speed, of course, picked up instantly and to control it Lorne applied the automatic brake and kept the independent brake in quick release position.

As we approached Prince of Wales Drive at Dows Lake, I noted as many people as the road overpass could hold looking down on us as we blasted beneath them. Lorne eased off before entering the tunnel and everything went back to normal. But it was fun while it lasted, even if it was so brief.

The highlight of the Maxville/Hawkesbury trip ("The Highlander") on July 31 was, in this writer's opinion, the oppressive heat. You could have baked bread in 1201's cab. Seriously though, the highlight had to be the first outing of our newly-acquired former Algoma Central (nee Southern Pacific) articulated coach set.

It surprised everyone who either set foot in it or rode in it. Just stepping inside from the 34-35 degree temperatures out-of-doors to the 22 degree temperature of the coach was enough to make a believer out of any skeptic. But to ride in it, oh well that was something else: smooth, incredibly smooth, quiet and comfortable, Pullman Standard at its best! LRC designers, eat your hearts out!

Our next trip of the season was on September 24 to Montreal on a charter, but I'll come back to that one later.

We made our second annual trip "up the valley" to Pembroke on October 2 ("Autumn Valley Express"). The highlight was the

incessant rain, but one takes what one gets in this business.

Actually, the highlight was picking up eastern Canada's number 1 rail enthusiast right in front of her home in Norway Bay, Quebec. Miss Margaret Easy lives right beside the CN main line and has "highballed" train crews by her place for more years than most people can remember.

The BRS thought that it would be a nice gesture to welcome Margaret on our train for the day as a guest of the Society and the CN train crew. Although I never spoke to Margaret, I'm sure that she enjoyed her day immensely [Yes she did, "immensely", ... Ed.].

On the way back, Engineer Mark Merriman (also a BRS member) stopped the train with the coach steps right in the middle of Margaret's driveway. She looked very pleased as she got down. A BRS Highball to Miss Easy.

As I mentioned earlier, we made a return charter trip to Montreal. Taking place on Saturday, September 24, it had a number of highlights. I was most impressed by the thousands of people who came out to see us between Vaudreuil (Dorion) and Dorval. We also received a good deal of media attention in Montreal itself.

My fondest memory, from a purely personal angle, however, was the westbound nighttime run from Maxville to Ottawa. It was a cool clear evening with an extremely bright full moon. I was firing 1201 and happened to look back along the train for an inspection as we rolled along at an easy 45-50 mph. The bright light of the moon was over my left shoulder and it was illuminating the clouds of pure white condensing steam flowing from the stack and back over the train. I thought to myself, "What a beautiful sight." Only I was privileged to see it. No passengers, not even the others on the engine, could enjoy it. It was mine and mine alone and it is indelibly inscribed in my memory.

But enough ... the real highlight of the trip was our CN Engineer, Hartland Mulcahy. Hartland started his career with CN on steam power in 1945. He spent his working life with CN steam and later with diesels and electric "motors". At the end, he ended up running for VIA Rail Canada. Now, he was making his last trip before entering retirement, and he was making it with steam power. His career had come full circle.

When I was introduced to Hartland prior to the trip, I apologized that we couldn't provide him with a CN 4-8-4 for his last run. He indicated that he didn't mind and anyway, "1201 was a damn good engine." Apparently its CP parentage didn't seem to bother him.

One never forgets how to ride a bicycle and Hartland hadn't forgotten how to run a steam locomotive, even if her controls were somewhat different to what he had been accustomed to on CN.

We rolled out of Ottawa amidst glorious fall weather. 1201 performed beautifully and our five and one-half coaches obediently followed. A retiring dedicated engineer should be this lucky!

We made a water stop at Maxville and I got down to grease rods with Joe Toscas. When I

returned to the cab, I noticed a slightly over-middle-aged gentleman sitting on the engineer's seat. He spoke to me about the Number 8ET brake equipment on 1201 and, by his questions, I knew immediately that I was dealing with someone in possession of a real background on the subject.

Our CN official that day was Master Mechanic Dave Pye, and he asked me if I knew this gentleman. I replied in the negative. Pye then introduced me to Mr. Rolland Brault, a retired CN engineer who had also been a mechanical instructor in addition to being the superintendent of transportation at Ottawa some ten years ago prior to his retirement. Brault took early retirement and then worked as an air brake consultant for CANAC, the "export arm" of CN.

It turned out that Hartland also knew Mr. Brault, having fired for him between Montreal and Richmond, Quebec, incidentally Hartland's first main line trip, during the late 1940s. Incredible! Here, after all these years, the two were re-united. But it wasn't enough to have the two in the cab together.

Wouldn't it be something if they could return to their old positions, if only briefly. And so, for our departure from Maxville, we arranged to have Mr. Brault get the train rolling down the siding with

Mulcahy firing. Once at the switch, the regular guys took over. It was only for a matter of minutes, but you could tell by the expressions on both men that they were young again, reliving a snap shot of a job and a life which they both knew so well.

The rest of us found it totally incredulous. What were the chances of this happening? Not very high, I'd say, but it was happening and we were witness to it. It made us all feel very good - good for Brault and Mulcahy, and good for us. Talk about your trip highlights, try topping this one!

Now every story is supposed to have a happy ending and this one does. On the way back to Ottawa from Montreal, complete with a 10-foot "happy retirement" banner across the front of 1201, Hartland accepted the best wishes over the cab radio of the crews of each train we met. Thanks to special arrangements made by BRS - including the signing of special releases, his daughter Sheila rode in the cab for the final leg in from Maxville. And, a horde of well wishers met him at the Museum Station as we backed in. Last, but hardly least, Hartland wrote the BRS a very complimentary letter about the trip and included in it his BRS membership fee.

Welcome aboard Hartland!

"IF ONLY GOD ...!", A STORY OF UNDETERMINED ORIGIN

The following story was related to me many years ago by my grandfather. He first heard it from old timers on the railway when he first started. Since he originally booked passage on the "Titanic" to come to Canada from England, he would have heard it no earlier than 1912, but it was related at that time as having happened many years ago, thus tending to put it in the 1880-1890 era.

Two farmers near Galt, Ontario, were talking about their wheat crops. One farmer commented on the fine growth of the crop, while the other replied, "Yes, now if God will only leave it alone." This was a reference to previous crops having been destroyed or badly damaged by various causes each season such as storms, lack of rain, too much rain - each time a different problem but with bad results for the crop.

From that day on that farmer's crop did not grow. Nor did it die or suffer, it just stopped growing. While on the adjacent farm, the crop continued to grow to a fine tall wheat. The two fields lay side by side, uninterrupted by road or anything, just a small fence. Word soon spread of this phenomenon and people began to come to see the two fields. Hundreds, then thousands, of people came to see it. The CPR even ran special excursion trains every Sunday from Toronto to Galt to view the farms, until the harvest ended the scene.

The following year, crops on both of the farms were normal.

If anyone can offer proof of this as to its authenticity or background, I am most anxious to hear about it. (Ray Kennedy, P.O. Box 8, Station D, Toronto, Ontario)

Canadian Canadien

En voiture dans la Gare Centrale,
alors,
Adieu, au revoir Montreal ...

Halloo to Ottawa-wa
&
Bye-bye to Petawawa,

How-do to Pogomasing
&
Respects to Biscotasing,

Hip-hurrah to Marathon
&
Tip a wink to Nipigon,

Sip a nip for half-way tarry
in
Winnipeg's Hotel Fort Garry ...

Bonsoir Portage-la-Prairie
&
Du meme a Summerberry,

How-how-how Medicine Hat
&
Yoho-ho O Banff and Taft,

Sound Asleep at Sicamous
&
Cannot nod toward Osoyoos,
Vancouver now, Main Street Station,
good run

Number 1, felicitation ...
Zut, des wagons on débarque,
mais allons-y,
All aboard in Stanley Park,

Eh?

(Thanks to Arthur W. Meggett)



Consideration was also given to expenditures associated with Capital Projects deemed to be in the mutual interest of both Railways within the limits of the Terminal Area. It was decided that if replacement of jointly owned and operated Zone A facilities became necessary, i.e. Ottawa Station, the coach yard and power plant, etc., then the cost would be shared equally. If it were required to replace jointly owned and exclusively operated facilities, yard offices, diesel shop, stock pens, track scales, and fuelling facilities, then the cost would be borne by the user. With respect to the remainder of the Terminal Area, all expenditures associated with the replacement of track, associated structures, and signal facilities would be shared equally. So too would be the Railways' portion of the cost of grade separations and crossing protection installations ordered or approved by the Board of Transport Commissioners (Canadian Transport Commission).

MAINTENANCE ARRANGEMENTS

Having discussed the key clauses related to operational expenses, attention is now focused on who would actually perform the joint trackage maintenance in both zones. It would appear that an attempt was made to balance out the total mileage requirements so that each Railway had approximately the same amount of track to maintain. The reality of joint ownership also meant that trackage exclusively owned prior to the Agreement would not necessarily be maintained by the same party after the Agreement went into effect, further contributing to the unique nature of the document.

It was stated that the Canadian Pacific Railway, in addition to its exclusively operated portion of Walkley Yard and track facilities at its Merchandising Terminal, would be responsible for the maintenance of the following track facilities and associated track connections and track structures:

- the Walkley Line from either end of Walkley Yard eastward to Hawthorne West, and westward to Wass;
- the South Freight Shed Lead (the "Old Alex." Sub.) between Hawthorne West and Alta Vista Drive;
- the Prescott Subdivision between mileages 4.63 and 5.25 (beginning under Bank Street bridge via the south connecting track;
- the Sussex Street Spur (renamed the Ellwood Spur);
- the Chaudiere Spur (servicing the Bradings {O'Keefe} Breweries Ltd. and subsequently dismantled;
- the Carleton Spur (old Carleton Place Subdivision along Scott Street, since replaced by the western leg of the bus Transitway);
- the Ellwood Subdivision between mileages 0.00 and 5.02 (including the connecting track to the Beachburg Subdivision at Ellwood diamond).

Canadian National, in addition to maintaining its exclusive portion of Walkley Yard and track facilities at the Express-Freight Terminal, would be responsible for the maintenance of:

- all trackage and track structures in Zone A including the coach yard adjoining the station and the M&O Subdivision between mileages 82.50 and 83.50, including the east leg of the wye at M&O Jct.;
- in Zone B, the Ottawa Subdivision between mileages 0.00 and 1.31 (Hawthorne East mileage 72.73 of the Alexandria Subdivision to the eastern limit of Zone A at M&O Jct.); the Ottawa Subdivision between mileages 9.10 and 16.10 (the western limit of Zone A at Wass to the limit of the Terminal Area at mileage 12.40 of the Beachburg Subdivision, including the connecting track to the Carleton Place Subdivision); the North Freight Shed Lead from Hawthorne West to the passenger station yard (the "N.Y.C."); Industrial Avenue trackage; the St. Laurent connection; and the Walkley Yard detour mainline (commonly referred to as the "Bypass" between approximately Bank Street and Conroy Road).

TERMINAL AREA OPERATIONS

The last major aspect of the Terminal Area operation to be reviewed is that portion of the Agreement which established industrial switching and interchange guidelines to be applied within the joint trackage area.

It was agreed that the CNR would perform all industrial switching on behalf of both Railways on the following tracks:

- the Ottawa Subdivision (Beachburg Sub.) from the western limit of the Terminal Area to Ottawa Station (serving customers such as Campeau Corporation, Texaco Canada Ltd., and Shell Oil);
- the connecting track to mileage 8.00 of the Carleton Place Subdivision (serving Steenbakkens Lumber Co., east of Moodie Drive);
- the South Freight Shed Lead between Hawthorne and Alta Vista Drive (serving the National Museum of Science and Technology), including Industrial Avenue trackage (serving MacMillan Bloedel Sales Ltd. and M. Loeb Ltd.);
- the North Freight Shed Lead between Hawthorne and the station yard (serving St. Lawrence Cement Co. Ltd.);
- the Alexandria Subdivision between mileages 72.40 and 72.73;
- the Walkley Line from Wass to Hawthorne (serving Webster and Son Ltd., the Sears Warehouse, and Ontario Hydro off Ridge Road);
- the Chaudiere Spur (serving City Centre Warehousing Ltd., and Bradings {O'Keefe} Breweries Ltd.).

NOTE - customers along the Smiths Falls Subdivision, although handled by CNR switchers from Walkley Yard, were not covered by the Agreement since they were located outside the Terminal Area.

Canadian Pacific was to perform industrial switching on behalf of both Railways on the following trackage:

- the Ottawa Subdivision (Alexandria Sub.) between Ottawa Station and the west junction switch at M&O Jct. (serving customers such as Dustbane Manufacturing Co. Ltd., Boyd Moving and Storage, and later, M. Zagerman and Co. Ltd.);
- the M&O Subdivision between mileages 83.50

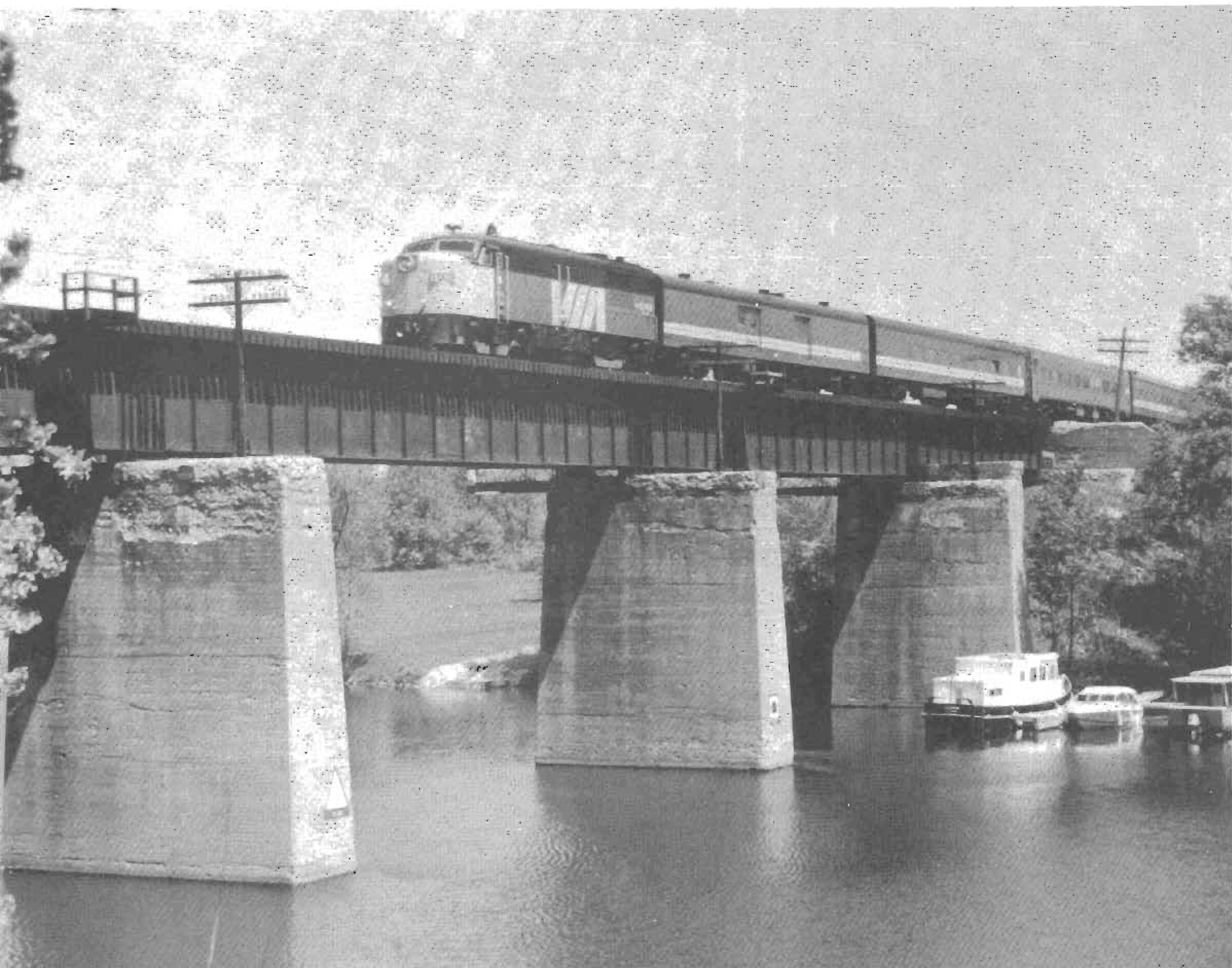
and 82.50 (serving Ritchie Feed and Seed Ltd.);

- the Sussex Street Spur (serving the L.C.B.O. and Brewers' Warehouse Co. Ltd. near Presswood, as well as Weldwood of Canada Ltd., and Beaver Lumber Co. Ltd., located off Bank Street near Heron Road);
- the Prescott Subdivision between mileages 4.63 and 5.25;
- the Ellwood Subdivision between mileages 0.00 and 5.02 (serving Standard Bread Co. Ltd., and D. Kemp Edwards Ltd.);
- the Carleton Spur (serving Beach Foundry Ltd., Independent Coal and Lumber Co., and M. Zagerman's old location near the old Ottawa West Station site off Bayview Drive).

Similar to the situation on the Smiths Falls Subdivision, CPR switchers from Walkley Yard were to handle cars for customers outside the Terminal Area, i.e. Francon (1966) Ltd. in Bell's Corners, the Uplands Airport Spur, and the National Research Council's Railway Testing Site, though they were not provided for in the Agreement.

It was further agreed that each Railway would perform its own switching with customers located along the Ottawa Subdivision (Alexandria Sub. between Hawthorne and M&O Jct. (serving customers such as Baker Bros. Iron and Metal Co., National Grocers Co. Ltd., Canfor Ltd., and more recently, Weldwood of Canada Ltd. at their new location); and the St. Laurent connection. The deciding factor as to which Railway would perform the switching duties in these two non-exclusive areas of Zone B was determined by the linehaul characteristics of the freight traffic as it moved into and out of the Terminal Area. To clarify further, if freight was shipped to or from a point served by the CNR, then the roadhaul traffic pattern required that the CNR perform the switching operation. The same applied to the CPR if a shipper was using their service exclusively. As a result of this arrangement it was possible for a customer to receive two separate switches in a single day, one from each company.

May 19, 1987: The passage of time has tended to blur the players but the Ottawa Terminals Agreement still survives. VIA Rail's "Canadian", a far-cry from its ancestor, crosses the Rideau River, sandwiched between the junctions at Wass and Federal. Note the deteriorating bridge piers, poignant evidence of the shattered dreams of their builder, the Canadian Northern Railway. (Photo by Ray Farand)



Since the majority of the customers in the Terminal Area were serviced by either the CNR or CPR exclusively, provisions had to be included in the Agreement for the transfer of freight cars between the two Railways. It was decided that an interim \$8.00 per car interchange fee would be paid to the switching line by the roadhaul carrier. This fee would be subject to periodic adjustment and initially reflected the average direct variable cost of switching within the Terminal Area. (At the present time the fee has increased to \$52.00 per car). Charges levied to customers for cars only making a local transfer move with interchanging at Walkley Yard were to be shared equally by each Railway.

Coincident with the effective day of the Agreement all special interchange tariffs affecting the transfer of cars in the City of Ottawa ceased except for one which stipulated that the CNR would continue to enjoy interchange rights within the four mile interswitching limit measured from the former Gladstone Avenue interchange location across the Ottawa River into Hull, Quebec. (This interswitching limit, which was calculated in track miles, conformed with the universally recognized distance within which cars could be interchanged between the two Railways for a set rate, in most cases a few pennies per hundred weight). With this concession by the CPR written into the Agreement, the CNR was afforded the privilege of having cars switched in Hull as far as mileage 2.56 of the Waltham Subdivision and mileage 116.42 of the Lachute Subdivision (the switch at Laman is located at mileage 116.40, just beyond the interswitching limit) for the same flat rate of \$8.00 per car that applied on the Ontario side of the river within the formal limits of the Terminal Area.

CONCLUSION

This concludes our look at a most interesting page in Canadian railroad history. To say that the Agreement was a well thought out and comprehensive document is most assuredly an understatement given the fact that it has stood the test of time over the past 20 years without any major changes. However, to say that the possibility for change does not exist upon the expiration of the Agreement on October 1, 1988 is to ignore the many changes that have taken place since the Agreement's inception, i.e. the formation of VIA Rail Canada Inc., and the many changes that might occur in the foreseeable future, e.g. the Federal Government's Freedom to Move legislation, but I suppose that's another story that remains to be written in perhaps another 20 years.

I wish to express my sincerest thanks to the following Ottawa-based CNR and CPR (now CP Rail) employees for their invaluable assistance:

J.B. Leroux, Assistant Superintendent of Transportation (CN)
J. Berthiaume, Transportation Clerk (CN)
T.C. MacLeod, Mobile Supervisor (CP Rail)

NTA Decisions



NEW ACT STREAMLINES ABANDONMENT PROCESS: This month's issue of Branchline marks the first occasion for the reporting of railway abandonments subject to the terms and conditions of the new National Transportation Act which came into effect on January 1, 1988.

Under the Act, specifically Section 71, the National Transportation Agency, successor to the Canadian Transport Commission, has been authorized "for reasons it deems sufficient, to make an order on an application, without further public notice, and that the Commission must allow parties entitled to notice ten (10) days, or such further time as the Commission may allow, to apply to the Commission to alter, amend or rescind such order", thereby clearing the way for conditional abandonments to be issued for those lines where past traffic levels indicate that continued operation is pointless. In effect, Section 71 allows the NTA to dispense with conducting public hearings in those cases where there is no future for affected lines becoming economically viable.

With the exception of the abandonment of certain industrial spurs and segments of urban trackage, as well as decisions on continued passenger train service, the decisions referenced below have all been made in compliance with Section 71 which now places the onus on affected parties to come up with a rationale for why an abandonment should not be allowed. In the only departure from the terms of Section 71, the Railway Transport Committee has established a thirty day period for "interested parties to make a submission ... to alter, amend, or rescind" the order. (Philip B. Jago)

NORTHERN ONTARIO PASSENGER SERVICE RETAINED: The Railway Transport Committee has ordered the Algoma Central Railway to continue its passenger train service between Sault Ste. Marie and Hearst, Ontario. During 1986, the tri-weekly operation (northbound on Friday, Saturday, and Sunday and southbound on Saturday, Sunday, and Monday) posted an actual loss of \$3 million. (11/12/87)

APPROVAL TO ABANDON URBAN SPUR: Canadian National has received permission to abandon its Charles Street Spur (Kitchener, Ontario) from mileage 0.00 to mileage 0.12. The headblock for the spur is located at mileage 0.52 of the Huron Park Spur which commences at mileage 62.82 of the Guelph Subdivision. (15/12/87)

NORTHERN SPUR GOES: Canadian National has received permission to abandon its Lowphos Spur (Capreol, Ontario) from mileage 0.00 to mileage 3.94. The spur originates at mileage 9.05 of the Ruel Subdivision. (17/12/87)

PERMISSION TO ABANDON DUNDAS BRANCH: Canadian Pacific has received permission to abandon the operation of its TH&B Dundas Branch (Dundas, Ontario) from mileage 0.00 to mileage 2.66). In 1986, the branch recorded an actual loss of \$25,980. (23/12/87)

MORE OF THE O&Q TO DISAPPEAR: Canadian Pacific has received permission to abandon that portion of its Havelock Subdivision (Ontario) between Tweed (mileage 61.9) and Blairton (mileage 90.8).

In 1986, the trackage incurred an actual loss of \$394,543. No traffic has been handled through to Tweed since 1983 when one carload was recorded.

The segment is part of the former Ontario & Quebec Railway, Canadian Pacific's original Montreal-Toronto main line. The Glen Tay to Tweed portion of the line was abandoned during the early 1970s. (21/12/87)

DEATH KNEEL FOR SHORE LINE SUBDIVISION: Canadian Pacific has received permission to abandon the remaining portion of its Shore Line Subdivision (New Brunswick) from Bay Shore (mileage 0.0) to Allan Cot (mileage 10.0). Also up for dismantling is the 0.8 mile Lancaster Spur which runs off mileage 2.0 of the Shore Line Subdivision. In 1986, the line posted an actual loss of \$31,523.

An account of a journey over the Shore Line Subdivision, by Omer Lavallee, appeared in the December 1987 issue of Branchline. (21/12/87)

ALL OVER FOR THE ELORA SUBDIVISION: Canadian Pacific has received permission to abandon its Elora Subdivision (Ontario) between mileage 0.0 and mileage 29.5. In 1986, the line incurred an actual loss of \$172,927. (21/12/87)

MAJOR PULLOUT FROM BRUCE PENINSULA AREA: Canadian Pacific has received permission to abandon its Teeswater Subdivision (Ontario) from Fraxa (mileage 0.0) to Teeswater (mileage 67.9). Also included are the Mount Forest Spur (1.2 miles and running off mileage 33.1 of the Teeswater Sub.) and the Wingham Spur (3.6 miles and running off mileage 62.5 of the Teeswater Sub.).

In 1986, the Teeswater Subdivision posted an actual loss of \$88,946. (21/12/87)

QUEBEC LINES TO GO: Canadian National has received permission to abandon operations on several lines in the Province of Quebec. Affected are portions of the Monk Subdivision and the Valleyfield Subdivision.

Lost from the Monk Subdivision will be that portion between Ste-Claire (mileage 196.30) and St-Isidore (mileage 209.00). In 1986, the segment incurred a loss of \$170,941.

Two portions of the Valleyfield Subdivision are affected. One includes the section between Ayrness (mileage 27.20) and Cecile (mileage 36.20), posting an actual loss of \$188,486 in 1986. The other involves the section from Cantic (mileage 1.69) to Barrington (mileage 12.00). In 1986, the segment handled a total of 23 carloads, resulting in an actual loss of \$117,630. (21/12/87, 23/12/87, and 29/12/87)

MINOR TRACK ALTERATIONS AT PALMERSTON: Canadian National has received permission to abandon its Station Track from mileage 0.42 to mileage 0.80. Located in the town of Palmerston, Ontario, the track originates at mileage 0.00 of the Owen Sound Subdivision and was formerly mileage 72.00 to mileage 72.38 of the Fergus Subdivision (Branchline, January, 1988). (23/12/87)

ORE DOCK SPUR NO LONGER REQUIRED: Canadian National has received permission to abandon its Iron Ore Dock Spur from mileage 0.00 to mileage 0.48. Located in the town of Newcastle, New Brunswick, the spur begins at mileage 66.60 of the Newcastle Subdivision. (23/12/87)

LONDON AREA LINE GOES: Canadian National has received permission to abandon that portion of its Exeter Subdivision from Ilderton (mileage 7.39) to Centralia (mileage 21.58). No traffic has been offered on the line since 1982 resulting in average annual losses in excess of \$130,000. (24/12/87)

ORDER FOR O.C.S. USE OF LINE RESCINDED: The Railway Transport Committee has rescinded a February 4, 1982 order authorizing Canadian Pacific to open for O.C.S. traffic (On Company Service) its "former" Lenore Subdivision (Manitoba) between mileage 0.0 and mileage 16.7. (23/12/87)

ELEVATOR MEANS CONTINUED USE OF PART OF LINE: In a somewhat unusual step, the Railway Transport Committee has enacted procedures to rescind a February 4, 1982 order authorizing Canadian Pacific to utilize its "former" Miniota Subdivision (Manitoba) between mileage 0.0 and mileage 11.19 for the carriage of O.C.S. traffic.

The "recission", however, applies only to that portion of the line between mileage 5.0 and the end of track. The balance must be kept open to service a grain elevator located at mileage 5.0.

According to the RTC, the decision to authorize the partial dismantling of the line and the retention of the first five miles is further to a settlement involving a dispute between Canadian Pacific and Manitoba Pool Elevators. Once the elevator is closed, CP will be permitted to proceed with the dismantling of the balance of the line.

In rendering its decision, the RTC was careful to dissuade any attempts by other parties to preserve the Miniota Subdivision. Utilizing Subsection 216(7) of the Railway Act which grants special leave to carry traffic on an "unopened line of railway", the RTC has stipulated that the CP is not obliged to offer common carrier service over the trackage nor is the trackage eligible for designation as a "grain dependent branch line pursuant to Section 40 of the Western Grain Transportation Act". (23/12/87)

APPROVAL TO ABANDON NEWFOUNDLAND BRANCHES: Terra Transport (Canadian National) has received permission to abandon its Carbonear Subdivision from Brigus Junction (mileage 0.00) to Carbonear (mileage 38.50) and its Lewisporte Spur from Notre Dame Junction

(mileage 0.00) to Lewisporte (mileage 9.40). Notre Dame Junction is located on the mainline at mileage 244.5 of the Clarendville Subdivision.

In 1986, the Carbonear line handled nine carloads for an actual loss of \$275,089 while the Lewisporte Spur accounted for four carloads, resulting in an actual loss of \$39,204.

The decline in carload traffic has been partly attributed to the implementation of the containerization program between the mainland and Newfoundland and the withdrawal of the rail car ferry on July 1, 1987.

Of interest to diesel fans is the fact that the Carbonear Subdivision was the last line in Newfoundland that required the use of Canadian National's three remaining GMD G8 diesel locomotives. Designed for branchlines with severe weight restrictions, the units are numbered 801 to 803 inclusive. (29/12/87 and Earl Roberts)

PERMISSION TO ABANDON CSX TRACKAGE: Acting upon behalf of the Lake Erie and Detroit River Railway, CSX Transportation Inc., has received permission to abandon that portion of its Subdivision No.1 (Ontario) from West Lorne (mileage 102.8) to St. Thomas (mileage 126.8). No traffic has been handled over the line since "26 carloads in an unsuccessful 1986 experimental traffic movement." (29/12/87)

BROAD INTERPRETATION OF SITUATION SAVES LINE FOR THE TIME BEING: The Railway Transport Committee has denied Canadian Pacific permission to abandon that portion of its Altawan Subdivision between Notukeu, Saskatchewan (mileage 65.7) and Manyberries (mileage 122.1). In 1986, the line incurred an actual loss of \$358,260 based on total costs of \$358,359 and a revenue of \$99.00.

In deteriorating condition and constructed of 80 and 85 pound steel, the line has not handled a train since October 25, 1982. Operation today would not be possible as the right of way is overgrown with grass and bush and one of its eight bridges is out of service.

In view of the line's condition, it is important to examine the RTC's rationale in ordering the retention of the circa World War 1 line which was originally part of CP's Weyburn-Lethbridge Branch. As justification, the Committee utilized Section 43 of the Western Grain Transportation Act which determines the rates for the movement of grain on the basis of a statutory mileage scale.

Abandoning the line under the current system of establishing freight rates for the movement of grain on other branchlines in the area would result in a change to the destination point (either Thunder Bay or Vancouver) for grain harvested in that locale. According to documentation supplied by the RTC, the impact to producers shipping to Vancouver is estimated at \$486,790 while the government would incur an additional \$1,299,512. With respect to Thunder Bay shipments, producers would incur an additional \$163,216 and the government an additional \$435,935.

Given such a "rate adjustment impact", the RTC has concluded that for the time being, it would be more expedient to keep CP from abandoning the Altawan Subdivision pending the enactment of a statutory amendment to the WGTA whereby a line abandonment would not result in an increase in freight rates as would have been the case should the abandonment been allowed. According to the RTC, such an amendment is of paramount national importance given the potential for parallel situations elsewhere in the west. To not enact it would be severely impede the government's prairie branchline rationalization program. (29/12/87)

FREQUENCY OF NARROW GAUGE 'MIXED' REDUCED: A Terra Transport (Canadian National) application to abandon its passenger train service between Bishop's Falls and Corner Brook, Newfoundland, (M203 and M204) has been partially successful. Citing a need for the train to service cottages and hunting camps along its 138-mile route, the Railway Transport Committee has allowed the frequency of operation of the train to be downgraded from its current daily except Thursday schedule to the following:

December to March - no service

April and May - Saturdays and Sundays

June to September - Fridays, Sundays, and Wednesdays

October and November - Saturdays and Sundays.

Where statutory holidays fall on a Monday, the Sunday service will be cancelled in favour of a Monday service. The order went into effect on February 1, 1988.

Consisting of a baggage car and a coach attached immediately ahead of the caboose on the regular trans-island freight train the service posted an actual loss in 1986 of \$219,546, based on total costs of \$230,921 and revenues of \$11,375.

With the current embargo on operations of the White Pass and Yukon Railway, Trains M203 and M204 are the last narrow gauge passenger trains in service in Canada, in addition to being the last passenger trains operating in the province of Newfoundland.

According to background documentation provided by the Railway Transport Committee, M203 and M204 are the final chapter of a narrow gauge passenger operation that was inaugurated on June 29, 1898 when the first through passenger train left St. John's for Port aux Basques, under the operation of the Newfoundland Northern and Western Railways.

In 1901, the line was leased to R.G. Reid and the name changed to Reid Newfoundland Limited until July 1, 1923, when it was taken over by the Commission of Government and renamed the Newfoundland Government Railway. On April 1, 1949, the operation of the railway was "entrusted to the Canadian National Railway Company" as one of the conditions of Newfoundland entering into Confederation as Canada's tenth province.

Available information on Trains M203 and M204 goes back to the mid-1960's. Between April 1964 and October 1965 the trains operated on a daily basis in conjunction with through passenger trains 101 and 102, ("The Caribou"), affectionately known as the

"Newfie Bullet". Between June 15, 1964 and September 15 of that year, however, mixed service reverted to a once a week frequency and no service was offered between June 24, 1965 and September 1965.

Trains 101 and 102 remained in service until April 15, 1969 after which their function was handled by the present bus service operated over the Trans Canada Highway. In allowing the cancellation of Trains 101 and 102, however, the Canadian Transport Commission also stipulated that CN continue to provide passenger train service to those communities off the Trans Canada Highway.

Between July 1969 and April 1986, M203 and M204 operated on a daily basis. In April of 1986, CN received authorization to reduce the frequency of operation to six days a week (daily except Thursday).

Aside from reducing the frequency of operations, the RTC has also ordered CN to maintain the coach in a more acceptable condition than it is currently. CN must also arrange to have station caretakers on duty a half hour before the expected arrival time of train M203 at Badger and M203 and M204 at Howley. In calling for a cleaner coach, the RTC stopped short of demanding that a complete overhaul of the somewhat decrepit car take place. CN had estimated that some \$277,000 would be required to refurbish the coach with some \$56,000 for the baggage car.

The RTC also ordered CN to start charging for carrying lumber and supplies. To date, many on-line inhabitants have been shipping such items to their camps free of charge!

The order is to be reviewed at the end of three years. (31/12/87)

NO REASON FOUND TO CONCLUDE THAT RAIL FARES ARE PREJUDICIAL TO OTHER CARRIERS: Following an extensive hearing into a charge by Voyageur Inc., which operates an inter-city bus service in Ontario and Quebec, the Railway Transport Committee has concluded that it has found no reason to uphold a Voyageur charge that the passenger tariffs charged by VIA Rail Canada for its services in the Gaspé Peninsula of Quebec are in any way prejudicial to Voyageur's operations in the area.

The bus company had charged that VIA enjoyed an unfair advantage with respect to pricing. Voyageur felt that VIA, by virtue of the fact that it operates on the basis of a subsidy from the Federal Government, should charge at least 25% more for service offered on competing routes. In the Gaspé currently, many of VIA's tariffs are lower than Voyageur's, constituting, in the opinion of the bus company, an unfair advantage.

Upon examining the basis upon which VIA calculates its passenger tariffs in the Gaspé area, the RTC could find no evidence to support Voyageur's charges. The Committee did, however, recommend that a study be conducted into VIA's overall national fare pricing policy (see "Information Line") with the objective of determining both if there were any prejudicial features and how they could be removed. (30/12/87)

ONE YEAR STAY OF EXECUTION FOR WESTERN LINE: A Canadian National application to abandon that portion of its Erwood Subdivision between Baden, Manitoba, (mileage 50.85) and Hudson Bay, Saskatchewan, (mileage 100.00) has been deferred until December 31, 1988 by the Railway Transport Committee.

Although no carload traffic has been handled over the line since 1985, resulting in actual losses in the vicinity of approximately \$400,000, the RTC justified its move by citing the potential for future traffic. The line traverses an area with significant forestry, agricultural, and mineral resource areas and is seen as being essential to their future exploitation and development.

The Erwood Subdivision was constructed during the years 1899 to 1905 by the Canadian Northern Railway. In 1919, it passed into the control of Canadian National. Since 1967, the line has been the subject of numerous abandonment attempts by Canadian National, the most recent being in April of 1984 when the RTC ordered CN to continue operations between Baden and Hudson Bay. At the time, the resource potential of the area traversed by the line also coloured the RTC's decision to order its retention. (31/12/87)

TRANSFER OF EXPRESS SERVICE MAKES EMPLOYEES REDUNDANT: During 1983, Terra Transport (Canadian National) received authority from the Railway Transport Committee to remove agents and close station buildings in Newfoundland as part of its efforts at streamlining operations through the opening of customer Servo Centres in the communities of Corner Brook, Grand Falls, and St. John's. The RTC approval, however, was conditional upon the hiring of local representatives by Terra Transport in the affected communities in order to handle express shipments.

Following an August 27, 1987 decision by Route Canada Limited (who bought the assets of Canadian National Express, (CNX)) to transfer responsibility for express shipments in Newfoundland from Terra Transport to the company Roadway Transport, the Railway Transport Committee has declared that all Terra Transport Express on-hand contractors and all Terra Transport employees engaged in express operations are now redundant. (30/12/87)

LOCATION OF BRIDGES CORRECTED: Further to authorizing the abandonment of the Port Burwell Subdivision (Branchline, January 1988), the RTC has indicated that it mistakenly identified the location of two highway bridges that it has ordered be removed in the process of dismantling the CP branch to Lake Erie. The structures are at mileages 24.20 and 31.02, not mileages 24.03 and 24.20 as initially reported. (30/12/87)

LITTLE LEFT FOR CN ON VANCOUVER ISLAND: Following public hearings in Victoria and Duncan, British Columbia, from October 20 to October 23, 1987, the Railway Transport Committee has given Canadian National permission to abandon what constitutes well