



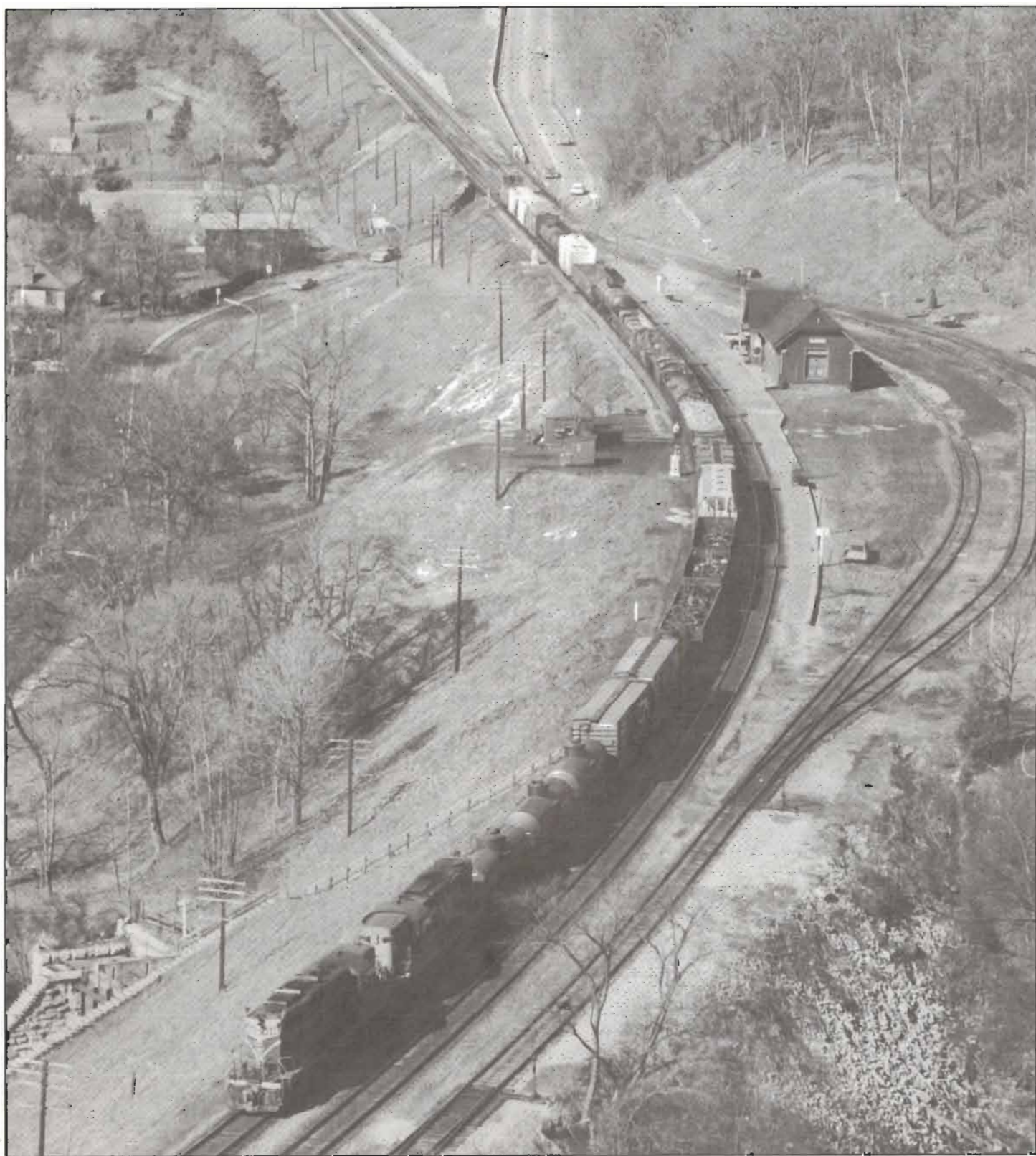
June 1992 \$3.05

Branchline

CANADA'S RAIL NEWSMAGAZINE

Join the Railway and
see the World!

CN Locomotive Heraldry



Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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Please direct all membership/subscription correspondence to:

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Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9303 = expiry with the March 1993 issue). Notice of expiry will be stamped next to the address label on the second-to-last and last issues.

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

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For general information about Society activities, please call (613) 745-1201 (message machine).

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Tourist Railway Association Inc.

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Meetings (September to June) - Regular meeting on the first Tuesday of the month; 'informal slide night' on the third Tuesday of the month.

REGULAR MONTHLY MEETING

Tuesday, June 2, 1992

Red Cross Auditorium,

1800 Alta Vista Drive, Ottawa at 19:30

Annual Slide Contest - see Page 6 for details
Coffee and donuts will be available for a small fee.

Informal Slide Night - Tuesday, June 16 - at the National Museum of Science and Technology, 1867 St. Laurent Blvd. at 19:30. Bring out your current slides, or some oldies, and share your experiences and skills.

Equipment Restoration/Maintenance - Every Saturday at the rear of the National Museum of Science and Technology. There's always plenty to keep one busy year round.

Canadian Tracksides Guide 1992 - The expanded 1992 edition of the **Canadian Tracksides Guide** is now available. This, our eleventh edition, contains 512 pages in convenient 5½ x 8½ format, 112 pages more than the 1991 edition.

A new invaluable section, the Railfan's Guide to Canada, provides detailed subdivision listings, including station names, siding lengths, location of crossovers and wyes, radio frequencies and location of hot box detectors. Also added are the passenger schedules for VIA Rail, BC Rail, Algoma Central and Ontario Northland.

Updated are the regular sections which provide full and accurate listings of the motive power and passenger cars operated by Canada's Class I and II railways, the most comprehensive record of industrial locomotives in Canada, expanded listings of preserved equipment, and detailed listings of urban rail transit equipment, cabooses, cranes, spreaders, and work service equipment.

Don't leave home without it - order your copy today. The Guide is available at \$15.50 plus \$2.00 shipping and handling, plus \$1.23 GST when shipped to a Canadian address (total of \$18.73), direct from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. For U.S. orders, please remit in U.S. funds to cover additional postage charges.

Locomotive Cards - North Kildonan Publications has produced Railfan '92 Canada - 1992 Roster Series Collector Cards. The set contains 76 locomotive cards in 2½" x 3½" format. Each card features a colour photograph of a Canadian locomotive (mostly diesel) with background information such as model, class, speed, builder, and special features from the **Canadian Tracksides Guide**. A 1993 series is planned for fall 1992 release.

The 1992 set is available from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1 at \$19.95 plus \$2.50 shipping plus \$1.58 GST if shipped to a Canadian address. Ontario residents please add \$1.60 PST.

On the Cover - FIRST GENERATION: In a scene typical of railroading in the first decade following dieselization, CN GP9 4580 and an RS-10 eases down the Niagara Escarpment at Dundas, Ontario, on April 15, 1967. Much in this scene - the train order office, the caboose, even the locomotives, cars and their contents that make up this diminutive train - has become rare in 1990s railroading. Photo by James A. Brown.

- PRESS DATE FOR THIS ISSUE IS MAY 11 -
- DEADLINE FOR THE JULY-AUGUST ISSUE IS JUNE 27 -

Information Line

RECORD GRAIN VOLUMES FOR CP RAIL: CP Rail moved more grain during the winter of 1991/1992 than at any time in its 111-year history. A record 3.6 million tonnes was carried, exceeding by 20% a record established in 1987.

Gains in the east were especially significant. Car turnaround times between Thunder Bay and Quebec City were improved to an average of 6½ days due in part to improved train handling and a decision to route most of the trains via Toronto.

In a surprising move, the company reduced train length from 93 to 85 cars. This accounted for an increase in productivity as the reduced tonnage allowed a better deployment of motive power and reduced the danger of pull-a-part previously encountered with the longer consists in negotiating steep grades.

Also receiving credit for the success were the employees. Don McMillan, unit chief of transportation, intermodal freight systems, praised the teamwork of train crews, track and signal forces, car and diesel shop employees, clerical staff, rail traffic controllers, road foremen and diesel inspectors on the Algoma, Toronto and Quebec Divisions. "We operated this year without causing delays that our 400-series trains experienced in other years," he said. (CP Rail System Business Communication, 09/04/92)

T.T.C. AMONG BIDDERS TO OPERATE ARGENTINE RAILROADS: Burlington Northern and Amtrak are leading a group of railroads bidding to lease and manage five state-owned commuter railroads in Argentina's capital of Buenos Aires for 30 years.

Argentina will be selecting the winning bidder around August 1. The other railroads include New Zealand Rail, Caminhos de Ferro Portugueses, British Railways Board, Sofretu of France, Empresa de Transporte Metro of Chile, and the Toronto Transit Commission. (Journal of Commerce, 02/04/92)

RAIL TRAFFIC INCREASES, IS THE RECESSION ENDING?: Analysts in the United States are cautiously predicting a turn-around in the recession. They base their conclusions on consecutive monthly gains in U.S. rail traffic for the first quarter of 1992. Carload traffic in March was up 2.6% over March 1991 - the third consecutive gain for 1992. Intermodal traffic has been especially aggressive. During March, traffic was up 8.5% while the average for the quarter was a substantial 5.5%.

Increases were especially strong in such areas as autos, steel, lumber and coke - as opposed to coal. (Journal of Commerce, 09/04/92)

STUDY SUPPORTS CONVERSION OF CAPE BRETON OPERATION TO SHORT LINE: A study by the consulting firm Peat Marwick Thorne supports Canadian National's decision to divest itself of all trackage between Truro and North Sydney, Nova Scotia.

According to the report, the conversion to short line status offers a number of advantages to the local economy, provided that any deal between CN and a short line company contains safeguards to protect the long term status of the operation.

Business leaders in Nova Scotia say their main concern is the preservation of rail service in the area, not who operates it. Politicians have yet to embrace the short line concept. The provincial transportation minister has stated that the government will refuse to introduce legislation that would enable a short line company to operate the track. (Canadian Press, 10/04/92 and 16/04/92)

MURAL COMMEMORATES VICTIMS OF HINTON ACCIDENT: A CN employee in Edmonton has painted a mural as a memorial to the 23 persons who died in the 1986 head-on collision of VIA Rail's "Super Continental" and a westbound CN

freight near Hinton, Alberta. Allen Stoyko's work is a graphic portrayal of twisted and burning rail cars and includes the silhouette of a dying man inside a flame-filled passenger car. "This is a memorial", he said. Stoyko hopes that the mural can be used as a formal memorial to those who perished. (Canadian Press, 10/04/92)

CANADIAN PACIFIC WANTS TO DETER POLLUTERS: Canadian Pacific is seeking authority in Hamilton to arrest polluters caught dumping refuse along its right-of-way in that city. Illegal dumpers who are apprehended can only be charged with trespassing - a relatively minor offense as compared to the potential for charging them with dumping. Negotiations are taking place with the city of Hamilton. (Hamilton Spectator, 07/04/92, thanks to Clive Spate)

LOSSES PLAGUE CANADIAN ATLANTIC RAILWAY: Canadian Pacific continues to wrestle with how to make its Atlantic operations profitable. It has been four years since the Canadian Atlantic Railway was established as a separate business unit for all CP operations east of Megantic, Quebec.

Although the company has been proactively marketing its services, it has yet to operate in the black. For instance, it lost \$14 million on revenues of \$27 million in 1991 while in 1988, it lost \$22 million on revenues of \$30 million.

CAR employs 302 people and operates 736 km of track, much of it through remote areas. (Financial Post, 14/04/92)

NEW LOCOMOTIVES ANNOUNCED, MOVE OVER GM AND GE: Republic Locomotive, based in Greenville, South Carolina, has teamed up with Detroit Diesel Corporation to build a new line of railway locomotives with advanced electronics that will control emissions and increase fuel efficiency. The consortium will build all sizes of engines from small industrial units to 5,000 h.p. main line ones.

A prototype 2,000 h.p. general purpose unit will be displayed at the Railway Supply Association Show in Chicago in September. Two prototype commuter locomotives are also under development.

In addition, Morrison Knudsen of Boise, Idaho, has announced it will enter the North American locomotive market by the fourth quarter of 1993, using Caterpillar engines to power a 5,000 hp freight locomotive, a 2,300 hp commuter locomotive, and a 1,200 hp natural-gas-powered switcher. An MK spokesperson said the company sees a significant opportunity in replacing about 5,000 older 3,000 hp locomotives in North America. (Financial Post, 02/04/92, and Journal of Commerce, 15/04/92)

STUDY CALLS FOR COMMUTER RAIL SERVICE: Blainville, Quebec, has released a study on the viability of commuter rail service between St-Jerome and Montreal. According to the study, the time is right and feasible to launch such a service. Regular passenger rail operations ended in November 1981 and included RDC operation linking Montreal, Ste-Therese and Ottawa via the Lachute Subdivision and Montreal, Ste-Therese and St-Jerome/Mont Laurier via the Lachute, St-Jerome and Ste-Agathe Subdivisions. (Journal de Montreal, 17/04/92)

WOMEN CRITICIZE GO TRANSIT FOR STATION POLICY: Anti-violence groups in the Toronto area say that GO Transit is jeopardizing women's safety by removing night staff from four of its stations. The staff changes are intended to cut costs but women's advocacy groups worry that personal safety may well be compromised. The stations are located at Barrie, Guelph, Milton and Stouffville. (Hamilton Spectator, 13/04/92, thanks to Clive Spate)

INDUSTRIAL DEVELOPMENT CONFLICTS WITH HIKING TRAIL: Proponents of a hiking trail along an abandoned portion of CN's Dunnville Subdivision between Caledonia and Dunnville have encountered a major obstacle. CN abandoned the line (built in 1852 as part of the Buffalo and Lake Huron Railway) in 1985.

The proposed trail runs through land owned by Domtar which wants to develop a gypsum mine and use the abandoned road bed as a truck road shipping raw materials for processing.

Domtar has a number of reservations about letting the route also be used by hikers but area town council has voted to have the Grand Trunk Trail Association reach some form of agreement with the company.

So far, local politicians are about evenly split in how to handle the situation. To push Domtar too hard risks their pullout while antagonizing the hiking association could also provoke a considerable public outcry. (*The Hamilton Spectator*, 26/03/92 and 13/04/92, thanks to Don Grove and Clive Spate)

CANAC GOES TO CHINA: CANAC International Inc., CN's consulting arm, has signed an agreement with the Southeast Jiatong University in China which will lead to the joint development of a high speed rail car for the Chinese market. As part of the deal, CANAC will send technicians to China to work on the project. (*Journal of Commerce*, 20/04/92)

RIDERSHIP INCREASES AT VIA RAIL: Equipment problems notwithstanding, VIA Rail posted an extremely positive first quarter for 1992. Passenger revenue was up some 12% over the previous year, topping out at \$33.7 million. Patronage wise, VIA carried 880,035 passengers, up 2% over the same period in 1991. In the area of on-time performance, however, VIA posted a slight loss, down 3% to 86%. (*Financial Post*, 23/04/92)

VIA SETS NEW STANDARDS FOR COMMISSARY: VIA Rail has announced a new policy for the purchase of food supplies in Vancouver. Henceforth, all suppliers will be liable for any expenses associated with returned food that VIA finds unfit for use on its transcontinental trains. Dining cars are stocked in Vancouver and must go through to Winnipeg before they are replenished and it is important that the food at the end of the journey be of the same quality as at its origin. In announcing the policy, VIA also announced that it cost between \$8,000 and \$10,000 to outfit each train for the Vancouver/Winnipeg run. (*Canadian Press*, 22/04/92)

SARNIA TUNNEL DESIGN GOES TO BRITISH FIRM: Mott MacDonald of Croydon, England, has been awarded the contract to design Canadian National's new \$60 million tunnel linking Sarnia, Ontario, with Port Huron, Michigan. They will carry out the project in conjunction with Hatch Associates of Toronto. (*Financial Times*, 21/04/92)

TUNNEL FUNDING RULED OUT BY CN: CN announced in late April that it will not put any money into expanding the Windsor-Detroit railway tunnel. Though the tunnel is jointly owned by CN and CP Rail, CP will have to bear the estimated \$35-million cost of the expansion if the project goes ahead. CN will not get involved in the financing or managing any enlargement because of its commitment to building a new \$150-million tunnel between Sarnia and Port Huron by 1994.

According to CN spokesman Mike Matthews "we will have the capacity for the extra-large freight cars at that tunnel. In our view, there was not as much value in the enlargement of the Detroit River tunnel for us as there would be for CP." CN's decision not to help pay for an expansion has made it "very difficult" to reach a decision on whether to proceed with the project, said CP Rail spokesman John Cox.

Officials from the two railways are finalizing details of an agreement that would give CP responsibility for the financing and management of an enlargement. Negotiations are complicated by the fact CN is responsible for the general management of the

tunnel. Even though CN has withdrawn from any funding role, it will still be involved in the project because they own one half of the tunnel company.

The expansion proposal would see the north bore of the two-bore tunnel deepened by 0.6 metres, enough to allow large boxcars and multi-level automobile cars, but not enough to handle double-stacked containers that will be able to use the new Sarnia tunnel. (*Windsor Star*, 24/04/92, with thanks to Doug Wilson)

NEW CONTAINER FACILITY FOR ROBERTS BANK: A new container facility will be built at Roberts Bank, just outside of Vancouver. Costing \$206 million, the first class container facility will be in service by 1995. The new facility will double Vancouver's container handling ability and make it a North American container gateway.

It is hoped that the container port will give a valuable boost to the recently established "container land bridge" now being offered by CP Rail and CN Rail. The land bridge is designed to link Vancouver with Montreal and Halifax and to provide an economic alternative for shipping Asian traffic to the eastern seaboard via the Panama Canal.

Supporters of the land bridge claim that it can knock 6 to 8 days off the time taken by the all water route and at a substantially lower rate. (*Vancouver Sun*, 23/04/92)

DREAM FOR TOURIST RAILWAY WOULD SEE ESTABLISHMENT OF TRADES TRAINING FACILITIES: Proponents of a scheme to convert Canadian National's Marmora Subdivision between Trenton and Picton, Ontario, want to do just more than provide tourists with a look at railroading's past.

Their aim, rather, is to use the railway as a focal point for the development of a training curriculum for high school students in such subjects as boiler making, pipe fitting, and carpentry.

Activities have been coordinated under the auspices of the Central Ontario Railway Historical Association (CORHA) and efforts are now being taken to determine required levels of financing for the possible purchase of the 30 mile line from Canadian National.

If successful, the CORHA would operate steam excursion service through Prince Edward County using ex-CN 2-8-0 No. 2534 (MLW 1906) which is now on display in nearby Belleville. One of its backers has also alluded to the availability of a steam locomotive that is "buried in the clay" at Marlbank, Ontario, along the former Napanee, Tamworth and Quebec Railway which was abandoned on May 31, 1941. Acquiring one or several locomotives from the Canadian Railway Museum in St-Constant, Quebec, has also been mentioned.

Local enthusiasm is quite strong. A recent market survey of area businesses found overwhelming support for the concept. Many businesses see a tourist train as being an excellent means of pumping badly needed money into the local economy. (*Business to Business*, Quinte, March 1992, thanks to John Frayne)

STAFF CUT: CN Rail is cutting 97 permanent jobs at its Transcona shops. CN indicated that its locomotives are more reliable and it has a smaller, more productive fleet to repair at the shops, so it decided to cut jobs in July when it closes the facility for the summer. (*Vancouver Province*, 23/04/92, thanks to Dale Whitmee)

BOOK PROVIDES PHOTO DOCUMENTARY OF RAIL ACTIVITY IN WESTERN CANADA: CN senior technical officer - Motive Power, Mike Chandler has recently published a portfolio of black and white photos of rail activity in western Canada. The photos are from the author's personal collection and span the 60s, 70s and 80s. *Westbound* is available for \$39.95 from Bonaventure Press, Box 1612, Place Bonaventure, Montreal, Quebec, H9H 3H2. (*Keeping Track*, April 1992)

TRANSCONA OUTSHOPS VENERABLE STEAM LOCOMOTIVE: Now rising 110 years in age, City of Winnipeg

Hydro Locomotive No. 3 has just come through a major refit at Canadian National's Transcona Shops. The work involved manufacturing and replacing the smokebox as well as a complete retubing.

Manufactured by Dubs of Scotland in 1882, the venerable 4-4-0 was assembled by Canadian Pacific at Prescott, Ontario, and immediately assigned to construction activity. It remained with Canadian Pacific until 1918 at which time it was sold to the City of Winnipeg's "Winnipeg River Railway". It has been through a number of re-numberings and modifications over the years. Indeed, according to the late Omer Lavallée in his book, *Canadian Pacific Steam Locomotives*, "the locomotive ... possesses only the frame of the 1882 unit."

The locomotive is on long-term lease to the Vintage Locomotive Society of Winnipeg and powers the Society's annual "Prairie Dog Central" tourist train between suburban St. James and nearby Grosse Isle. (*Keeping Track*, April 1992 and Lavallée, *Canadian Pacific Steam Locomotives*, Railfare, 1985)

NEW PASSENGER SERVICE PLANNED: James Shephard, a Florida-based train buff and real estate developer is negotiating with BC Rail and CN Rail to operate a first-class passenger service between Vancouver and Prince Rupert commencing next summer. The service would operate over BC Rail from North Vancouver to Prince George, thence over CN Rail to Prince Rupert.

Mr. Shephard said negotiations are "at a critical stage" but he refused to give details "in case of disappointment and folk end up with egg on their faces." Both U.S. and Canadian investors are involved. (Vancouver Sun, 28/04/92, thank to Dale Whitmee)

RESIDENTS PROTEST NEW OPERATING PROCEDURES: Northern Ontario residents along the route of VIA Rail's "Canadian" between Sudbury and Hornepayne are up in arms over a recent change in operating practises.

Prior to the recent introduction of VIA's luxury "Silver and Blue" service, the company had an unofficial policy of making unofficial stops - conditional upon adequate advance notice - at any point along the line.

This is no longer the case as the company has instituted a fairly tight schedule for the revitalized transcontinental run, one which cannot tolerate a laid back type of operation.

A protest group has been established and it has planned to demonstrate actively against the new policy. According to a spokesperson, "we are sacrificing Canadian citizens for potential tourists that may or may not materialize." (*Canadian Press*, 29/04/92)

GREEN LIGHT FOR GO TRANSIT EXPANSION IN HAMILTON: On April 30, the Ontario Government gave the final blessing to the establishment of full GO Transit rail service between Hamilton and Toronto.

The massive project has now cleared all regulatory hurdles. Enhanced GO service to Hamilton will be phase-in on a tri-partite basis. During Phase 1, service will be transferred from the present Canadian National terminal in Hamilton's north end to the now-closed TH&B Hunter Street station in the city core. The Hunter Street facility will be completely refurbished and be converted to a multi-modal facility. The station project is targeted for completion during 1994. During Phases 2 and 3, service frequencies will be expanded, eventually to a full-service (ie. 20 minute rush hour and hourly non-rush hour schedules). (*Hamilton Spectator*, 30/04/92, thanks to Don Grove)

CN WINS CLAIM: The Supreme Court of Canada ruled on April 30 that Norsk Pacific Marine Services and Crown Forest Ltd (now Fletcher Challenge Canada Ltd.), the owners of a tug and barge that smashed into a key bridge over the Fraser River must compensate CN Rail. The accident occurred in darkness and fog on November 28, 1987.

CN Rail, the principal user of the New Westminster railway bridge, had to reroute up to 32 trains a day for several weeks

while the bridge was repaired. CN has claimed \$1.5 million as compensation for the cost of rerouting its traffic. The decision did not say how much compensation the railway is entitled to.

The 87-year-old bridge is owned by Public Works Canada. CN acquired the bridge this year under a long-term lease. (*Canadian Press*, 30/04/92)

SOUTH SIMCOE RAILWAY GIVEN GOVERNMENT NOD: The Ontario Municipal Board has approved the operation of the South Simcoe Railway.

The board issued the railway's operating authority under the Ontario Railways Act on May 7. The order authorizes SSR to operate trains between Tottenham and Beeton on CN's former Beeton Subdivision.

As a result, SSR plans to start public operations on June 20 with scheduled trains running each Saturday, Sunday and holiday until Thanksgiving. Initial motive power will be ex-CP diesel hydraulic No. 22 (CLC 1960). It will pull 82-seat heavyweight coach No. 821 (ex-CP No. 1467).

Final schedules have not been set. It is expected that the seven-mile round trips will consume about 45 minutes, allowing for hourly headways.

Ex-CP steam locomotive No. 136 is expected to join the active roster very early in the initial season. The 1883-built 4-4-0's boiler was registered and certified by the Province last fall and was operated in non-revenue service during the group's Member's Day in September. Final details of the steamer's operating certification are being worked out.

Steam operation in this kick-off year will likely be restricted to a few pre-announced weekends.

Further details are available by contacting the South Simcoe Railway Heritage Corporation, P.O. Box 186, Tottenham, Ontario, L0G 1W0; (416) 936-5815. (South Simcoe Railway Heritage Corporation Press Release, 08/05/92, thanks to Tom Henry)

QUOTABLE QUOTES - ON VIA RAIL'S "SILVER AND BLUE" SERVICE: We're going from a one-star hotel to a three-and-a-half star hotel" claimed VIA spokesman Richard Gauthier. "We call it a renaissance of rail."

Gauthier's comments were made on April 29 as VIA No. 2 pulled into Winnipeg during a ceremony that included blue and silver balloons, goblets of blue champagne, and a brass band playing "When the Saints Come Marching In". (*Winnipeg Free Press*, 30/04/92, thanks to Jim Lewis)

TERM EXTENDED: Ron Lawless's job as president and chief executive officer of VIA Rail has been extended until May 3, 1993.

Lawless added the VIA post to his job as president and chief executive officer at Canadian National in 1989 to oversee government plans to cut VIA passenger services by half. Since the cuts, which took place on January 15, 1990, VIA has introduced better on-board services and refurbished many of its passenger cars. Ridership has seen a steady rise since the cuts. (*Canadian Press*, 05/05/92)

ALGOMA CENTRAL TO GET 'NEW' PASSENGER EQUIPMENT: The Ontario government announced May 7 that a \$4.2-million financing package would help to buy, refurbish and lease 22 VIA Rail passenger cars and two steam generator cars for the Agawa Canyon tour train. The Northern Ontario Heritage Fund Corporation (NOHFC) will provide a repayable loan to the Ontario Northland Transportation Commission to acquire the equipment, which will then be leased to the Algoma Central (ACR). In announcing the package, NOHFC Chairperson Shelley Martel said that "preserving jobs and the infrastructure of single-industry communities in Northern Ontario is part of the Heritage Fund's mandate. This project will do both for Sault Ste. Marie and neighbouring communities."

By refurbishing the cars in Sault Ste. Marie, ACR will maintain about 22,000 person hours of employment locally. The addition of the cars will help keep the Tour Train operating, as

ACR's 18 former CP 2200-series coaches (built between 1947 and 1950) were becoming harder to maintain. It is understood that the current lease on the cars will run until the end of 1994.

The equipment being acquired is made up of:

- steam generator units 15450 and 15467;
- 76 seat coaches 5441, 5442, 5468, 5474, 5494, 5512, 5514, 5519, 5534, 5545;
- 72 seat cafe-coaches 3210, 3228, 3230, 3236, 3239, 3243;
- baggage-coaches 9301 and 9302.

Negotiations are continuing on the acquisition of four more passenger cars.

Before the equipment sees service, certain work is required. The steam generator units will have their water capacity doubled from 3,000 to 6,000 gallons, with a respective increase in fuel capacity to allow a Soo-Hearst return trip without requiring topping-up. In the coaches, the toilets will be removed and replaced with stainless-steel toilets and retention tanks. New batteries, at a cost of \$12,000 per car, will have to be installed. Body work will have to be done on the cars, prior to repainting, but repainting of the cars in most cases will not happen before being put in service. The ACR is planning on putting all equipment into service as soon as possible. There is a possibility that these cars, when repainted, will appear in a new colour scheme. As one ex-VIA car is put into service, an ex-CP car will be removed from service and disposed of. Plans for the two baggage-coaches include installing a first-aid room, area for two handicapped passengers, and an area for a public address system, in the former baggage area.

As we go to press, the steam generator units have already reached ACR rails, and it is expected that some, if not all, of the coaches will move to the ACR within the next month. (David Stremes, with background information from the Algoma Central, and the NOHFC)

GIFT CERTIFICATES: VIA is now selling gift certificates through its various ticket offices. The certificates are available in denominations between \$20 and \$200. The gift certificate was recently tested during a three-month trial period and the response to the concept was overwhelming. (VIA Rail Canada, 19/03/92, thanks to Ken McKenzie)

VIA RAIL CHANGES TICKET RULE: VIA Rail has responded to customer complaints and agreed to accept cash for tickets purchased in one city and picked up in another.

Since late-1990, VIA has refused to accept cash for tickets bought for friends or relatives in another city. According to VIA, using cash resulted in a bookkeeping "nightmare" as tickets would be sent to another location but often would not be picked up for weeks. In some cases, both the recipient and the sender would try to cash the tickets in.

To stem the problems, VIA restricted sales to credit cards only, however, customers soon complained that the policy discriminated against those who do not use credit cards. A VIA spokesperson indicated that a new accounting system has been introduced to deal with the old problems. (Canadian Press, 23/03/92)

VIA JOINS ARC: VIA is now affiliated with the Airlines Reporting Corporation (ARC) which will make it simpler for U.S. travel agents to sell VIA products and result in improved service to their clients. It will also mean that these agents will issue tickets using VIA's plate instead of Amtrak's, and have toll-free access to VIA. For VIA, it will mean improved cash flow, as well as direct access to the large American travel industry. (VIA Rail)

NOD FOR AUTOMATED SYSTEM GOES TO UNION SIGNAL: Union Switch and Signal Inc. has won a \$57.5 million (U.S.) contract to design, build and install the first fully automated driverless light rail system in the United States. The system will be used on the Los Angeles Metro Green Line. (Journal of Commerce, 27/04/92)

Annual Slide Contest

June 2, 1992

Once again, the time is quickly approaching when members of the Bytown Railway Society Inc. will be treated to hundreds of visual delicacies as the Society hosts its annual slide contest at the forthcoming June meeting.

Over the past years, there has been a marked improvement in the overall quality of the photography and, hopefully, this trend will continue for many years to come.

This year, a few rules have been established in order to make the contest as fair as possible. These are listed below. We have also added a new category, "historical". This category will emphasize the importance of the content or historical aspect of the picture, rather than the technical or artistic merit of the image. Whether your slide has any of finger marks, dust, a wrong exposure, or colour fading, the judges will only treat the image from the historical perspective.

In closing, I would urge all entrants to "get snapping".

Slide Contest Rules

Eligibility

- All members of the Bytown Railway Society Inc, with the exception of the presiding adjudicator and judge.

Slide Categories

- Maximum of three slides per category.
- Categories include:
 - a) "Around Ottawa";
 - b) "Desert, tundra, prairies, emphasis on flatness";
 - c) Tourist railway operations, including BRS steam and diesel excursions;
 - d) Artistic;
 - e) Historic.

Winning

- Participants may win in one category, only. No multiple winners.

Slide Eligibility

- All slides must have been taken by a member of the Bytown Railway Society Inc.

Slide Identification

- Each slide must be identified with the photographer's name; this facilitates contest judging and slide retrieval at the end of the night.

Write-In Submissions

- Out-of-town members can participate by sending in slides to "Slide Contest, c/o Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. Every effort will be made to return submissions but Bytown assumes no responsibility for lost slides. Please remember to include your name and return address if submitting by mail.

(Pierre Ozorak)

Letters to the Editor

BOILERS AND ROUNDHOUSES: I have really enjoyed Duncan du Fresne's series of articles on the workings of a steam engine, especially the April issue which described how a boiler works.

Conductors and trainmen were never much concerned about how an engine worked. We were concerned about how fast they would go; how many cars they would pull; and when they (the hogger) would want to stop for water.

I think that there is an error in the article describing the last days of TH&B's Aberdeen Roundhouse. I would suggest that the picture of Engine No. 1686 is taken at the present running shop which is the old car shop and not at the Roundhouse. [signed ... Don Grove]

TIME TO DOCUMENT REMAINING HERITAGE RAILWAY STRUCTURES: A suggestion should be made to organize some sort of photographic record and/or written historical record of as many railway associated buildings that are left standing as soon as possible. To my knowledge, in the past year, we have lost a roundhouse to fire in London, the TH&B roundhouse in Hamilton and the Grand River Railway shops in Cambridge [see "Information Line"]. Here, locally, the old Hespeler station is on its last legs and almost daily little things disappear without a mention. West of here, Glencoe station, one of the most attractive Grand Trunk stations ever built, looks as if it will eventually disappear from sheer neglect. [signed ... Chris Stacey]

OWNERSHIP CLARIFIED: I enjoyed Helen Tucker's article on the Cartier Railway (April 1992 Branchline). Is the Cartier still owned by USS? [signed ... Dale Whitmee]

Cartier's Byron Hartt has advised that USS sold 25% to Dofasco on March 31, 1989. Dofasco acquired the remaining 75% on June 30, 1989, and on August 1, 1989, sold 25% to Mitsui & Company Ltd. and 25% to CIA Auxiliar de Empresas de Mineracao in Brazil. In summary, the Cartier is owned 50% by Dofasco, 25% by Mitsui and 25% by CIA Auxiliar de Empresas de Mineracao.

TOO LONG: An occasional article of modest length on a foreign railway is quite acceptable, even welcome, but 8 PAGES ("Touring Holland and Germany" - May 1992 Branchline) - this is a bit much! [signed ... Geoffrey Peters]

"NIT-PICKING" COMMENTS COULD HAVE BEEN ELIMINATED: The following is my comment on Philip Jago's review of *Signatures in Steel* in the April 1992 Branchline.

I find Mr. Jago's review of Greg McDonnell's [book] very fair except, when like all reviewers, he has to find something wrong with the book that he, and no one else can see. Mr. McDonnell was born and raised in western Ontario, still lives there and, as it happens, right beside the CPR Galt Subdivision. Surely he should be allowed to showcase the area in which he has the greatest first-hand knowledge. Also, when covering remote parts of the country far from one's home base, he must rely on assistance from other photographers in the particular area. If the same locomotive turns up frequently or if very few photos are sent to the author, he is correct in only using the ones he feels are consistent in quality with the others published. There is but one gremlin in the book. If the photographer on page 49 (Jim Brown) says the photo is at Prescott, then that's where it is as Jim does not make that kind of a mistake. As for the problems on pages 190/191, 5811 is a "Santa Fe" type so somebody goofed. 5935 is most definitely a T1b and the mistake is in the second caption which says it is a T1c.

I do wish that people in Mr. Jago's generation would remember that colour photography was just really beginning for the amateur in 1949 when these pictures were taken. These photos were taken off slides which used film speed of ASA 5 or 10 and were not designed to have a print made from them. It is

amazing that Mr. McDonnell was able to get any colour pictures of CPR in the Rockies at all in that era, especially ones as great as he did. I believe these "Nit-picking" comments were made for the sake of making them. Mr. Jago is so positive about the book in the rest of his review, and since the book is truly the standard for Canadian railway books, they could have been omitted. [signed ... Al Paterson] ☐

Heritage Award to Rail Preservation Group

The Canadian Northern Society, a non-profit registered charitable organization dedicated to the preservation of railway heritage and structures of Canadian National Railways in Alberta, has won the 1991 Alberta Heritage Sites and Resources Preservation Award, sponsored by the Alberta Historical Resources Foundation.



The award is one of a series of awards presented on an annual basis by the Alberta Historical Resources Foundation to individuals, corporations and bodies who have demonstrated exceptional and innovative achievement in the heritage field within the province.

The Canadian Northern Society won on the basis of its outstanding enthusiasm and success in the rehabilitation of various types of railway station buildings in north central Alberta, as well as complimenting structures. The judges were struck by the Society's commitment to the preservation, restoration, and adaptive re-use of heritage sites such as the railway station and grain elevator at Meeting Creek, the railway station and roundhouse at Big Valley, the station at Rowley and the continuing efforts to preserve threatened sites such as the stations at Viking and Camrose. Special commendations were given for the linkage of historic resource preservation with tourism opportunities and regional economic diversification. According to the foundation, there is little doubt that many of the historic resources rehabilitated by the Society would have been lost without the group's efforts.

Other 1991 award winners are Canadian Pacific Hotels and Resorts (Hotel MacDonald restoration), the City of Red Deer (Allan Bungalow restoration), Jack Peach, Calgary writer (Heritage service through writing), Stan Reynolds of Wetaskiwin (lifetime work in preservation of transportation and industrial artifacts), and the City of Edmonton (providing tax concessions for local heritage buildings).

Further details are available by contacting Canadian Northern Society, P.O. Box 142, Big Valley, Alberta, Canada, T0J 0G0 (403) 876-2242. (Shawn Smith, Managing Director, Canadian Northern Society) ☐

The Editorial staff, on behalf of all Branchline readers, wish Earl Roberts and his wife Barb best wishes on their recent special wedding anniversary. We'll let the exact number remain our secret.

Join the Railway and See the World!

A Nostalgic Look at Life in the CPR's Officer Corps

RONALD S. RITCHIE

Over the years many things that were taken for granted on the railway have changed or, more tragically in my view, disappeared. Anyone born after 1950 is completely unfamiliar with much terminology unless, of course, he or she has made a study of the archaic facets of railroading. Let me give some examples.

There is an old refrain: "When mother leaned out of the cattle car door, her shawl caught on a semaphore." Most people have never heard of a semaphore, let alone have knowledge of its function.

Another thing that has virtually disappeared is the roundhouse. These structures, full of steam and smoke, and reeking of hot oil, were the stuff of which railways were made. Now they have been replaced by squeaky clean, rectangular diesel shops with as much atmosphere as a hospital room. With the demise of the roundhouse, the refrain, "Run in to the roundhouse, mother, the brakeman can't corner you there" has become meaningless.

Cabooses are on the way out, but the old stove that was a prominent feature of these cars for many decades was some years ago replaced with sleek oil fired beauties that lent not one iota of ambience to what used to be the cozy interior of the caboose. Alas, rendered into irrelevance is that old refrain, "Come-off the wood-stove, mother, you're too old to ride the range."

Ah, nostalgia: but I digress.

The navy used to have a slogan, "join the navy and see the world". I don't know how many unsuspecting candidates that slogan snared but obviously they got some, and maybe some of them actually saw the world. This article could be subtitled "join the railway and see the world" since it is a description of the fate that befell many railwaymen as they pursued their careers. That was, and is, the transfer. This phenomenon is not limited to the railway industry, but has become much more widespread today than in the period that I am describing, that being the late forties and early fifties. To those not involved, the goings-on were hilarious; a subject suitable for Gilbert and Sullivan.

Until the late fifties, operating officer material came primarily from the ranks of the employees themselves. Since a previous knowledge of railway operations was essential, it was logical that candidates would come from the ranks of operating men such as conductors, enginemen, dispatchers and the like.

In this scenario that I will be painting, we have Charlie, a locomotive engineer working out of Smiths Falls, Ontario, a man with twelve years of experience and, not having been caught, possessing a clear record. He is very good at the rules and, since he has not been caught violating them, he obviously has an excellent knowledge of the "tricks of the trade". He is a good family man, rare for Smiths Falls, with a lovely wife and two children aged 8 and 10. The family has been able to obtain a home of its own. There are also a cat and a dog.

Charlie has been so good that the Assistant Superintendent, Mr. X., considers him to be a good candidate for future promotion. You see, when a call goes out from headquarters it is advisable for the Assistant Superintendent to have at least one name to put forward. Failure to do so would be interpreted as a lack of skill in developing and evaluating subordinates, and would occasion at the least dark scowls from the Superintendent, if not colourful telegrams from the General Superintendent regarding his ancestry and effectiveness.

The Jungle Telegraph

The most sophisticated communications technology pales today in comparison with the jungle telegraph on the railway.

Indeed, the very existence of railwaymen everywhere depended, and continues to do so, on the advance warnings that emanate from the jungle telegraph. That 99% of the information is wrong has nothing to do with it. One must act on what is available or perish. Good heavens, 120% of the railway officers since the dawn of time would have been reduced to quivering, abject failures were it not for timely information and warnings. Let the General Superintendent, or someone from his office, board a train going west and within seconds every employee in that direction was aware of it. Sometimes the system failed, but not often. For example, there was one officer that I knew who boarded the van of a westbound train at North Bay. This was observed and at once the wires hummed with the information that he was headed west towards Sudbury. Being night, it was not noticed that he disembarked from the van near the west end and boarded the van of an eastbound train and kept out of sight. There was great consternation when he showed up at Mattawa and caught employees red-handed at something.

But I digress.

One day, the jungle telegraph told Assistant Superintendent X that a call for candidates would be coming soon and accordingly X decided to be ready. He called Charlie on the phone at home.

"Hello Charlie, how are you?" X asked in his most oily voice.

"Just fine, sir" replied Charlie.

"And the wife and family?" continued X.

"All very well, thank you."

"I guess the dog and cat are grown up now?"

"Yes indeed, they are a handful."

Now at this time, Charlie should have been very suspicious, since X hadn't given a damn about Charlie or his family up to now.

X invited Charlie to come to his office the next morning which Charlie did, and at which time the oily tone resumed.

"Charlie I have been observing you for a long time. You are an excellent engineman, have much knowledge, etc., etc., etc."

After softening him up, X moved in for the kill.

"Charlie, we need good men like you as officer material. I want to advance your name as a candidate. What do you say?"

This was a shock to Charlie. Both he and his wife were from the Smiths Falls area, and had many friends, and he wasn't sure how a promotion might affect these relationships. He didn't know it but he needn't have worried for reasons that will become apparent.

They discussed some things, but Charlie really didn't know what to ask and X certainly wasn't about to raise anything which might encourage Charlie to decline. Charlie did raise the question of salary and was told that a Trainmaster could expect about \$435 per month. Great shock! Charlie's last pay cheque was for \$643.77 for two weeks alone. "Think of it as an investment in your future, which is very, very bright" said X. "Why, there are not only many Trainmasters positions, but over 75 Assistant Superintendents as well." Not said was that there were only 26 Superintendents and 8 General Superintendents, so some people would stay at the lower levels for eternity.

An eternity it seemed. In those days, there was no such thing as a "Bell-Boy", let alone mobile radios. The automobile has no place in an operating officer's array of implements. It was required that such officer use the train exclusively in order to keep abreast of all things pertinent to the operation. Since the Trainmaster and/or Assistant Superintendent was the low man on the totem pole, he had to be available at all times. Technically, the only time such an officer was not required to be available was during his two or three week vacation period. Other than that he

was expected to be available for duty at all times, 24 hours per day and seven days per week. Admittedly, there were some "enlightened" Superintendents who allowed the occasional weekend or evening off, but this was strictly up to him and most were of the old school.

Trains run at all hours, and in the period of which I am speaking there were many more of them than there are nowadays. Because of the need to be instantly available, the officer couldn't lead a normal family life, which we would take for granted today. For example, if he was located at a point where an auxiliary (wrecking crane) existed, he was to be available to accompany the auxiliary when it was ordered. Standing instructions were that, once ordered, the auxiliary had to be on the road within 30 minutes in daytime and 45 minutes at night. This didn't allow the officer very much latitude in his activities. Even if he accompanied his family to a movie he had to tell the Chief Dispatcher where he was going and the telephone number where he could be reached. Upon arrival at the theatre he had to advise the management where he would be sitting in the event that a call came. Finally, upon return home, the Chief Dispatcher had to be so advised.

Even on weekends, a nice drive in the country was out of the question as, during that period, the officer couldn't be reached. In addition it was forbidden to leave the assigned territory for any reason, therefore a visit to Aunt Flossie in Brent, Ontario, couldn't be considered.

Today this seems inconceivable, but I assure you that that is the way it was. Was it any wonder that the prospect of other than a brief stay at these officer levels drove grown men to distraction?

Back to our unsuspecting hero, Charlie.

After much persuasion, he agreed to be a candidate and left the office. Immediately, Mr. X. initiated a telegram to that effect. Of course, the jungle telegraph being what it was, it would never do to say so in plain English. Why every employee within a thousand miles would know it within seconds. Which brings me to another diversion, the use of code.

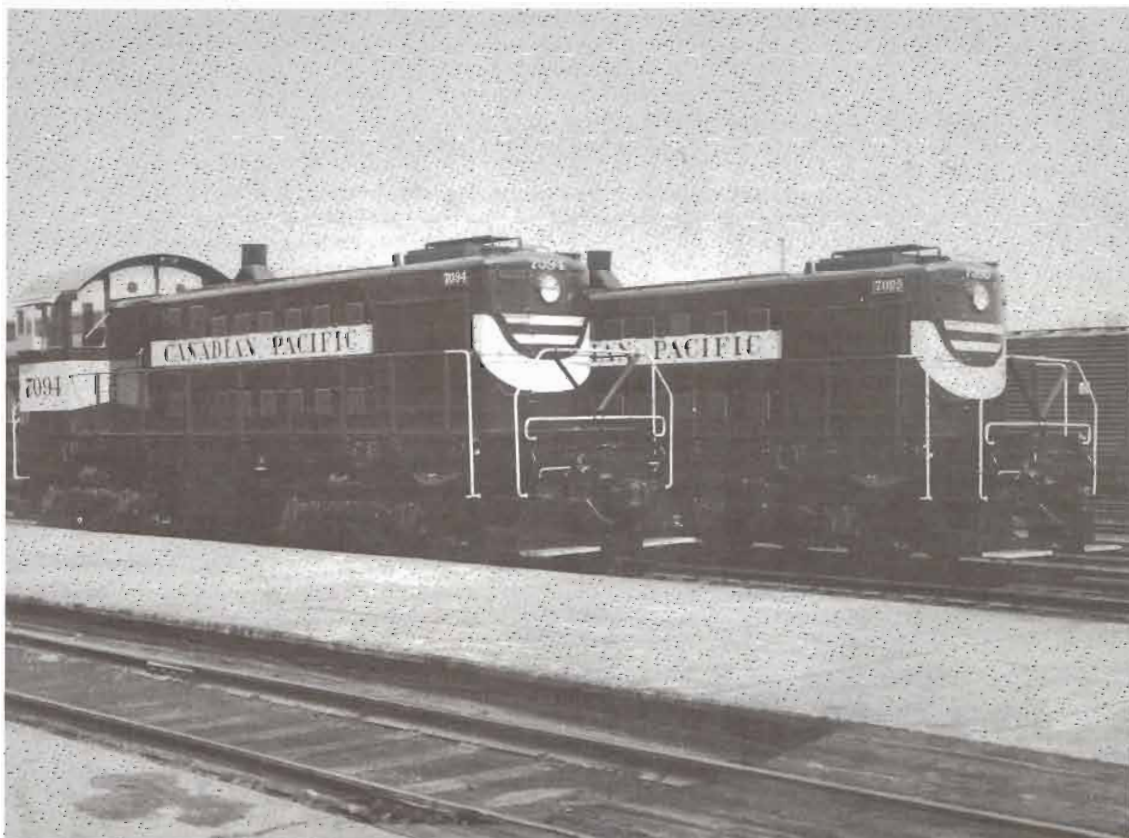
Slater's Telegraphic Code Defeating the Jungle Telegraph

Over the years, the railway industry has used a book called Slater's Telegraphic Code. The code itself is very simple. There are thousands of words, each one with a number. A word is encoded by adding or subtracting a predetermined number to the number opposite the word to be encoded. The word opposite the new number then appears in the message. It is decoded by doing the reverse. For example, let us assume that the code for that month calls for the addition of "50" and the word to be encoded is "accepts", and "accepts" has the number 201 opposite it. To code it, add 50 resulting in the number 251, opposite which is the word "accountant". The message would then read "accountant". It would be decoded by looking up "accountant" (251) and SUBTRACTING 50 would give 201, "accepts".

Being aware of the need to ensure secrecy, the code used was much more complicated than this. The rule in my office was: to encode, add 100 to 1200, depending upon the month beginning with 100 in January. To decode, subtract the like number. When a really secret message was to be sent, a separate telegram would precede or follow saying in plain English "187" or something like that.

Now another practice in the railway industry, and elsewhere as well, is to pass down from one level to another the older versions of publications. For example, when the Vice-President gets a new copy of the Railway Equipment Register, the older one is passed down the line. I think that the Trainmaster at Chapleau has the December 1934 copy now. It was equally so with the code books.

From time to time a new book would be issued and, of course, the Superintendent would get it and pass the older ones down the line. There was only one problem with that: if any word was added, subtracted or changed, all the words in the book were thrown out of whack. You simply couldn't use one version with another. This was taken care of by the senior officer keeping one



Only days old, MLW-built S-2 switchers 7094 and 7095 pose at Smiths Falls, Ontario, on March 31, 1949. Resplendent in the maroon and yellow scheme, the pair were the first diesel units at Smiths Falls. Canadian Pacific photo.

copy of each and recording which copy was in whose possession. Thus, even though the current edition was number 6, the Superintendent would know that Assistant Superintendent X had the 4th edition, and would use that version to encode or decode any message involving him. The publishers appreciated this problem and later editions of the book were structured so as to mesh with each other.

Back to Charlie

Charlie had to go home and tell his wife that his name was up for promotion sometime in the future. They thoroughly discussed it and were hopeful that their friends would understand. As I said before, they needn't have worried. What Charlie had not been told, and he didn't know enough to ask, was that company policy did not permit Charlie to be promoted on his home territory, so he would not become involved in bossing his friends. In fact, when he moved, he would have no friends in the new location.

All was quiet for a couple of months when, at 16:30 (4:30 pm) on a Friday afternoon, a telegram arrived at Assistant Superintendent X's office saying, "Effective Monday morning Charlie is appointed Trainmaster at Souris."

X immediately contacted Charlie who was laying over at Chalk River at the time, to give him the good news and to offer congratulations. Charlie was thunderstruck. Here he was at Chalk River and he had to be at Souris on Monday? Impossible.

Charlie didn't know either that this would be the last time he would ever get 60 hours notice of a transfer. Most were on 24 hours or less.

Charlie decided to go home at once, rather than telephone the wife, since she would obviously be upset. Souris? Its only similarity to Smiths Falls was that they both started with an "S".

When he got home, Charlie discovered that Souris was a small town in southern Manitoba and part of the Brandon Division. The name seemed to have some connection with the French language, either as "smile" or as "rat". Anyone who has been there, as I have, knows that "smile" is not the correct one.

In any event, the little woman was not amused when she learned of this. In fact, she was hysterical. She, who depended very much on Charlie, suddenly found herself faced with calming her family who had all their friends in Smiths Falls, calming the pets who did not understand what the commotion was all about and were therefore disgracing themselves at every turn, arranging for the sale of their home and preparing everything for moving day. You see, the company required that Charlie be in Souris on Tuesday morning. With uncharacteristic generosity, the Superintendent at Brandon had authorized a one day delay in his arrival.

When an operating officer arrives at a new location, his first duty is to get to know his territory. There is no familiarization period allowed, and he has to be prepared as quickly as possible for any eventuality. Therefore, for the first few weeks, a great deal of time is spent travelling over the territory and getting to know the employees. It is not surprising therefore that, when transferred, Charlie had no time to look for a house or anything like that. When the good wife had disposed of the house at Smiths Falls, their furniture would go into storage and the family would proceed to Souris where SHE would look for a home, get the children into school, and do the thousand other things that a normal family would do together.

"Sweet, understanding wife, a pre-requisite"

In painting this scenario, I have made two broad assumptions. Yes, very broad indeed.

First, I have assumed that there is no company-owned house at Souris into which the officer is expected to move. Very often, in places such as this, the company several decades ago built or might be assigned there from time to time. The officer had no option in the matter; it was a case of move in or else. Now

ordinarily one would think that this is a fine idea. For heaven's sake, stop and think. Any structure ever built by railway forces, such as the B&B department, was, to say the least, substantial. In the case of company houses, the idea was to make them big enough to accommodate a family of 16. Therefore the average house probably had 14 or 16 rooms, was not modernized since built in 1908, was drafty and cold and cost a fortune to heat. Try to get your average housewife into that. Of course, many families would like such a home because of the potential for refurbishing that it presents. Ah, but this is a company house and no alterations are permitted.

The second assumption that has been made is that the wife and family will agree to move in the first place. Here we hit the basic philosophy of some railway corporations and, I suspect, other industry as well. It was the policy of the railway, certainly the C.P.R., that no one would be considered for promotion to operating officer unless he met certain criteria, one of which was that he be married, and that in the legal sense of the word. This policy developed due to the remote locations to which such officers would be assigned during their career and the fact that, in all probability, the officer would be the senior representative at that point. Social life of a single man would be seriously curtailed since he could not mingle with the ladies of the town as they would invariably be the wives, sweethearts, daughters, etc. of the officer's subordinates. Hence a sweet understanding wife was a prerequisite.

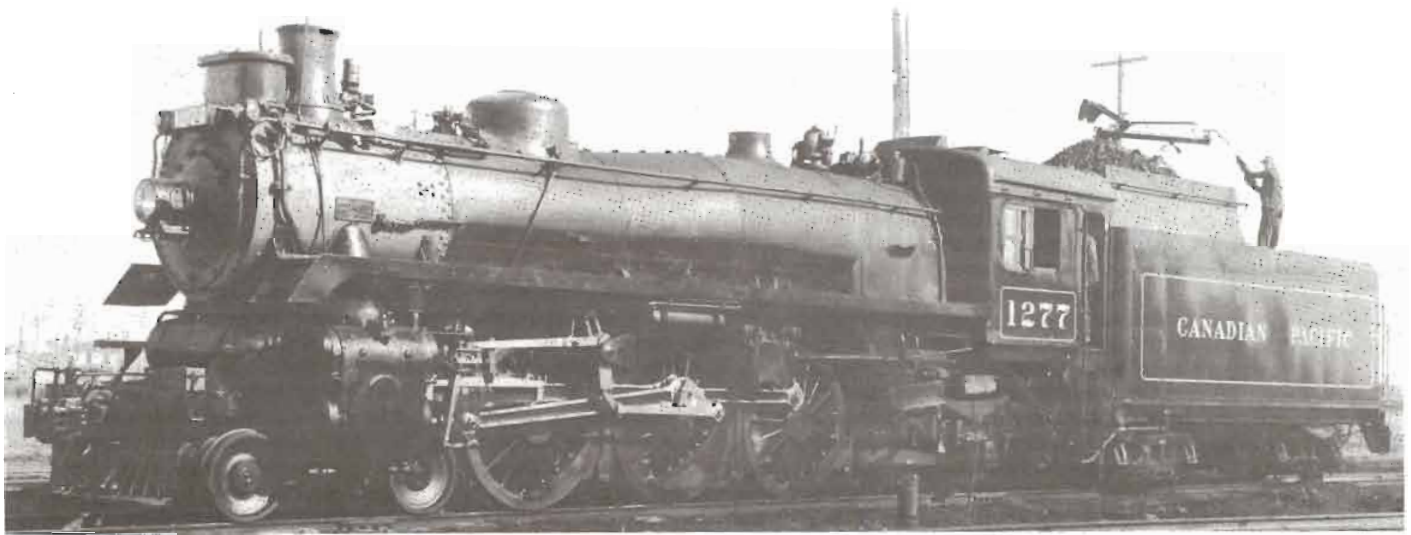
You can readily understand, therefore, the consternation - indeed hostility - that could develop if the little woman was reluctant or, more seriously, refused to follow her man. His entire career was in jeopardy and the family group was in serious trouble. Senior management was oblivious to this phenomenon. Their attitude can best be exemplified by the stock phrase used by a certain vice-president when faced by a transferee with a reluctant wife. It had only three words, "CONTROL YOUR WIFE!" Control your wife? Can you honestly believe it? Today the wife would go into his office and, with a few karate chops, let it be known that she had no intention of giving up her lucrative job to accompany her husband to some God-forsaken place in the outback.

Meanwhile, back to Charlie....

His family finally moved to Souris and got settled in. The wife had to get used to loneliness since, being the wife of the senior officer there, she couldn't have a close social relationship with most of the other women in town. Actually, although she didn't realize it at the time, she was well off because Souris had a grain elevator and some minor industries, so there were wives of non-railway people that she could get together with. It was similarly a problem with the children, although they, being young and innocent, really had no hang-ups and mingled freely with the other children.

After a couple of years at Souris, Charlie's family accepted the place, but doom was about to befall them. Another feature that Assistant Superintendent X at Smiths Falls had conveniently neglected to tell Charlie was that the company considered after two years that an officer could be getting a little too well known by the men and therefore should be moved. One August afternoon, a telegram arrived telling Charlie that effective that midnight, he was appointed Trainmaster at Brandon. Here we go again! Uproar at home; a quick departure, etc. but at least they were going to a larger centre, and Charlie would be directly participating in Divisional matters since Brandon was division headquarters. Eighteen months later, it was a transfer to Calgary as Trainmaster. Now the family was less disrupted as they were becoming used to moving and, besides, in Calgary they would really hit the big time.

Now keep in mind that the salary of Trainmaster was the same whether the assignment was in a small town or a big city, so there was no financial encouragement to keep on with the musical towns game. It was still an investment in the future and the hope



Canadian Pacific G5d 4-6-2 1277 being serviced at Calgary, Alberta, on May 18, 1956. Built by Canadian Locomotive Company in April, 1948, the dual service locomotive was retired in January 1960, short of her 12th birthday. Photo by A.H. Coverdale.

that one day an Assistant Superintendency might be expected.

At last the big day arrived. Late on a February afternoon, a telegram arrived without warning, advising that, effective at midnight, Charlie was appointed Assistant Superintendent at Aroostook, New Brunswick. It was the Trainmaster story all over again. First an outpost, then a slightly more active place, then a terminal.

By now the wife had refused to unpack the boxes after a move, having informed Charlie that she would be ready for the next one and that, meanwhile, they could eat from plastic plates and sit on orange crates for all she cared. Furthermore, the children, by now in high school, were to write exams in a short time and it would be disruptive to move them right now. After much haggling, it was agreed that she would stay until the end of the school year and then move. Meanwhile the company, being less than impressed by Charlie's inability to control his wife, told Charlie that he could not maintain a residence in two places and that he would have to take a room at Aroostook until his wife arrived, and that he would have to pay for it himself.

"Management Insensitivity, a first hand account"

This has been presented in a humorous manner and, looking at it from today's perspective, it is funny. In all seriousness, however, it was at best difficult for those involved and was at times tragic. There have been officers who have committed forgivable acts due to an inability to cope with the strains likewise. Many officers of the railways today have moved 18 or 20 times throughout their careers.

I can give a first hand account of the insensitivity of some managers in the fifties. In February 1959, I was assigned to a study group working on material for the MacPherson Royal Commission on Grain. This study was to last an estimated four months and I expected that I would return to Montreal in July. As the work would entail travelling constantly, it was necessary to travel light and to be prepared to live out of a suitcase.

By July, the group was in Winnipeg finalizing the work and a fellow employee from Montreal came to town. We went to lunch, during which he asked me how I liked my move to Winnipeg. Misunderstanding this meaning, I said that the work was nearing completion and that I was looking forward to returning home to Montreal. "No, no," he said, "I mean your transfer to Winnipeg." Picking myself up off the floor, I asked him

what he meant and he replied "Don't you know? Effective June 15th you were transferred to Winnipeg." This conversation took place July 8th. Being of an explosive temperament, I confronted my boss regarding this and was told "Gee, I guess I forgot to tell you."

On August 22nd, I was finally permitted to return to Montreal to get my belongings. Thus began a two year stint in the gateway to the west.

Harking back to Charlie for a moment, it should be mentioned that the C.P.R. (and CN for that matter) had certain locations that were classed as "purgatory". These were reserved for Assistant Superintendents or Superintendents who, for whatever reason, fell from grace. For Assistant Superintendents, CP reserved such places as Thetford Mines, Chapleau, Wynyard, Crownest and Nanaimo. Superintendents could expect Woodstock [New Brunswick], Edmonton and Nelson or the old Bruce Division headquartered in Toronto. CN had places like LaSarre, Lac-Edouard, The Pas, Hornepayne, etc. Therefore, for prestige and family peace, operating officers moved heaven and earth to keep out of trouble - trouble which could befall them through no direct action of their own. For example, the Superintendent at Smiths Falls at the time of the 1942 Almonte wreck ended his career at Woodstock, N.B.

In closing, railroading was fun; it is now much less so. The characters have mostly disappeared and those that are left don't fit in with the current enterprise. Nonetheless, there is still some fun to be derived from reliving the old days, not that long ago, when you could indeed "join the railway and see the world." ☺

"Ottawa Valley Steam": Television station CJOH, in conjunction with BRS, has produced a 48-minute video (VHS only) portraying the post-retirement career of the National Museum of Science and Technology's ex-CPR Light Pacific 1201. Much of the footage was shot in the spectacular fall colours of the Ottawa Valley on BRS' excursion from Ottawa to Pembroke on October 1, 1989. Only \$29.95 plus \$2.50 shipping and handling. Please add \$2.27 GST when shipped to an address in Canada. Ontario addresses please add \$2.40 PST. Forward your order today to Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1.

Locomotive Heraldry

Canadian National Policies in the Latter Days of Steam

RAY MATTHEWS

I read with interest Mr. Bob Meldrum's article "The Tender Crest" (*Branchline*, January 1992) which described Canadian National lettering practise in the declining years of steam. The following will help to explain CN's policies at the time as well as describe what classes of locomotive received what herald and why.

Prior to 1954, all Canadian National steam locomotives had the standard rectangular herald angled on the sides of the tender at 9° from the horizontal. There were two sizes, one being slightly narrower for low tendered yard engines. The lettering was the same size, the difference being in the width of the bordering. (Too bad the CRHA at St-Constant failed to heed the angle of the logo when they painted up such engines as 2-8-2 No. 3239 and 4-6-2 No. 5550. They do not look as good as they might.)

With the introduction of the olive and black passenger [green, gold and black] passenger stock colours coincident with the debut of the "Super Continental" in the mid-fifties, it was decided that all locomotives normally assigned to passenger service, as well as those in dual (passenger or freight) service, would receive the new round maple leaf herald when they were in the major shops for repairs.

At the same time, mainly to allow easier application, it was decreed that all engines normally assigned to freight service, and all yard engines, would retain the old rectangular herald but it was to be placed horizontally rather than on the customary angle. Again, this modification took place during major overhauls.

It is safe to state that all of the steam engines lasting beyond 1957 in freight and yard service were so treated although it took three or four years to complete. Essentially, all 2-6-0, 4-6-0, 2-8-0, 2-8-2, 2-10-2, 0-6-0, and 0-8-0 types were so treated. There were, however, a few rare exceptions - more on that in a minute.

Passenger and dual service engines were not similarly treated. Not all engines received the round crest. To the best of my knowledge, all of the bullet-nosed 6000s (4-8-2), the 5700s (4-6-4), the lower numbered 6200s (4-8-4 from 6200-6234), the 6400s (4-8-4) and the suburban 4-6-4 tank engines received the round logo. Almost all of the 4-6-2s, lower numbered 4-8-2s, and higher

numbered 6200s also got the round herald. A very small number, however, did not. Only about 60% of the 6100s (4-8-4) got the round heralds, mostly the higher numbered ones, while the rest got the horizontal rectangle. Interestingly, I don't think that any of the 6300-series 4-8-4s operating in Canada ever received the round herald.

Now to the exceptions. Many readers are probably familiar with the photo journals of Canadian railroading published by the British Railway Modellers of North America. I had the pleasure of contributing to *Canadian National in the West*, Volume 5. In it, I went into some detail regarding the application of a round maple leaf herald to the tender of Mikado 3527 when it was repaired at Stratford, Ontario, in 1958. It could hardly have been considered a dual service locomotive at that late date. To my knowledge, only one other freight engine received a round logo, this being 2-8-2 No. 3739. I have a photo of this engine, a round crest on its tender, which was taken at Montreal in late 1957. Again, why such a treatment is a mystery.

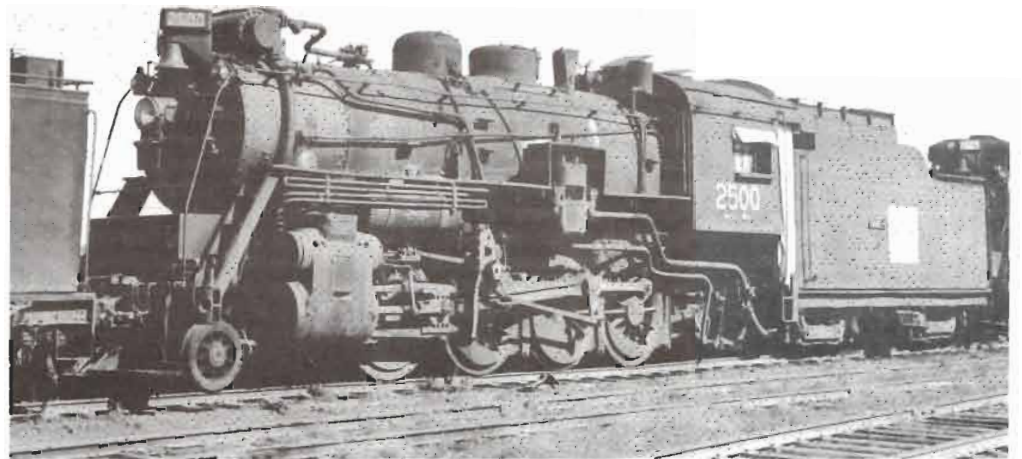
One of the photos accompanying this article is even more mysterious. Why would Toronto-assigned 0-8-0 No. 8352 sport a round herald? Since it was assigned to the Spadina roundhouse, I can only assume that it switched drafts of passenger stock at the nearby Union Station. I have been told that an 0-6-0 was similarly treated but I have no photo of this application nor am I aware of the locomotive number.

Although I will not go into detail, it is interesting to note that the CPR had a similar philosophy regarding their steam engines, albeit dating from a much earlier era. Engines normally, or very often, used in passenger service received maroon cab and tender panels. Those in dual purpose roles received the yellow pinstriping (until the 1930s gold), while freight and yard engines were unlined. One concession made by the CPR involved the application of pinstripes on a few 0-6-0 and 0-8-0 yard engines that were normally assigned to stations and coach yards. Several were so treated at Winnipeg and Calgary. Perhaps a reader could enlighten us as to whether there were similar examples in eastern Canada. ☐



Class P-5-f 0-8-0 8352 at Toronto, Ontario, on June 1, 1959. Built by Canadian Locomotive Company in January 1929, the switcher went to scrap in February 1960 sporting the passenger and dual service round maple leaf herald. Photo by K. Hutchinson.

Class T-4-a 2-10-2 4307 at Jasper, Alberta, sporting the horizontally placed square herald on March 6, 1957, just seven months before retirement. Photo by Ray Matthews.



ABOVE: CN Class N-2-b 2-8-0 2500 dead at Transcona (Winnipeg) Manitoba, on September 15, 1959. No. 2500 was built by Montreal Locomotive Works in 1918 as Canadian Northern 2500 and was retired in March 1960. Photo by K. Hutchinson.



LEFT: CN 4-6-0 1362 awaits her next assignment at Fort Rouge (Winnipeg), Manitoba, on September 15, 1959. This member of Class H-6-g was built by Montreal Locomotive Works in 1923 as Canadian Northern 1362. She was also retired in March 1960. Photo by K. Hutchinson.

"The Pride Of Montreal"

"The Pride of Montreal": is it a municipal institution? Is it a local hero? Is it a hockey team? No, it's a bakery, POM Bakery for short. But, more about that in a moment.

This month's "Tid Bit" is going to be a little bit different. In present day vernacular, it will be "right off the wall." But, in order to get the full impact of the yarn I'm about to spin, let your mind go back to a time in the mid to late 1940s. If you weren't around back then, let your imagination take you there.

It was a time of steam powered trains, main lines, branch lines, and poor quality roads and highways. Mass land transportation meant trains, dependable year 'round trains to move just about anything and everything, including bread from our friends at POM.

For those of you who didn't or don't know the "lay of the land" around "The Glen" area of Montreal, let me try to provide you with a word picture of the scene.

Canadian Pacific's Westmount Station and Glen coach yard are located high up on a bluff overlooking "old and lower" Montreal. A couple of miles to the east lies CP's corporate headquarters, Windsor Station. Separating the yard area from down town and located immediately at the east end of the yard is a huge land fill. This fill was made necessary by a deep gully running at almost 90 degrees to the main line tracks. At the bottom of the fill is a large stone arch, the width of which is equal to the back of the fill and through which, at the time, ran a double track streetcar line of the Montreal Tramways Company. At the east end of the great fill lies the CP interlocking tower. The long wooden Westmount Station platform, with its full height and full length wooden "back wall" and partial roof, stretches almost all the way from the station to the interlocking plant. Right behind the interlocking plant is a large buff-coloured brick building - POM Bakery, less than a quarter-of-a-mile from Westmount Station.

POM Bakery shipped much of its bread production out of the city and herein lies the basis for this month's "Tid Bit". Shipping bread meant shipping it by rail - by Canadian Pacific Express to be exact. How many of you reading this know that the Canadian Pacific Express Company, a successor to the Dominion Express Company, was [and is] a separate and distinct entity from the railway company? Headquartered in Toronto, its employees were insulted if you told them they worked for "the railway". I know, my father was an old time and long service CP expressman.

Meanwhile, back at POM Bakery, large, awkward, cardboard boxes - each containing 4 or 5 dozen loaves of bread, are loaded aboard trucks for the short journey from the bakery to Westmount Station. On reaching the station, they're offloaded onto railway platform carts and pulled by hand across the westbound main and stood at the east end of the platform on the eastbound main, awaiting the arrival of one of the Rigaud or Vaudreuil suburban trains. These jobs would have an express-baggage car on the head end to accept the 3 or 4 cart loads of bread boxes.

The boys on the local aren't going to be too pleased when they see this stuff sitting there because they've been dashing from station to station all the way in and now, at the last stop before Windsor Station, they're going to get nicked for time while all that G.D. bread is loaded. It can be said with some certainty that the bread boxes aren't loaded with the utmost of care but they are loaded.

The crew on the G2 Pacific finally get a "highball" and get out of there like a scalded cat for the two-mile dash down the hill to Windsor Station. The passengers disembark and, after the arrival of the CP Express "jitney" with a handful of platform carts, the bread boxes are off loaded one more time and hauled off to "the depot" located in the "mud hut", for waybiling.

The boys on the local finally get to back their "draught" up

to "the Glen". The engine then goes to the shop and everyone goes off duty.

Meanwhile, our bread boxes are once again being put on more platform carts to be dragged out to express cars on this train or that for this or that destination. Upon reaching this or that destination, they're off loaded once again, this time onto a road vehicle to take them to wherever they're consigned. Can you imagine doing this in the context of 1990s business practice? But that's how it was done!

From my vantage point in the cabs of Hudsons and heavy Pacifics at Windsor Station, I used to watch lots of express shipments being loaded from platform carts into express cars. To say the least, it was an education. As I said earlier, my Dad was a CP Express employee and his job at the time included the handling of customer claims. From what I saw, it's no wonder that Dad was kept busy.

If you'll permit me to exaggerate for a moment, let me

TRAIN	ARRIVEE	DU	DEPART
TRAIN	ARRIVALS	ARRIVALS	DEPARTURES
2	WINDSOR - THE MONTREAL	DAILY	4.42
357	CPR - CAR POOL TRAIN	DAILY	6.37
516	QUEBEC	DAILY	1.01
22	RIGAUD	DAILY	7.55
22	CPR - CAR POOL TRAIN	DAILY	7.55
41	TORONTO - CHICAGO	DAILY	7.57
225	ST. JOHN - NB	DAILY	7.42
512	NEW YORK - B&M	DAILY	7.52
221	RIGAUD	DAILY	8.07
221	MAINE - N.Y.	DAILY	8.12
708	NEW YORK - DAN	DAILY	8.12
708	BOSTON - NEW YORK	DAILY	8.12
72	VAUDREUIL	DAILY	8.22
510	RIGAUD	DAILY	8.27
515	RIGAUD	DAILY	8.32
6	TORONTO - THE MONTREAL	DAILY	8.57
223	NEW YORK - N.Y.C.	DAILY	9.12
213	NEWPORT	DAILY	9.52
39	ST. JOHN - NB	DAILY	11.12
39	PELHAM	DAILY	11.27
502	OTTAWA	DAILY	11.27
30	PERTH	DAILY	11.32
			11.38
574	VAUDREUIL	DAILY	P.M.
215	SHERBROOKE	DAILY	1.42
228	MALLETFIELD - N.Y.C.	DAILY	4.17
426	OTTAWA	DAILY	4.22
514	RIGAUD	DAILY	5.22
514	CPR - CAR POOL TRAIN	DAILY	5.27
353	QUEBEC - THE MONTREAL	DAILY	5.42
203	SHERBROOKE	DAILY	6.27
454	LABELLE	DAILY	6.32
450	ST. AGATHE	DAILY	6.32
223	NEW YORK - B&M	DAILY	7.07
504	OTTAWA	DAILY	7.12
30	TORONTO	DAILY	7.22
510	VAUDREUIL	DAILY	7.42
211	BOSTON - THE ALBERTA	DAILY	7.47
462	ST. AGATHE	DAILY	8.02
506	SMITHS FALLS	DAILY	8.22
227	NEW YORK - N.Y.C.	DAILY	8.27
351	QUEBEC	DAILY	8.32
520	RIGAUD	DAILY	9.12
459	LABELLE	DAILY	9.17
506	VAUDREUIL	DAILY	9.22
424	OTTAWA	DAILY	9.32
239	NEW YORK - N.Y.C.	DAILY	9.42
205	SHERBROOKE	DAILY	9.47
506	OTTAWA	DAILY	9.52
355	CPR - CAR POOL TRAIN	DAILY	9.57
6	TORONTO - CHICAGO	DAILY	10.07
460	MONT LAUREL	DAILY	10.17

Let's you think that there wasn't a lot of traffic passing through Canadian Pacific's Westmount Station in 1948, feast your eyes on the train bulletin board. Locomotives and cars of CP, CN, D&H, NYC, B&M and Pullman all passed through here on a regular basis. Photo by Duncan du Fresne.

illustrate a point. The express guys would take the boxes of bread, fire them wildly 60 feet down the floor of an express car and, worse yet, would similarly handle the boxes marked "FRAGILE - HANDLE WITH CARE". After this light stuff was loaded, heavy wooden crates of machinery parts would then be dumped on top. Although the situation might not have been as described, I wouldn't be surprised if some of that bread ended up as thin slices for sandwiches. Oops, sorry, I don't believe that there was sliced bread at the time. Anyway, you get the idea.

An incident about this sort of thing was once related to me by my Dad. A shipment of phonograph records, those old fashioned 78 rpm brittle things of years ago, was shipped from the Montreal plant of RCA Victor (remember "His Master's Voice?"). It was winter time and some of the boxes of records in the express car found their way to the steam heat pipes. Well the records didn't get broken but they did become the original "floppy disks" as they warped this way and that. As I said, shipments weren't always handled or loaded with the utmost of care.

Perhaps you're wondering what got me to writing about this little bit of foolishness. It was the result of a recent visit to Montreal and, guess what? I was passed on the highway by a POM Bakery truck. Funny how a little thing like that jars some little "bit" in the mind's memory and presto, you've got a "tid bit".

Anyway, for those of you who are also interested in motor vehicles, the POM Bakery owned a fleet of seventy-five 1930 and 1931 Model A Ford delivery trucks. These trucks were especially

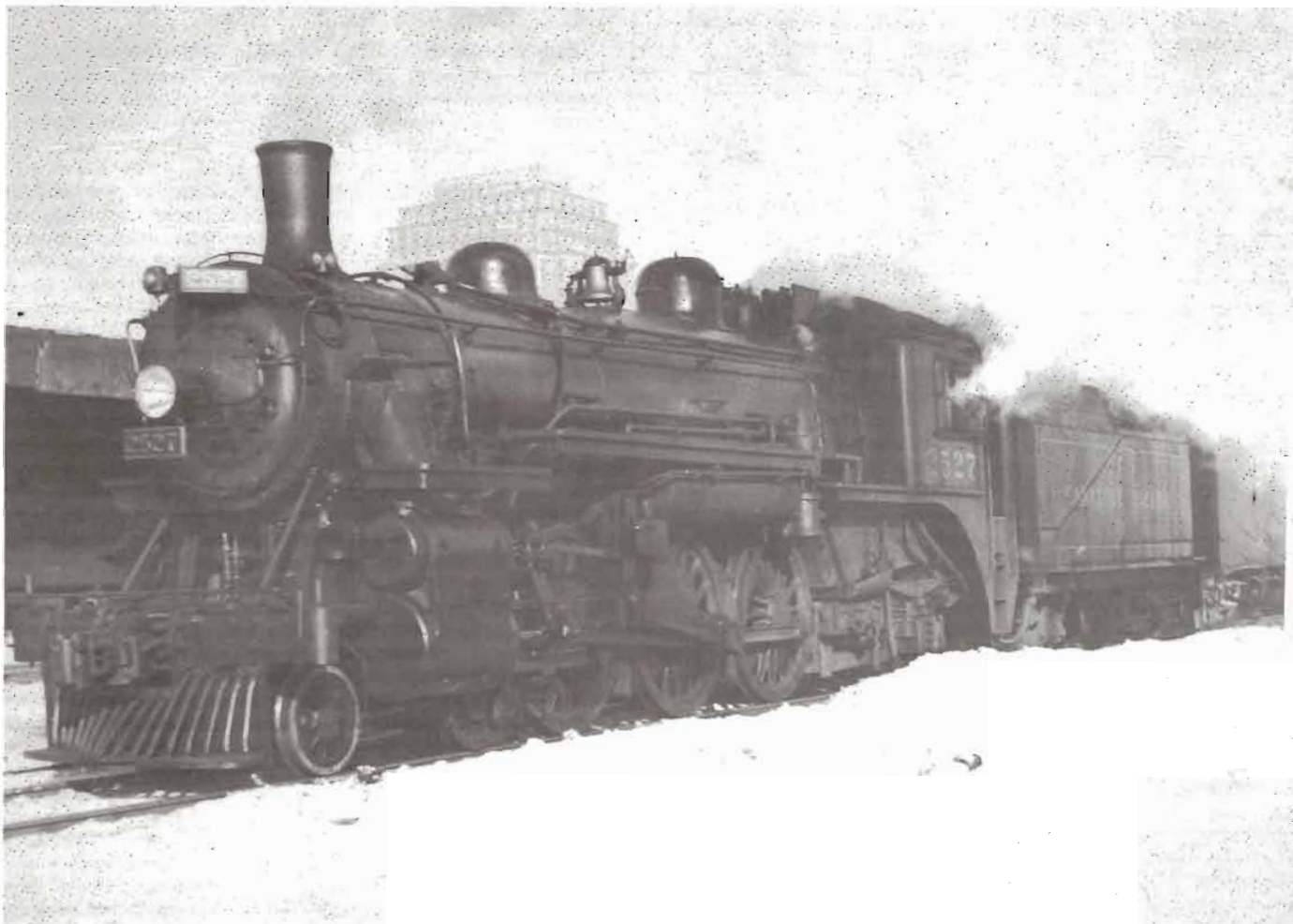
designed so that they could be driven with the driver in a standing position. All he had to do was take a circular, wooden stool-like seat and fold it out of the way.

"Door-to-door delivery of bread and other baked goods?" you say. Good grief, no kidding! The fleet of Model As must have given POM more than 20 years of service and, no wonder, they looked and ran beautifully. There's simply no substitute for good maintenance. Needless to say, the POM truck that passed me in February 1992 wasn't one of the snappy little Model As.

Well, we're still eating bread. But it's no longer shipped on Canadian Pacific Railway passenger trains in Canadian Pacific Express Company express cars. What a changing world we live in. The residue of my Dad's CP Express pension which my Mother receives is sent to her by a trucking company - CP Express and Transport of Willowdale, Ontario.

[Ed. Note: One of the POM Model A Ford trucks was lovingly restored in the 1970s, mostly by mechanics and craftsmen brought out of retirement. As well, the bakery relocated to the east end of Montreal, near the Olympic Stadium, and the venerable building next to Westmount Station has been converted to a condominium]

P.S. Very many thanks to Brian Westhouse of Rexdale, Ontario, for his thoughtful contribution of a Canadian National air brake manual. This will be added to our technical documents collection. Dunc. ☼



CP Class G2r 4-6-2 2527 awaits departure from Windsor Station in Montreal with a local for Vaudreuil or Rigaud. Behind 2527's tender is a wooden express-baggage car that would often carry fresh baked bread from POM Bakery. Photo by Canadian Pacific, collection of BRS.

"The Value of Photos and Other Sundry Items"

This month's offering departs somewhat from the usual technical fare and is prompted by a comment made by Al Paterson in "Letters to the Editor" (Page 7).

Mr. Paterson took exception to this writer's comments as written in the April 1992 issue of *Branchline* on the appropriateness of several "period" photos which appear in the recently published *Signatures in Steel*.

Although, I am not in complete agreement with all of Mr. Paterson's comments, he did prompt me to remember a statement by the late Omer Lavallée on the value of photographic documentation regardless of the technical merit, composition or quality of a particular photo. According to Omer, one should not be too hasty in dismissing poor quality photos. They can fulfil a valuable role, especially if they happen to be the only known photo in existence of a particular subject. Indeed, he once warned me about the inappropriateness of deliberately editing photo or slide collections discarding poor quality prints or transparencies.

Although such material might never make it into print, it might end up being a valuable source of information for historical researchers at some point in the future. And, indeed, under those circumstances, I am willing to concede my comments with respect to the appropriateness of the three photos from Field, British Columbia, which appearing on pages 190/191 in *Signatures in Steel*.

I would also recommend that all photographers heed Omer's words of advice. Don't, repeat don't, be too hasty to discard the "loser" shots. Some time down the road, they might be the key that unlocks yet another mystery associated with rail history and preservation.

Speaking of railway preservation, this is also an opportunity to make a direct appeal to you for details about the various rail preservation activities in which you are participating.

Although, we have been successful in describing a number of non-Ottawa projects, I have the distinct sense that a number of good stories have yet to be told.

I would be interested in finding out the reluctance in sharing your experiences. Is it time? Is it shyness? Is it a feeling that others won't be interested? Does a restoration/preservation type of column such as "Down by the Shop" have a place in *Branchline* or should we be devoting the space to other subject matter?

I, for one, must confess that the professional aspects of my life have kept me from being more pro-active in ensuring a monthly supply of information from you the readers. But, surely, many of you are anxious to share your experiences in addition to using this column as a type of network for sorting out problems which you may encounter in the course of your preservation/restoration activities.

I would be interested in your feedback. Over the course of the summer, moreover, some of you may expect a letter and an appeal. I hope that you will respond positively.

In the meantime, let me leave you with a final thought on rail preservation, "there's always plenty to keep one busy ... come out and lend a hand."

The Canadian Railway Atlas, published by the Railway Association of Canada, is a 70-page, 8 1/2" x 11" soft cover atlas illustrating Canada's rail system. The Atlas features fifteen 16" x 11" regional maps and twelve city maps, plus a 27" x 37" wall map showing the entire Canadian railway system.

The Atlas is available by mail from the Society for \$25.00 postpaid, plus \$1.75 GST if mailed to a Canadian address.

THE REGISTER BOOK

RIDE BEHIND A 'SHAY': The British Columbia Forest Museum at Duncan, B.C., will operate their 2-truck 25-ton Shay No. 1 through to September 20. Backup is provided by Plymouth 8-ton No. 26.

RAILROAD STATION HISTORICAL SOCIETY: The annual convention of the Railroad Station Historical Society will take place on **June 5, 6 and 7** at the Howard Johnson Hotel in Oakville, Ontario. **June 5** - station heritage seminar and slide show plus railway photograph flea market; **June 6** - banquet featuring Ron Brown, author of "The Train Doesn't Stop Here Anymore" as guest speaker. **June 6 and 7** - station tours (limited tour space); Full convention cost is \$85.00 (excluding accommodation). For information, contact Dave Savage, Convention '92, Canadian Station News, P.O. Box 171, Cobourg, Ontario, K9A 4K5; (416) 428-5506.

FIELD TRIP: The BRS "Excursions" Committee is pleased to announce a "Field Trip" to the former Thurso and Nation Valley Railway.

Date: Sunday, June 14, 1992

Time: 10:00 a.m.

Place: CP Station/crossing in Thurso, Quebec

Leaders: Bob Meldrum, Joe Toscas

Info: Bob Meldrum, (613) 234-7612

HAND CAR RACES! - The Smiths Falls Railway Museum will host its annual hand car races on Sunday, **June 28**. Practices start at 10:00 while the races officially begin at Noon. Contact Peter Lange, (613) 692-6371 for details on entering at team.

"1992 DOMINION RAILWAY DAY": Saturday, August 1, 1992, Big Valley, Alberta. Noon to 19:30, including heritage railway exhibits, tours of the Big Valley station and roundhouse interpretive centre, hand and motor car demonstrations, arrival of Alberta Prairie Railway Steam Train Excursion No. 26 pulled by 2-8-0 No. 41, barbeque and evening social. For information, contact Canadian Northern Society, P.O. Box 142, Big Valley, Alberta, Canada, T0J 0G0, (403) 876-2242.

STEAM EXCURSIONS: Alberta Prairie Steam Tours Ltd.'s 1992 excursion season includes at least 50 steam-powered excursions operating out of Stettler, Alberta, to various locations between **June 6 and October 31**. Included are standard, dinner and murder mystery excursions. For details, contact Alberta Prairie Steam Tours, Postal Bag 800, Stettler, Alberta, T0C 2L0; Telephone (403) 742-2811 or FAX (403) 742-2844.

AGAWA CANYON TOURS: 1992 tour dates are **June 8 to October 12** inclusive. Fares for the 228-mile round trip from Sault Ste. Marie, Ontario, are: adults \$42.75; children 5 and over \$16.25 (June to August) and \$21.40 (September and October); children under 5 \$7.55; seniors 60 and over \$30.10 (June only).

Information from Algoma Central Railway, Passenger Sales, 129 Bay Street, Sault Ste. Marie, Ontario, P6A 1W7; Telephone (705) 946-7300.

SWAP & SALE: The Toronto Transportation Society will hold its 10th annual slide and photo swap and sale on Saturday, September 26, between 12:00 and 16:30 at the Ourland Community Centre, 18 Ourland Avenue, Etobicoke. Admission: TTS members \$2.50; non-members \$3.00. Information: TTS Slide Swap Organizer, P.O. Box 5187, Terminal 'A', Toronto, Ontario, M5W 1N5.

Tragedy on the tracks: an eyewitness account of the Kinsella crash

GEORGE H. RODDICK, Fire Chief, Town of Viking, Alberta

The following article appeared in the March 1992 Agency Insight, published by Alberta Public Safety Services, a provincial government agency.

The tanker-train accident at Kinsella on August 5, 1991 resulted in the largest mutual aid effort in the history of the County of Beaver, Alberta.

The crash

At 3:28 p.m., a westbound CN freight train composed of 3 locomotives and 31 cars, travelling at 100 km per hour, struck a southbound Gibson Petroleum Company Ltd. super-B tractor trailer loaded with crude oil. The tanker exploded on impact into a massive fireball and showered the three locomotives with burning crude oil.

As the train continued down the track for an additional 3 km., burning oil ran off, starting grass and brush fires on both sides of the track. Diesel fuel spewed from the ruptured fuel tanks on the two lead locomotives. Once the train had stopped, fire began spreading from the rail bed up to the flat cars, most of which were loaded with piggyback truck trailers.

The driver of the tractor-trailer and the three-man train crew perished upon impact in the intense heat and fire.

Immediate response from Kinsella

Kinsella Fire Chief Carter Oakes dispatched the Kinsella fire truck to the scene of the crash, his immediate objective to extinguish the burning truck. He then quickly got on the telephone and called in mutual aid from the towns of Viking, Irma, Loughheed, Wainwright, Holden, Bruce, and subsequently, Canadian Forces Base Wainwright.

Combined equipment

Once assembled, the combined force included eight pumpers, two mini-pumpers, two foam units and the Viking Rescue Unit, which served as a mobile command post. In addition, a six-man crew from the Tofield Fire Department was dispatched to the scene. There were five water tankers on hand and a water bomber sent by the Alberta Forestry, Lands and Wildlife, which flew over the scene five times to drop fire retardant chemicals on the blaze below.

Initial setback

Before they were able to extinguish the burning tanker truck, the Kinsella fire crew ran out of water. The Viking Fire Department arrived and attempted to extinguish the fire in the lead locomotive with AFFF foam, but the intense heat and limited water supply hampered their efforts. The next team to arrive, from Irma, took over where the other teams had left off, and extinguished the remains of the tanker.

Dangerous goods; dangerous conditions

Due to the extreme dryness of the area, the fire was spreading quickly in all directions and still burning fiercely on the several train cars. Many of them were placarded for dangerous goods in general categories, meaning that information was essential to deal with the problem. Yet the train had no caboose, so that all paperwork had been stored in the lead locomotive, which was inaccessible.

Mutual decisions

Viking Deputy Fire Chiefs, Brian Anderson and Rick Marko and Irma Fire Chief, Clair Prior decided to control the spreading bush fires first in order to obtain better access to the train. Once manifest information was available, they planned to concentrate on the train. Each additional fire department that arrived was assigned alternately to each side of the track.

Communication proved to be a problem due to different radio frequencies from each municipality. This was partially overcome by assigning hand held radios on the Viking frequency to other

departments. It was also an asset that Irma and Wainwright shared the same frequency. Although Kinsella, Viking, Bruce and Holden shared a County of Beaver frequency, it was difficult to use due to the hilly terrain and the distance from the repeater in Viking. During the brush fire phase of the operation, the Viking Rescue Unit became a mobile command post.

That evening

A permanent command post was set up on the overpass on Highway 14 overlooking the CN main line. This location was chosen as it was about the mid-point of the scene and also because the higher elevation improved radio communication. The post was manned by County of Beaver Fire Chief Mel Wilson, RCMP, CN officials, local government officials and a host of others representing various government departments.

By 8:30 p.m. the CN mobile command post had arrived, along with Viking Fire Chief George Roddick, who after being briefed by his deputies, took over fireground command.

Nighttime

At approximately 9:30 p.m., the ground fires had been put out and mutual aid resources began to be released from duty. The flat cars were still burning and because of the extreme difficulty in mounting an attack due to the rough terrain, it was decided to bring in a locomotive from Viking and pull the remainder of the train approximately one kilometre west to the next level crossing, where an attack from both sides could be mounted.

Fire officials were concerned with the possibilities of derailment, as the rails were badly warped from the heat. Since there wasn't any alternative, the train was slowly moved to the crossing. The Irma unit was positioned on the north side of the tracks and the Wainwright pumper along with the Canadian Forces foam unit on the south side.

As the locomotive moved the charred train ahead, the crews worked from car to car to extinguish the fires. It was necessary to pull much of the debris off the flat cars with pike poles and shovels as the fires had started from below and the entire car was hot.

At 11:00 p.m., the Wainwright Fire truck was replaced by a Viking unit which was supplied by two water tank trucks.

Into the wee hours

By 3:00 a.m. the crews had begun to cool the lead locomotive and prepared to search for the bodies. Care was taken to avoid putting water directly into the cab so as not to destroy evidence. The bodies were discovered in a compartment below the cab on the floor of the lead locomotive. The floor of the cab had been entirely burned out. The RCMP spent the next hour and a half removing the remains.

6:00 A.M.

When all the fires were extinguished, the train was pulled slowly to Viking. CN spent the remainder of the day releasing seized traction motors before pulling the entire unit to Edmonton.

Conclusion

Those who participated in the aftermath of the Kinsella crash agree that the entire operation went as smoothly as possible. In the face of extreme conditions and haunting human tragedy, the cooperation of and effort of all responding units was, as CN spokesman Scott Roberts put it, "outstanding, absolutely outstanding!"

Postscript: The location of the accident was about mile 172 of the Wainwright subdivision. The train was number 201, travelling from Montreal to Vancouver, and powered by SD40-2W 5300, SD40 5130 and SD50F 5418. Both the 5300 and 5130 were retired, and the 5418 was repaired and put back into service late in 1991. A public inquiry was scheduled to take place in Viking from April 14 to 16, 1992 into the cause of the mishap. ☐

NTA Decisions / Hearings

CN GETS APPROVAL TO ABANDON LINE IN ALBERTA:

The NTA has given CN approval to abandon its Sheerness Subdivision from Batter (mileage 0.0) to end of track at Sheerness (mileage 13.0). Two spurs lose their rail access: the Manalta Coal Co. at mile 12.7, and TransAlta Utilities Corp. at mile 13.0. CN has already called tenders which closed May 14 for the removal of 13 miles of mainline track and 2.28 miles of other track. (10/01/92)

CN APPLIES TO BUILD NEW LINE IN ALBERTA: CN

has applied for permission to construct a new line from mileage 71.09 Lac La Biche Subdivision, near the Village of Boyle, generally in a northerly direction 22.39 miles to serve the Alberta-Pacific Forest Industries Inc. pulp mill near Grassland, Alberta. (19/02/92)

NOTICE OF INTENT TO ABANDON SASKATCHEWAN

LINES WITHDRAWN: Canadian Pacific has withdrawn its Notices of Intent for abandonment of the Dunelm Subdivision between Player and Simmie, and the Shamrock Subdivision between McMahon and Hak. (20/02/92)

CN GETS APPROVAL TO BUILD NEW LINE IN

QUEBEC: CN has been given permission to construct a new line from mileage 38.65 La Tuque Subdivision in a northeasterly direction for four miles to serve the Deschambault Industrial Park and the Luralco aluminum plant. CN had originally planned on building this new line on the abandoned right-of-way of the old Dombourg Subdivision from mileage 39.47 La Tuque Subdivision, but the Village of Saint-Marc des Carrières requested that CN not build within its limits, and CN modified its plans to include a 4,140 foot S-shaped curve to bypass the village. Construction was to start in April on the \$4-million spur, with completion expected by July. When the aluminum plant is operational, CN will deliver six loaded cars a day, five days a week to customers in the United States. (03/03/92 and background information from CN)

LINE ABANDONMENT OK'D IN THE NORTHWEST

TERRITORIES: Canadian National has received permission to abandon the Pine Point Subdivision from Pine Junction (mileage 0.0) to Pine Point Mines (mileage 54.3), including 2.8 miles of other tracks, a total of 57.1 miles. Construction of this line was originally authorized in 1960-61 as part of a line from Grimshaw on the Northern Alberta Railway to Hay River and to mineral claims of Pine Point Mines Ltd. This line became known as the Great Slave Lake Branch. (03/04/92)

CN APPLIES FOR ABANDONMENT OF MANITOBA LINE:

CN applied on December 31, 1991 to abandon a segment of the Oak Point Subdivision from Steep Rock Junction (mileage 131.0) to Gypsumville (mileage 156.7), including 1.5 miles of other tracks, a total of 27.2 miles. After receiving opposition to the proposed abandonment, the NTA has determined the actual loss attributable to the section abandonment has been applied for. In 1990, 57 carloads were handled, with an actual loss (as determined by the NTA) of \$149,270.

The NTA must now determine if the branch line is economic or uneconomic and, if uneconomic, whether there is a reasonable probability of its becoming economic in the foreseeable future, the Agency will, within six months after the application is received by the Agency, order that operation of the branch line be abandoned. Where the agency determines that the branch line is economic or that, although a branch line is uneconomic, there is reasonable probability of its becoming economic in the foreseeable future, the Agency shall within six months after the application is received by the Agency, order that the operation of the branch line be abandoned, unless it determines that the operation of the branch

line is required in the public interest. Anyone who could provide evidence that there is a reasonable probability of the branch line becoming economic in the foreseeable future or that the operation of the branch line is required in the public interest, had 15 days from the notice date of April 2, 1992 to file that information.

AGENCY RECONSIDERS APPLICATION FOR

ABANDONMENT FOR ONTARIO LINES: The NTA has filed notice that it will be reconsidering CN's application to abandon the segment of the Newton Subdivision from Stratford (mileage 1.17) to Palmerston (mileage 36.62) including 1.41 miles of the Kincardine Subdivision, and the Owen Sound Subdivision from Palmerston (mileage 0.0) to Owen Sound (mileage 71.43). The NTA ordered CN on February 4, 1991 to continue operation, and also ordered reconsideration one year from the date of the order. Anyone opposing the abandonment has 60 days from April 3, 1992 to file that opposition. If no opposition is received, the Agency must order the abandonment. If opposition is received within the 60 day period, the NTA must determine and give public notice of the amount of actual loss. The Agency must then determine if the line is economic or not, as is described under the Manitoba item above. (03/04/92)

NTA RECONSIDERS ALGOMA CENTRAL'S APPLICATION

TO DISCONTINUE PASSENGER SERVICE: The NTA is to reconsider the application by the Algoma Central Railway (ACR) for authority to discontinue passenger train service between Sault Ste. Marie and Hearst, Ontario. It is required to reconsider the application at intervals not exceeding five years from the date of the last consideration of the application. Three previous decisions dated December 13, 1977, December 13, 1982, and December 11, 1987 have ordered ACR not to discontinue the operation of the passenger train service. Submissions were to be received within 30 days from date of this notice. (13/04/92)

PERMISSION TO ABANDON SASKATCHEWAN LINES:

Canadian National has been given permission to abandon a segment of the Carlton Subdivision between Dalmeny (mileage 0.00) and Laird (mileage 28.2). In addition, CN has also been given permission to abandon a segment of the Weyburn Subdivision between Talmage (mileage 0.00) and a point near Weyburn (mileage 13.3), (now known as the Talmage Spur having headblock at mileage 49.4 Lewvan Subdivision). (21/04/92)

REPRIEVE FOR LINE SERVING LEVIS:

Canadian National had applied to the NTA to amend the effective date of the abandonment of a portion of the Montmagny Subdivision from Harlaka (mileage 111.35) and Saint-Romuald (mileage 120.40). The abandonment order had set April 3, 1992 as the effective date, but CN had requested a change to April 3, 1993. The NTA has now altered the abandonment date to October 31, 1992. This line allows VIA to serve Levis, across the Saint Lawrence River from Quebec City. (22/04/92)

CSX ORDERED TO CONTINUE OPERATION:

The NTA has ordered CSX to continue operation of the segment of Canadian Subdivision No. 1 between a point east of Rodney, mileage 100.9, and West Lorne, mileage 102.8, in Ontario. In making its decision, the NTA determined that the above segment was presently uneconomic, but that there is a reasonable probability that this segment could become economic in the foreseeable future. In addition, the NTA noted that loss of rail service would have an adverse impact on the grain producers, grain elevator operators and farmers in the West Lorne area. The application will be reconsidered again before October 24, 1994. (24/04/92)

NTA MAKES DETERMINATION ON CP PORT MANICOLL

LINE: CP had applied to the NTA for three separate determinations as to whether the segments of the Port McNicoll Subdivision from mileage 14.1 to 15.91 in the Village of Coldwater, Ontario; and from mileage 28.3 to mileage 29.0 in the Village of Port McNicoll; and from mileage 31.2 to mileage 31.4 in the Town of Midland are either (a) yard tracks, sidings, spurs that are not branch lines or other trackage auxiliary to a line of railway, or alternatively, (b) are other kinds of lines. If determined to fall under (a) above, a railway company does not require an order from the NTA to abandon the operation of the trackage. If determined to fall under (b), the railway must apply to the NTA for abandonment. In three separate decisions dated May 4, 1992, the NTA has ruled in all three cases that the aforementioned segments of track fall into category (a). A public hearing had been held in Midland on March 2, 1992 to hear the above three applications for determinations, as well as a related application by CN for authority to abandon operation of the segment of the Midland Subdivision from Unthoff, mileage 62.0 to Midland,

mileage 75.21 including the Midland Industrial Spur from mileage 75.21 to mileage 76.13, and the Coldwater Spur from mileage 0.0 to mileage 0.71. These applications are interrelated as the tracks of both railways are interconnected, and rail service to the area is dependant on the existence of the trackage of each railway. CP in fact uses two sections of CN's Midland Subdivision to gain access to Midland. A decision is forthcoming on CN's abandonment application. (04/05/92)

APPLICATION TO ONTARIO PARLIAMENT: Solicitors for The Arnprior-Nepean Railway Company Inc. will make an application to the Legislative Assembly for the Province of Ontario for incorporation pursuant to the provisions of The Railway Act.

The company will operate a private railway over former CN trackage between Arnprior and Nepean (27 miles of the Renfrew Subdivision - the last remnant of the Ottawa, Arnprior & Parry Sound). (Thanks to Bill Williams) ☐

* * *

Along the Right of Way



DERAILMENT BLAMED ON BROKEN DRAWBAR: A spectacular derailment at Bashaw, Alberta, has been blamed on a broken drawbar. No less than 22 cars of an 88 car CN train jumped the tracks, spilling tonnes of grain and plastic pellets. The train was running on the Camrose Subdivision, between Mirror and Edmonton at the time. Some 240 metres of track were torn up and it took work crews three days to re-open the line. No one was injured and hazardous products were not involved. (Harold Luke)

OOPS: On April 29, Train 381 (MacMillan Yard to Windsor) hit a truck at an unprotected level crossing near Burlington. The driver sustained a number of cuts as well as shock. The lead unit [GP40-2(W) 9664] sustained \$100,000 in damage and was set off at Aldershot Yard. (Don Grove)

CN ISSUES NEW TIMETABLES: CN issued new employee timetables coincident with the changes in VIA's schedules April 26, 1992.

St. Lawrence Region timetable number 68 contains a number of changes to the radio frequency assignments shown in the 1992 *Canadian Trackside Guide*. On the Beachburg Subdivision, the Engineering Channel is 85 from mileage 0 to mileage 14.4, where it changes to Channel 20 for the remainder of the subdivision. On the Smiths Falls, Joliette, Roberval, La Tuque, St-Maurice, Taschereau, Val-D'Or, Sherbrooke, Becancour, Sorel, Granby, Rouses Point, Valleyfield, Massena and Lac St-Jean Subdivisions, the Engineering Channel is now 20. On the Murray Bay Subdivision, the Engineering Channel is now 85 from mile 0 to 10, channel 81 from mile 10 to 80, then channel 82 for the remainder.

Great Lakes Region timetable 47 does not have the Goderich or Exeter Subdivisions now that they have been sold to the Goderich-Exeter railway. On the CASO Subdivision, Woodslee and Howard Ave. have been removed as named locations, and the crossover at Pelton has been deleted. The RTC Standby channel is now 4 on the Weston Subdivision, on the Halton Subdivision from mileage 0 to 15, on the York Subdivision from mileage 1.4 to 25, on the Newmarket Subdivision from mile 2.4 to 15.5, on the Bala Subdivision from mile 0 to 22.2.

CP Rail

FORMER INTERURBAN SHOP DESTROYED BY FIRE: A spectacular fire destroyed a portion of the now closed Grand River Railway Shops in Cambridge (Preston), Ontario, on April 19.

The Grand River Railway - a one-time interurban railway - is owned by Canadian Pacific. Ironically, the shop was built to replace the "Preston Barn" of the Galt, Preston and Hespeler Railway and the Preston and Berlin Street Railway which was destroyed by fire on December 4, 1906.

The shop was closed in 1986 during one of several facility rationalization programs carried out at that time by Canadian Pacific. During its peak, the shop employed about 150 people between 1940 and 1950. Electric service on the Grand River Railway ended in 1961. (Cambridge Reporter, 20/04/92, thanks to Chris Stacey and Brian D. Westhouse)



"The day after": CP crews lost little time in demolishing the fire-damaged portion of the former GRR Shop in Preston. By end of day on April 20, the fire damaged portion had been pretty well cleared away, reducing the size of the complex by about one-half. Photo by Chris Stacey.

DERAILMENT SPARKS ALARM: Calgary officials have asked CP Rail to minimize car switching in a downtown yard after a tank car filled with poisonous anhydrous ammonia derailed on April 26. No leaks occurred and there were no injuries.

City officials are concerned a future derailment poses a danger to hundreds of senior citizens living in apartment complexes adjacent to the yard which runs along 9th Avenue east of 4th Street S.E.

A CP spokesperson pointed out that of the roughly 5,000 tank cars filled with toxic liquid that are shipped annually on

main lines through Calgary, only 200 are marshalled in the 9th Avenue yard for delivery to 15 or 20 local industries. (Calgary Herald, 27/04/92 and 28/04/92, thanks to Carl Schnurr)

CHANNEL CHANGE: Effective April 26, the Calgary (Alberta) terminal radio channel was changed from #1 to #4. (Carl Schnurr)

BURY TRAGEDY: A Le Gardeur, Quebec, truck driver lost his life after driving into the side of CP Train No. 281 (Saint John to Montreal) at Bury, Quebec, on April 30. The collision derailed three of the train's four units as well as 11 of 281's cars. The motive power lash-up included RS-18u's 1837, 1826, 1863 and 1827. The truck collided with the 1826. According to eye-witness accounts, the collision was followed by a loud explosion similar to a large dynamite charge.

In the ensuing melee, the 1837 remained on the track; the 1826 tipped completely on to its side; the nose-cab area of the 1863 ended up leaning on the front of the 1826; and the 1827 ended up leaning on the 1863. It took approximately 53 hours before a hole was punched through the wreckage with Montreal Auxiliary (No. 414650) being called in, aided by a giant 400 to 450 ton crane from a local company.

The first train through the wreckage was No. 281 at approximately 20:45 on May 2. From the opposite direction came VIA No. 12 - "Atlantic". Later on RS-18u's 1861, 1847 and 1851 came through with the remnants of the affected 281 which had been "yarded" at Sherbrooke pending the removal of the wreckage.

While the line was shut down, VIA Rail's "Atlantic" followed the route of the "Ocean" with passengers from the area being taken to Drummondville by taxi to connect with the train. (George Matheson)

CABLE TRAIN: A "cable train", on loan to CP Rail from CN Rail, has commenced laying protective piping for fibre-optic cable under contract to BC Telephone. The train, powered by CP GP38-2s 3079 and 3097, is scheduled to lay the piping from Victoria to Qualicum Beach at a rate of 1,500 metres a day. (Victoria Times-Colonist, 02/05/92, thanks to Dale Whitmee)

VIA

VIA LRC EQUIPMENT RETURNS TO SERVICE: Friday, April 17 saw the first LRC consist back in service on Montreal-Toronto train 167. This was followed shortly thereafter by the second set on Sunday, April 19. These two sets then protected VIA's premier corridor service on trains 60-61 and 166-167. May 1 saw the first LRC consists through Ottawa, three in fact, and as of May 9, 62 cars were back in service. Equipment for trains 63 and 64 is expected to continue to be 'blue-fleet' until after the Victoria-day long weekend. (David Stremes)



LRC REPLACEMENT: F40PH-2 6415 and FP9Au 6312 hauled Train 167 - "Metropolis" through Prescott, Ontario, on March 19, 1992. Bringing up the rear is a 100-series steam heated stainless steel coach displaced from the now all electric "Canadian". Photo by Michael Shufelt

MISCELLANEOUS

FOR THE RECORD: At 10:00 on April 4, 1992, the Goderich and Exeter Railway, owned by RailTex, took over the former CN Goderich and Exeter Subdivisions. Later in the day, an inspection train was operated from Stratford to Goderich, Ontario, powered by GEXR's three former Cartier Railway GP9s, Nos. 177, 179 and 180. The first revenue train over Canada's newest shortline took place on April 6 when the three GP9s handled 22 cars from Goderich to Stratford.

The last revenue trip operated by CN took place on April 3 when GP9us 4140, 7041, 4135 and 7032 hauled 19 cars, transfer van 76687 and caboose 79578 from Goderich to Stratford.

The GEXR operates with two-person crews - one operating the locomotive and one driving alongside in a truck to check the train and line the switches. The GEXR utilizes radio frequency 161.315. (UCRS Newsletter, 4/92, and Tempo Jr., 5/92)

WAKEFIELD TOURIST TRAIN: New developments keep popping up every day as all systems are go for the resumption of steam train excursion service between Hull and Wakefield, Quebec.

A new station will be built in Wakefield, complete with a water-tower like observation deck that should afford visitors a spectacular view of the yard, turntable and adjacent Gatineau River. It will be 1500 square feet in area and will include space for small boutiques, a ticket booth and a substantial washroom area. The platform area will be canopied in order to protect passengers during inclement weather. The station will be located approximately 2,000 feet to the north of the turntable and yard.

A contract has also been let for the design of a new station in Hull. It will be located on the north side of CP Rail's Lachute Subdivision, opposite the current CP Rail station. As of May 8, crews had already begun preliminary grubbing and ditching at the site. The future status of the present relatively modern structure (circa 1966) has yet to be determined. A turntable, acquired in Hamilton, is to be installed opposite the present station.

Track Work Started: In related developments, work has begun on rehabilitating CP Rail's former Maniwaki Subdivision between Hull and Wakefield, Quebec. Track crews got to work on April 21 - the first task being tie replacement, with used ties. A total of 25,000 must be replaced. The ties are installed bottom-side up in order to provide fresh spiking surfaces. Work crews began in the vicinity of Cascades Station and headed towards Wakefield during the first stage of the project (approximately 8 miles). Once the ties are replaced, ballasting will take place using aggregate from a former on-line quarry at Farm Point. Everything must be done in order to be ready for the inaugural run of steam tourist train service on June 27.

Daily trips will leave Hull at 08:15 from June 27, with an additional departure at 13:00 commencing July 18. (West Québec Post, 01/04/92, thanks to Clive Spate, Le Droit, 22/04/92, also thanks to Doug Campbell)

Equipment on the way: At presstime, one steam locomotive, one diesel switcher, nine passenger cars and two flat cars purchased in Sweden were onboard a ship destined for Montreal. The steam locomotive is a Class E2 2-8-0 rebuilt in 1935 from a Class E 0-8-0 locomotive built in 1914. The locomotive is oil-fired, weighs 63.7 tons, has 55-inch drivers and a continuous tractive effort of 19,841 lbs. Boiler pressure is 170 PSI. Two sister steam locomotives will follow.

NOTE: At a recent meeting with the National Museum of Science and Technology (NMST) in Ottawa, the Society was advised that the NMST's five-year plan does not provide for the overhaul of their ex-CP 4-6-2 1201 and four coaches. No. 1201 last operated on a BRS-sponsored Ottawa-Hawkesbury excursion on October 1990. From June 1976 to September 1985, No. 1201 powered some 250 trips between Ottawa and Wakefield. ☐

ARCHIVES: The Society maintains its archives at the National Museum of Science and Technology. 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.

Slowing the "Central" And getting away with it! RON RITCHIE

This story involves a late friend of mine, Walter Doran, a trainman on the CPR's Laurentian Division. He was a colourful individual and the bane of all division officers.

Walter was the flagman on the commuter train between Montreal and Ste-Thérèse at the time I used to board that train at Montreal West each morning to travel to Windsor Station. Naturally, I would remain at the rear to talk to Walter. Scheduled to follow our train by a few minutes was the New York Central commuter train from Valleyfield, Quebec, the engineer of which was a man of many parts, or perhaps I should say, hats.

Each morning, he would pull into the station at the throttle of one of the NYC Pacifics, wearing a hat of a different style. One morning it would be a bowler, the next a straw boater. We never knew whether this was indicative of anything, such as insanity, but this man had some very bad habits insofar as train operation was concerned.

One of these habits involved following other trains. When following another movement, he would run dangerously close to the rear of the preceding train. As our train was pulling out of Westmount, for example, I had often seen him, having stopped at a signal a short distance to the west, proceeding at a length of about two car lengths, or 150 feet, behind our train and gaining on us. Had we gone into emergency for any reason, he would have been through two or three of our wooden, pintsch gas-equipped cars before he got stopped.

Walter had frequently complained to the officers about this but nothing effective had been done.

Finally, one June morning, it was so foggy that you could

only see about 100 feet, and as I got on the train, Walter said to me, "Finally, I am going to get this guy." There on Track 1 was the NYC.

Walter delved into the cupboard at the rear of the coach and came out with a box of red fusees. As we pulled out of the station, he lit one and dropped it. Then he turned to me and said, "Can you still see it?"

"No", said I, whereupon he lit another and dropped it. In short, he lit 112 fusees between Montreal West and Montreal.

Now, in those days, the rules required that a train encountering a red fusee must stop and extinguish it before proceeding. One hour and 14 minutes later, the NYC arrived at Windsor Station with all the rest of the commuter rush behind it.

At 10 that morning, Walter got a call at home from the Assistant Superintendent, telling him to report to his office the next morning. Walter asked what the subject was and he was told that it was to investigate his antics of that morning.

Walter said, "I'll be there but I must warn you that I will have a ticket for 100 miles to be signed for wasting any time. In doing what I did, I was only abiding by the rules. Rule 99 says that a train moving in circumstances where it may be overtaken by another train must drop off lighted fusees and take such other action as may be necessary to afford full protection. It goes on to say that in foggy or stormy weather, extra precaution must be taken. Further, Rule 109 stipulates that in case of doubt or uncertainty, the safe course must be taken."

"Go to hell!" said the Assistant Superintendent. But from that day onward, the NYC never closed up again. ☐

A SELECTION OF PASSENGER CONSISTS

April 2, 1992
VIA 1 - "Canadian"
at Toronto, Ontario

F40PH-2 6405
F40PH-2 6453
Baggage 8607
Coach 8107
Coach 8124
Skyline 8517
Sleeper "Thompson Manor"
Diner "Champlain"
Sleeper "Brant Manor"
Sleeper "Jarvis Manor"
Dome-Obs.
"Assiniboine Park"

April 6, 1992
VIA 67 - "Renaissance"
at Montreal, Quebec

F40PH-2 6416
SGU 15481
Cafe-Coach 3212
Coach 109
Coach 100
CN Business Car 94
CN Track Inspection Car
"Sandford Fleming"

April 7, 1992
VIA 1 - "Canadian"
at Toronto, Ontario

F40PH-2 6454
F40PH-2 6403
Baggage 8616
Coach 8106
Coach 8125
Skyline 8512
Sleeper "Osler Manor"
Sleeper "Abbott Manor"
Sleeper "Butler Manor"
Dome-Obs.
"Prince Albert Park"

April 5, 1992
VIA 64 - "Meridian"
at Toronto, Ontario

F40PH-2 6446
SGU 15470
Coach 5511
Cafe-Coach 3253
Coach 5449
Cafe-Coach 3216
Coach 5642
Baggage 9654

April 4, 1992
VIA 12 - "Atlantic"
at Montreal, Quebec

F40PH-2 6440
FP9Au 6314
SGU 15494
Baggage 9640
Coach 5585
Coach 5471
Cafe-Lounge 763
Dayniter 5727
Dinner "Acadian"
Sleeper "Egerton"
Sleeper "Elnora"
Slpr. "Ch. Maisonneuve"
Slpr. "Chateau Papineau"
Dome-Obs. "Algonquin Park"

April 5, 1992
VIA No. 75 - "Erie"
at Windsor, Ontario

F40PH-2 6408
GO Coach 2048
GO Coach 2027
GO Coach 2025
GO Coach 2031
GO Coach 2030
GO APCU 907

April 5, 1992
VIA 14 - "Ocean"
at Montreal, Quebec

F40PH-2 6434
FP9Au 6307
SGU 15487
Baggage 9623
Coach 5499
Coach 5594
Cafe-Lounge 761
Dayniter 5732
Diner "Emerald"
Sleeper "Evangeline"
Slpr. "Chateau Closse"
Slpr. "Chateau Denonville"
Dome-Obs.
"Laurentide Park"

April 8, 1992
VIA 135 to Senneterre
at Montreal, Quebec

FP9Au 6305
FP9Au 6306
Baggage 9632
Coach 5478
Coach Cafe-Lounge 3032
Sleeper "Emerson"

April 25, 1992
VIA 92 - "Hudson Bay"
at Winnipeg, Manitoba

FP9Au 6302
FP9Au 6300
SGU 15457
Baggage 9637
Coach 5648
Cafe Lounge 765
Sleeper "Enfield"

April 3, 1992
VIA 21 - "Champlain"
at Montreal, Quebec

LRC 6912
HEP Baggage 8602 *
HEP Diner "Palliser" *
SGU 15473
Coach 5537
Cafe-Coach 3220
(* break-in trip
after rebuild)

(Thanks to Geoffrey Peters, David Stremes, Morgan Turney)

P.S. For the record, the second coach on VIA No. 2 of February 4 (April Branchline) was 8122, not 8172. Also, the second coach on Train 14 on March 25 (May Branchline) was 5504, not 5505. ☐

The Motive Power Scene including equipment items

Many thanks to Bruce Chapman, John Cowan, Paul Crozier Smith, James Gamble, Shawn Smith, David Stremes and Dale Whitmee.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1992 Canadian Trackside Guide, eg. (p1-87).

CN

REMANUFACTURED GP9s: (p1-15, 1-16, 1-17, 1-28)

NEW NO.	OLD NO.	SERIAL	ASSIGNED TO	RELEASED
7055	4560	A1296	Vancouver	April 14
7056	4510	A985	Vancouver	April 21
7057	4285	A1642	Vancouver	April 27
7058	4239	A1352	Montreal	April 30

RETIRED: The following 18 units were retired on May 5: C-630Ms 2000-2002, 2005, 2007, 2008, 2011, 2012, 2014, 2017-2020, 2024, 2030, 2040 and 2041; and M-636 2326.

The 18 units are being hauled to Mandak Scrapping in Selkirk, Manitoba, where the car bodies will be scrapped. The trucks will be returned as trade-in material on the recent order for 25 GE Dash 8-40CM units to be built in Erie, Pennsylvania.

STORED SERVICEABLE RECAP: GP40-2(W)s 9657 and 9665 (on long-term lease to the AAR Test Center, Pueblo, Colorado).

STORED UNSERVICEABLE RECAP (* added since last issue):

- SW1200RSs 1267* (collision in Sarnia), 1283 and 1284;
- C-630Ms 2006, 2009*, 2021* and 2036*;
- RS-18s 3100, 3624, 3640, 3642, 3644, 3661, 3668, 3673, 3682 and 3832;
- GP9s 4252*, 4278, 4308*, 4381, 4385, 4412, 4537 and 4571*;
- SD40s 5002* and 5037.

IN THE FAMILY: Grand Trunk Western SD40-2 5936 (nee Missouri Pacific 3192), fresh from a refurbishing at GTW's Battle Creek facility, has been equipped to lead in Canada and is operating on CN at presstime.

MORE CONTRACT WORK: Helm-owned former CSXT GP40s 6583 and 6803 are enroute to Ateliers Montreal Facilities (AMF - CN's former Pointe St. Charles shops) for overhaul.

Helm-owned former CSXT GP40 6838 was released from AMF on May 1 lettered Amtrak 665.

St. Lawrence & Atlantic's ex-Central Vermont GP9s 4441 and 4450 were at AMF at presstime.

Also undergoing mechanical or wreck repairs at AMF were CN GMD1m's 1166 and 1180, GMD1u 1609, M-636 2313, GP9u 7212 and SW1200RSu 7304.

CP Rail

UPGRADED: SD40 5530 has been upgraded to SD40-2 electrical specifications - released from Ogden Shops on April 30. SD40s 5403, 5407, 5503, 5525 and 5533 are undergoing or awaiting similar upgrading.

RETURNED TO SERVICE: SD40-2s 5580, 5802 and 5812 after wreck repairs.

UNDERGOING OR AWAITING REPAIRS:

- RS-18u's 1826, 1827 and 1863, damaged on April 30, 1992 at Bury, Quebec (see "Along the Right of Way");
- SW1200RSu 1209, and GP9u's 1583 and 1650, damaged in a head-on collision in Vancouver on April 15, 1992. (GP9u's 1524 and 1535 have been moved from Calgary to Vancouver as temporary replacements);
- GP7u 1500 and GP9u's 1517 and 8224, damaged in a head-on collision at Agincourt Yard on May 30, 1991;

- GP38-2 3067 damaged in a washout accident at Bishopric, Saskatchewan, on May 21, 1991;
- GP38-2 3117 damaged in a crossing accident in 1990;
- SD40 5501 damaged in a derailment at Nobleford, Alberta, on October 11, 1990;
- Fire-damaged SW1200RS 8160.

STORED SERVICEABLE: SW8 6701; SW900 6719; RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044.

STORED UNSERVICEABLE RECAP: (* added since last issue): GP7u 1500; GP9u 1517; GP38-2 3067; M-636s 4701 and 4728; SD40s 5403*, 5407*, 5501, 5503, 5525, and 5533; RS-23s 8018, 8020 and 8039; GP9u 8224.

LEASED UNIT ACTIVITY: In the May issue, we reported the leasing of three additional former Kansas City Southern SD40-2s units, Nos. 677-679. The numbers should have read 667-669 (not delivered to CP at presstime).

The last of the 10 leased Conrail SD40s returned home in mid-April after a maximum of five weeks of service.

The three remaining units leased from EMD (SD40-2s 6600 and 6048 and SD40 6340) went home at the beginning of April, and all borrowed Soo Line SD60s are back home.

In late-April, the following short-term leased units were returned home: ACR SD40 181; ACR SD40-2s 184 and 185; G.O. Transit GP40-M-2s 720 and 724; ONR SD40-2s 1731 and 1732.

Arriving in April were the following Soo units: SD40-2s: 789, 6602, 6603, 6609, 6611, 6613 and 6616; SD40s 6400 and 6403; and SD40-2B 6450. These units operated in domestic service and were released to CP Rail in exchange for 10 Burlington Northern SD40-2s leased by CP Rail for use on Soo Line. However, because of strikes at coal mines in Fording and Sparwood in British Columbia, the SOO units were sent home in early-May allowing SOO to send the BN units home.

Added to the fleet of leased units in April was Helm SD40-2 6369 (ex-Soo 6369, nee MILW 208).

MPI SD45m's 9017-9020 have been returned to Motive Power International.

RSC APPLIED: SD40 5547 has been equipped with a Reset Safety Control.



OLDTIMERS GET TOGETHER: One-of-a-kind RSC-17 8921 teams up with leased Conrail SD40 6314 power westbound tonnage through Bedell, Ontario, on March 19, 1992. Note that the nose stripes on 8921 run the opposite direction to normal. Conrail 6314 and nine other borrowed sisters returned home in mid-April. Photo by Michael Shufelt.

CHANGE OF PLANS: Recently-retired M-640m 4744 will be moved from St. Luc Yard to the closed Angus Shops in Montreal for safekeeping. Original plans were to move the one-of-a-kind unit to Ogden Shops for safe storage.

CLASSIC LIVERY: (p1-62) Former VIA Rail Steam Generator Unit 15442, acquired early in 1992 for use on the steam weed spraying train in British Columbia, has been painted into the classic tuscan red with yellow lettering livery, and renumbered 400901. During April, the weed train, powered by pacesetter-equipped GP9u 8236, treated trackage in the Vancouver area. Early in May, the weed train commenced operations on Vancouver Island.

CABOOSE SOLD: Steel caboose 434065 has been sold to the town of Mégantic, Quebec. It was moved from Montreal to Mégantic on April 16.



HEADING SOUTH: Former VIA FPA-4s 6769 and 6782, sold to Century Locomotive Parts in 1991, are destined to Packerton Jct., Pennsylvania.

FOR REPAIRS: Sleeper 1157 - "Evelyn" was moved from Montreal to the Winnipeg Maintenance Centre in early May in a slow CN freight for wreck repairs resulting from a derailment on August 17, 1991 between Windigo and Ferguson, Quebec.

BACK IN SERVICE: Steam Generator Unit 15466, damaged by fire on Train 26 on April 5 (May Branchline) was returned to service within three days of the incident.

NEW USE: (p3-51, 4-14) In early-May, VIA Rail Dayniter 5734 was shipped from Montreal on a flat car with final movement by road to Paul Weber's Fast Food Stand, on Highway 11, 8 km north of Orillia, Ontario.

No. 5734 was built in 1948 as New York Central sleeper 10404 - "Traverse Bay". It was acquired by CN in 1959 and operated as sleeper 2055 - "Val Cote" until converted to Dayniter 5734 in 1977.

TO UPGRADE PASSENGER FLEET: Algoma Central Railway has acquired 18 passenger cars and 2 steam generator units from VIA Rail. Included are cafe-coaches 3210, 3228, 3230, 3236, 3239 and 3243; coaches 5441, 5442, 5468, 5474, 5494, 5512, 5514, 5519, 5534 and 5545; baggage-coaches 9301 and 9302; and steam generator units 15450 and 15467. See "Information Line" for further details.

MISCELLANEOUS

FOR OVERHAUL: In late-April and early-May, Burlington Northern B30-7A Nos. 4054, 4078, 4098, 4115 and 4118 were delivered to General Electric's Montreal facility for overhaul. Another 45 sisters are expected to undergo overhaul at the Montreal facility.

NEW UNIT: In early-May, GE Locomotive Canada in Montreal completed a new SL144 (switching locomotive - 144 tons) unit for Petroleos Mexicanos (Pemex) in Mexico. The oil company's roster includes four other SL144 units built by GE in 1976 and 1978.

PASSING THROUGH: In April, three Springfield Terminal switchers were moved by CP Rail through southern Ontario for interchange with CSXT. Moved were SW1 1402 (ex-B&M 1122) destined to Railway Material Inc. in Minneapolis, Minnesota; SW9 1420 (ex-B&M 1220) enroute to Service Oil Company in Fargo, North Dakota; and SW7 1431 (ex-MEC 932, nee MEC 332) to an unknown destination.

POWER SWAP: In April, Chicago & North Western SD40-2s 6816, 6858 and 6864 were moved to BC Rail in exchange for BC Rail Dash 8-40CMs 4607 and 4617 which are being evaluated by C&NW.

BACK FOR ANOTHER SEASON: At presstime, GE-owned former ATSF B36-7 Nos. 7488 and 7498 were enroute to the Great Canadian Railtour Company for their third season of excursion service between Vancouver and Jasper/Calgary.

Two trainsets will make three round trips every two weeks, with departures from Vancouver at 07:45 on May 24 and 28; June 2, 7, 11, 16, 21, 25 and 30; July 5, 9, 14, 19, 23 and 28; August 2, 6, 11, 16, 19, 25 and 30; September 3, 8, 13, 17, 22 and 27; October 1 and 6.

LONDON WINS \$90-MILLION LOCOMOTIVE DEAL: In April General Motors Diesel of London, Ontario, announced the sale of 50 new SD60M locomotives (Nos. 6316-6365) to the Union Pacific Railroad, with delivery scheduled for the third quarter of 1992. Two of the units will be able to operate on either liquified natural gas (LNG) or diesel fuel. The LNG will be carried in an accompanying fuel car.

ON THE INDUSTRIAL SCENE

ADDED TO FLEET: (p1-78, 2-3) Vancouver Wharves in North Vancouver, B.C., has acquired BC Rail S-13 No. 502 (MLW Serial 82549, built as PGE 1002 in January 1959). New number is 827.

FILLING IN: (p2-27) Canac International has provided retired CN SW900 7909 to Miramachi Pulp and Paper in Newcastle, New Brunswick, while Miramachi's SW1200RS 711 (nee CN 1376) undergoes repairs.

ON THE PRESERVED SCENE

LOCATION CHANGED: (p3-26) Former CP wooden caboose 437030, believed to be displayed in Didsbury, Alberta, is located at the Nose Creek Valley Museum on Main Street in Airdrie, Alberta.

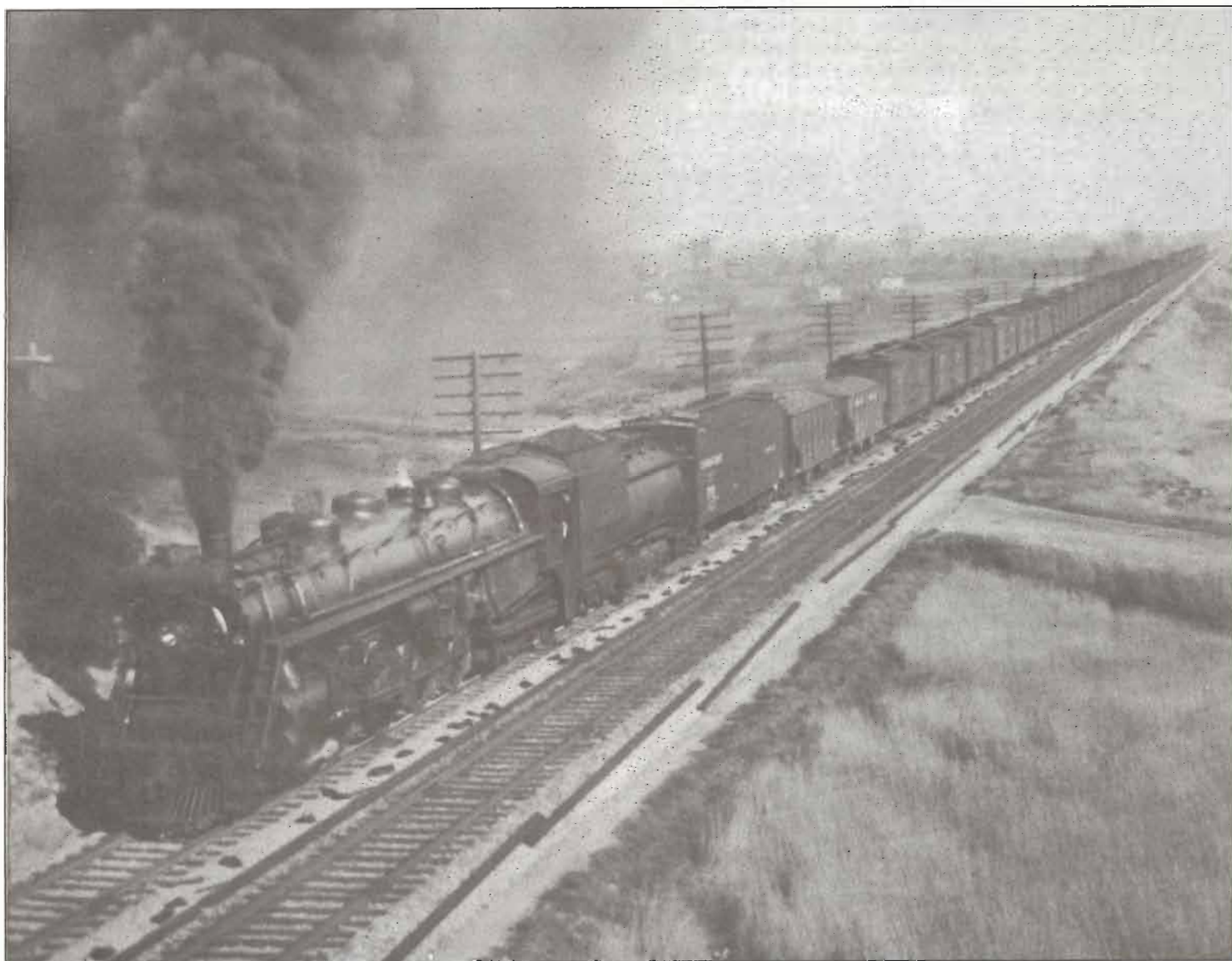
ACQUIRED: (p3-32) The Big Valley (Alberta) Historical Society has acquired former CN baggage cars 9006 and 9098 from Alberta Prairie Railway in Stettler, Alberta. The cars, built by National Steel Car in 1950 and 1952 respectively, will house a museum display.

WOODEN CABOOSE TRANSACTIONS: The Canadian Northern Society at Big Valley has acquired CN caboose 79146 (rebuilt in 1957 from a 1919-built box car). As well, the Society has acquired CN box car 428996.

Alberta Prairie Railway Tours has acquired CN caboose 78941, rebuilt in 1953 from a 1918-built box car. ☐



FRESH FROM OVERHAUL: Delaware & Hudson GP38-2 7303 poses at CP Rail's St. Luc Yard in Montreal on March 27, 1992. The unit was overhauled at CP's Ogden Shops in Calgary, Alberta, renumbered 7303, and returned to D&H's grey and blue paint scheme. No. 7303 was built by EMD in 1972 as Lehigh Valley 317, sold to D&H as their No. 7317 and renumbered 223 when D&H was part of the Guilford family. Photo by Bruce Chapman.



REMEMBER WHEN?: Canadian National 4-8-4 6159 storms ~~through~~ West Hill, Ontario, in 1935 with a train composed mostly of ice-cooled refrigerator cars. This area ~~has since been~~ transformed into suburbia, and is served by the VIA/GO Guildwood Station. No. 6159, the ~~last of 20~~ locomotives in Class U-2-c built by Montreal Locomotive Works in 1929, was retired in October 1961. Photo by F.H. (Joe) Howard.

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