



October 1992 \$3.05

Branchline

CANADA'S RAIL NEWSMAGAZINE

Montreal Streetcar Centennial
Brockville & Westport Revisited
CN SD40u 6000



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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P.O. Box 141, Station 'A'
Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 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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Marthe and Jack Scott - Distribution
John Frayne - Memberships

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

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TRAIN

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.

NEXT REGULAR MONTHLY MEETING

Tuesday, October 6, 1992

Red Cross Auditorium,
1800 Alta Vista Drive, Ottawa at 19:30

Rae Fleming will speak to his recently released book **The Railway King of Canada**.
Coffee and donuts will be available for a small fee.

Next Informal Slide Night - Tuesday, October 20 - 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.

Annual Banquet Dinner - Friday, October 30 - at the Nepean Sportsplex, Woodroffe Avenue, Nepean. Cash Bar at 18:00; Dinner at 19:00. We are pleased to have James A. Brown as guest speaker. Tickets at \$20 available from the Society or from Hobby House outlets.

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

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 Trackside 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.

Canadian Trackside Guide 1992 - A few copies of the expanded 1992 edition of the **Canadian Trackside Guide** are still available. This, our eleventh edition, contains 512 pages in convenient 5½" x 8½" format, 112 pages more than the 1991 edition. Don't leave home without it - order your copy today at \$15.50 plus \$2.00 shipping and handling, plus \$1.23 GST when shipped to a Canadian address (total of \$18.73). For U.S. orders, please remit in U.S. funds.

Cover Photos Sought - The Publications Committee is looking for suitable front and back cover photographs for the 1993 **Canadian Trackside Guide**. Our preference for the front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal shot that would, with cropping, lend to a vertical format. Deadline is our 'informal slide night' on December 16, 1992. If you have suitable entries and cannot attend the meeting, kindly forward them to our mailing address. All entries will be returned.

On the Cover - CN SD40u 6000 (nee 5037) waits out the night of August 25, 1992, at Ottawa Station. Fresh from a rebuild at Atelier Montreal Facility, the 3,000 hp unit, with the new CN North America logo on its long hoods, will be inspected by various officials the next day. Further details appear on Page 18. Photo by David Stremes.

- PRESS DATE FOR THIS ISSUE IS SEPTEMBER 14 -
- DEADLINE FOR THE NOVEMBER ISSUE IS OCTOBER 10 -

Information Line

ROBERTS BANK MODIFIED TO SERVE U.S. RAILCARS: A single rotary car dumper has been installed at the Roberts Bank export coal terminal near Vancouver. The new dumper is part of a \$30 million expansion project at the terminal in order to serve U.S. railcars which are five feet shorter than Canadian cars.

American coal shipments through Roberts Bank are on the increase. (*Canadian Sailings*, 20/07/92)

GO TRANSIT STUDIES ELECTRIFICATION: GO Transit is studying the possibility of electrifying some or all of its commuter rail operations. The work involves a revisit of an earlier study carried out some 10 years ago. According to a GO spokesperson, it could take many years before such a changeover takes place. (*Toronto Star*, 06/08/92)

GRAIN SHIPMENTS RECORD: Vancouver and Prince Rupert shipped nearly 20 million tonnes of grain in the crop year ended July 31, surpassing the previous West Coast record of 17 million tonnes set in the 1987/88 crop year. West Coast ports took advantage of an exceptionally mild winter and an adequate supply of grain cars.

CP Rail says it moved a record 9.3 million tonnes of export grain to the Port of Vancouver in the 1991/92 crop year, topping the previous record by 16%. Most of the grain was shipped to China, Japan, India and Commonwealth of Independent States. (*Vancouver Sun*, 06/08/92, and *Vancouver Province*, 09/09/92, thanks to Dale Whitmee)

CANADIAN NATIONAL FORECASTS MAJOR LOSSES FOR 1992: At the halfway point for 1992, Canadian National is forecasting a total annual deficit of \$70 million. The picture is even bleaker, given the fact that rail operations will actually lose \$100 million but other operations will knock the overall deficit down by \$30 million.

Acting president John Sturgess noted that the rail industry is in a major transition. Rail companies have sought a greater market share by trimming freight rates but the additional volumes have not been great enough to increase revenues by a significant amount.

Sturgess has issued a warning that Canadian National "must reduce its costs during the next few years, so that they more closely match its workload and revenues."

Labour officials are worried that Sturgess' remarks are the prelude to further job rationalization (cuts) at Canadian National. Indeed outgoing CN president Ron Lawless has speculated that an additional 10,000 positions may have to be trimmed. Lawless' forecast was part of a 12-page memo on the company's future and came after a brain storming session in June which involved senior executives.

The memo was supposed to have been confidential but it was somehow leaked to the press, the unions and opposition politicians, much to the embarrassment of the company.

The question of future job cuts is not being treated with unanimity by railway labour. The Brotherhood of Maintenance of Way Employees has said that additional cuts will seriously jeopardize safety while the United Transportation Union, representing operating trainmen and conductors says it is willing to explore the matter. According to UTU spokesperson Mike Hone, "It boils down to whether the railways are going to exist five years from now or not ... If that's the case, I'm sure the unions can work with the railway, if it's justified, to try to make some accommodation." (*Toronto Star*, 07/08/92, *Winnipeg Sun*, 07/08/92, and *Canadian Press*, 14/08/92, thanks to Jim Lewis)

LOCOMOTIVE ROLL-OUT CREATES STIR: Scarcely were the wraps off General Motors' new SD70 demonstrator units (*Branchline*, September 1992) than police were being called in to

escort over-zealous rail enthusiasts away from CP Rail's yard in London, Ontario.

One of the people caught in the police net was an employee of General Electric of Erie, Pennsylvania. The individual, Robert Lambrecht, was seen in and around the two demonstrator units.

According to an article in the *Wall Street Journal*, GM has called in the Canadian Security Intelligence Service to see whether Lambrecht was carrying out industrial espionage on behalf of GE. GE meanwhile denies that Lambrecht was there on official business but rather he was observing the units as an "avid rail enthusiast ... pursuing his hobby."

A Canadian Pacific spokesperson has stated that rail fans are not unusual in its London yards - especially given the proximity of the GMD plant. "We're up to our arm pits with rail buffs," he said, and added that "the rail nuts wandering around" are usually escorted off the property. (*The Wall Street Journal*, 12/08/92)

TUNNEL CONTRACT AWARDED: CP Rail, through the CN/CP Niagara Partnership, has contracted with the firm Robert McAlpine Ltd. to enlarge the Windsor/Detroit international rail tunnel. The contract will see the north tube of the twin-bore tunnel enlarged to handle tri-level auto carriers, high-cube boxcars and TOFC equipment.

The McAlpine contract is worth \$15.6 million while the whole tunnel project is expected to cost \$27.5 million. (*Canadian Pacific News Release*, 13/08/92)

PROPOSAL TO SAVE ALGOMA CENTRAL WOULD HAVE GOVERNMENT TAKE OVER RAIL BED: A new proposal has been advanced to save the struggling Algoma Central Railway. A task force has suggested that the Ontario government take over the rail bed while businesses and groups with a vested interest in maintaining the railway would own the rolling stock. Bob Topp, vice-president of ACR finances, has said that there will be many difficult questions to be dealt with before a final decision is made. (*Sault Star*, 13/08/92)

GO EQUIPMENT TO BECOME WHEELCHAIR ACCESSIBLE: GO Transit has announced that it will retrofit its 42 double-decker cab cars in order to make them wheelchair accessible on the lower level. The \$3 million project will be carried out by Bombardier and should be completed by the end of 1993. (*Toronto Star*, 15/08/92)

NEW TENDER FOR WAKEFIELD STATION: New tenders have been issued for the construction of a scaled-down station facility in Wakefield, Quebec. An original design, including a water tower cum observation tower was judged to be too expensive by the project's backers. The new structure will have a minimum of passenger comforts. In the interim, passengers aboard the Wakefield Tourist Train are handled at the unsheltered and somewhat short platform that once served the National Museum of Science and Technology's '1201 steam train excursion program'. (*West Quebec Post*, 19/08/92, thanks to Clive Spate)

CANADIAN PACIFIC LOBBIES AGAINST FURTHER TAX HIKES: In a presentation to the Executive Committee of the City of Regina, Saskatchewan, Canadian Pacific superintendent Rick Evans sought support for the development of a transportation taxation policy which would be more equitable. According to Canada's railways, high taxes are crippling the industry with traffic losses both to trucks and U.S. railroads who pay far less in taxes.

Evans' presentation is one of a series now taking place across the country as the principal railway companies lobby politicians at all levels for tax breaks. (*Canadian Press*, 20/08/92)

GROUP LOBBIES TO SAVE ROUNDHOUSE AND TURNABLE: A public hearing of the Conservation Review Board of Ontario took place in Smiths Falls to review a decision by CP Rail to demolish its roundhouse and turntable. The roundhouse was reputed to be the largest at one time between Montreal and Winnipeg.

It has been substantially scaled back at various intervals during the post-steam intervals. Indeed, the accompanying photo shows it during its "heyday" in the late 1970s. Since that time, several more stalls have been removed. It is now surplus to CP's requirements, as is the turntable. The Smiths Falls Railway Museum Association is working actively to prevent the demolition.

An editorial in the Smiths Falls Record News suggests the town of Smiths Falls and the local railway museum association are in something of a Catch-22 situation. It notes CP officials say the railway still wants to use the turntable and pits inside the roundhouse but doesn't want to spend the \$100,000-\$200,000 to restore the building. If the building is left standing in an unsafe condition, railway workers won't have access to the pits. It is sad to see a part of the province's railway heritage disappear ... but given the economic realities of today, the railway's position on the issue is, at least, understandable, the editorial concludes. (Smiths Falls Record News, 19/08/92 and 09/09/92)



Philip Jago photo

END OF THE CANADIAN ATLANTIC RAILWAY? In the face of ongoing annual deficits with its Canadian Atlantic Railway, Canadian Pacific has announced that it will decide the fate of the railway (containing all CP lines in Atlantic Canada) prior to the end of 1992.

The Canadian Atlantic Railway was created in 1988 to attempt to turn-around the economic state of CP's Maritime operations. Although streamlining operations, developing some innovative marketing and sales packages, and achieving the abandonment of some particularly uneconomic trackage, the CAR has been unable to turn the situation around.

The annual operating deficit amounts to \$14 million and, according to a CP spokesperson, "It's become clear that CP can't continue with this kind of drain on our profits." (Sherbrooke Record, 21/08/92)

OUTLOOK DIM FOR PORT OF HALIFAX UNLESS FREIGHT RATES LOWERED AND MORE LOCAL DECISION-MAKING INSTITUTED: A study commissioned by the Province of Nova Scotia has concluded that the Port of Halifax will have a troubled future unless Canadian National reduces its freight rates and Ottawa gives the Port more local autonomy.

According to the report, CN's freight rates mean that Halifax can't compete with the likes of New York where rail freight rates are much cheaper. New York, also, has instituted some dramatic cost cutting, something the Halifax could possibly do if it was more autonomous from Ottawa. (Globe and Mail, 21/08/92)

BOMBARDIER LOSES MEXICAN CONTRACT: Plans by Bombardier Inc. to build 135 subway cars for Mexico City have derailed following a Mexican decision to award the US \$150 million job to the Spanish Company, CAF. Several months earlier, anticipating that it would win the contract, Bombardier had bought a railway equipment plant from the Mexican Government as a "final lock" on the deal. Details on Mexico's change of heart are unavailable.

A Bombardier spokesperson indicated that on August 27 Bombardier sent a formal appeal to the auditor-general of Mexico, requesting "a revision of the process of awarding the contract." (Globe and Mail, 22/08/92 and 09/09/92)

TRUCK LOBBY CHALLENGES RAILWAY COMPLAINT: The Canadian Trucking Association, the national voice of Canadian trucking companies, says railways should stop trying to convince governments they should impose more taxes on truckers and concentrate instead on making their own operations more efficient.

The association said, in a brief to a commission reviewing the federal government's transportation deregulation program, "Instead of dealing with their real problems, Canadian railways, led by CN, have engaged in a protracted campaign against the motor carrier industry through a massive lobby of governments."

The trucking association says the industry pays plenty of taxes and has become as fuel efficient as the railways. It claims the railways are in trouble because they have moved too slowly to reduce the size of their operations and workforce. (Vancouver Sun, 25/08/92, thanks to Dale Whitmee)

VIA RAIL RECEIVES CSA CERTIFICATION: VIA Rail Canada has become the first North American railway to be accredited for rail maintenance under the quality management program of the Canadian Standards Association. VIA Rail is now certified by CSA's Quality Management Institute (QMI). The QMI designation is valid for all shop operations relating to the servicing, repair and maintenance of rolling stock performed in VIA's five maintenance centres located in Halifax, Montréal, Toronto, Winnipeg and Vancouver. (La Presse, 03/09/92)

CLEARANCE PROJECT FINISHED: Canadian National has completed a \$40 million clearance improvement project in western Canada. This now means that CN can move double-stacked domestic containers between Kamloops and Vancouver. The project included enlarging 22 tunnels and 5 rock sheds as well as upgrading the Fraser River Bridge at New Westminster. (Vancouver Sun, 03/09/92)

NTA Decision

LINE MAY SEE NEW LIFE: The portion of Canadian Pacific's St-Gabriel Subdivision from mileage 7.10 (Joliette) to mileage 17.80 (St-Félix-de-Valois), for which abandonment permission had been received earlier this year, may continue to see rail traffic. This section of track is necessary for Bell Gaz Ltée to receive rail service to its facilities. CP requested that the trackage between mileages 7.10 and 7.55 be removed from the original abandonment, and that the abandonment date for the remaining trackage be set at the earlier of: a) November 30, 1992, if CP and Bell Gaz Ltée have reached an agreement on the sale of the line between mileages 7.55 and 17.80, or b) five days following the date upon which the parties advise the Agency that they have reached an agreement on the sale. The Agency has approved the request, and if no agreement has been reached by November 30, 1992, CP can abandon from mileage 7.10 to mileage 17.80 on November 30, 1992. (Order No. 1992-R-318) ☐

CANADIAN NATIONAL LINKS UP WITH MEXICO: CN North America, Burlington Northern and Ferrocarriles Nacionales de Mexico have signed an agreement to work toward a single rail transportation system linking Canada, the United States and Mexico. The agreement could lead to linked services like customs processing and common equipment standards in order to make "a seamless rail transportation link." (*Montreal Gazette*, 27/08/92)

FORGING LAND LINKS FROM THE YUKON TO THE YUCATAN: To maximize the benefits of free trade with Mexico, "transportation companies will have to form more partnerships to extend their reach from the Yukon to the Yucatan," according to Al Gillies, vice-president, CN Intermodal.

Mr. Gillies cited the recent agreement (above) which gives CN access to Mexico as an example of the kind of partnership carriers must forge if they want to penetrate deeper south or further north.

For the railways, doublestacking provides a significant cost advantage for long-haul shippers, but it still depends on trucks for local pick up and delivery.

As for the trucking industry, Gilles said its flexibility in terms of routing, schedules and pricing are obvious pluses, but "the industry faces a serious shortage of qualified drivers in the coming years - especially long-haul carriers, the ones the railways can help most." (*Canadian Press*, 03/09/92, thanks to Alex Binkley)

VIA TESTS TRAIN CLEARANCES USING 'FAX' MACHINES: A fax machine has been installed in VIA F40PH-2 No. 6446 to test ways of speeding up communications between train dispatchers and locomotive crews. Testing has been carried out on various runs within the central Quebec/Windsor Corridor. (VIA Rail Canada)

INNOVATION IS KEY WORD FOR VIA RAIL IN 1992: Never satisfied with its service packages, VIA Rail Canada is in the midst of testing out a variety of new options.

LR Club Car No. 3455 has been equipped with an experimental six-channel stereo hi-fi system in order to test customer reaction to at seat music. If reaction is favourable, all club cars may be similarly modified.

Seat selection may at last become a reality. For years, passengers have lobbied to eliminate the "by guess and by God" system of seat selection on Canada's passenger trains. Now it appears that VIA 1 passengers may at least enjoy such a feature. During the summer, the concept has been tested on Trains 166 and 167 between Montreal and Toronto.

Trip times are still a concern and VIA is looking to drop the Montreal/Toronto run below the magic four hours. A number of grade crossing studies must be carried out before this can become reality, however. On the Montreal to Québec City run, some \$3.3 million in infrastructure changes have been proposed to reduce trip time by about 20 minutes. The new schedule will be introduced in the fall of 1992. (VIA Rail Canada)

JOINT VENTURE FOR OTTAWA VALLEY LINES: CP Rail Systems and CN are close to concluding an agreement to combine portions of their rail routes in the Ottawa Valley to eliminate up to 350 kilometres of unnecessary track and related facilities.

The rationalization project is designed to remove the high costs of owning and maintaining separate lines in an area where duplication serves no competitive purpose.

"Overcapacity is acute in Eastern Canada," said Gil Mackie, executive vice-president, CP Rail System. "In 1991, just 62 percent of CP Rail System's Canadian track network was required to carry 99 per cent of our traffic in this country."

"Discussions have gone on intermittently between ourselves and CN on ways that we both may begin to resolve that problem. The lines that both railways have in the Ottawa Valley have been the focus of recent meetings and it is here that we seem to be closest to reaching an agreement on co-production."

"The kind of sharing agreement under discussion would see the two companies forming a partnership to own a single line

serving the Ottawa Valley. The arrangement would not constitute a merger. Each railway would have running rights on the line. Sections of lines no longer required would be disposed of, subject to National Transportation Agency approval."

CN and CP Rail System run on similar routes only a few kilometres apart through much of the Ottawa Valley between Smiths Falls and North Bay. (CP Rail System Employee Communications, 10/09/92)

ONTARIO WANTS TO SELL GO TRAINS; AND LEASE THEM BACK: Ontario's NDP government wants to sell GO Transit's rail and bus equipment to foreign investors and lease the equipment back in a deal that could save taxpayers \$30 million over 16 years. Treasurer Floyd Laughren said "there would be absolutely no interference by the investors in the way GO functions, in the way they deliver their service." The board of directors of the commuter rail and bus company were to meet on September 11 to discuss the proposal. (*Globe & Mail*, 11/09/92) ♦

To All Members of the Society

Please accept my sincere thanks for the nice commemorative plaque and photo album of my former business "Hobbyland", in its closing days, from the hands of Duncan du Fresne and John Frayne respectively, on the occasion of reaching my 80th birthday on September 8.

I was very touched by these thoughtful mementos and want all members to know that they will generate cherished memories of a long, friendly and pleasant association with the Bytown Railway Society, and the membership at large.

It always amazes me to see how the Society has prospered because of the huge input from members and the widespread expertise so freely given to so many capable and dedicated hands.

A little bit of history may be pertinent here. In 1953 I purchased "Holden's Model Craft" on Spruce Street in Ottawa from Bernie Holden, who started the business in his home in 1944 when he came out of the army. During the following year the name was changed to "Hobbyland" and was moved to 73 Albert Street, across from Hugh Carson Ltd. After four moves the business ended up at 236 Slater Street near Bank Street and was revitalized. On October 25, 1958, it suffered obliteration in the Great Slater Street explosion.

The following week premises at 93 O'Connor, at the corner of Slater, were rented, and we reopened on November 15. From this time forward the business grew and prospered, with the help and encouragement of a multitude of friends and loyal customers, and an energetic and dedicated staff. Declining years and health dictated that we should close on April 30, 1986, which was done.

Over the period many lasting friendships were formed. It is with great satisfaction to realize that something one helped to start, grew in stature and recognition nationwide with input from all members. Thanks for the memories! [signed ... Bill Williams, Sr.]

CAN YOU HELP?

Michael Shufelt of Madrid, New York, and Mont Lingard of Grand Falls, Newfoundland, are gathering material for a book dealing with railroading in the "Gaff Topsails". They are looking for anecdotes, photographs, train orders, personal remembrances, etc. dealing with the CNR/Newfoundland Railway Bishops Falls Subdivision. All material will be treated with utmost care and returned as soon as possible. Can you help keep the spirit of the Newfoundland Railway alive? Kindly address correspondence to Michael Shufelt, Rt. 2, Box 316, Madrid, New York, 13660, or call (315) 322-0103.

The Heritage Railway Stations Protection Act "How to Get Rolling"

The **Heritage Railway Stations Protection Act**, responds to the long standing and widespread concern that Canada's heritage railway stations were not being afforded an adequate level of protection. The initiative of a private Member of Parliament, the act received the support of all parties and reflects the Government of Canada's stated commitment to the preservation of our built heritage.

The Act provides for the designation of railway stations as heritage railway stations and is intended to encourage the preservation of stations so designated for the benefit of future generations.

According to the Act, no railway company may, in any way, alter or dispose of a designated railway station owned by it or under its control without the authorization of the Governor in Council. A railway company planning such action must give public notice of its intention thereby providing an opportunity to concerned citizens and groups to comment on the proposal.

A heritage railway station is one that is designated as such by the Minister of the Environment, on the recommendation of the Historic Sites and Monuments Board of Canada. Created in 1919, the Board is the statutory body appointed to advise the Minister on historical matters and its membership includes prominent historians, archivists and professionals in the heritage field from across Canada.

The Board evaluates railway stations referred to it for consideration in accordance with established historical, architectural and environmental criteria.

In order to be eligible for designation as a heritage railway station, a railway station must be owned or controlled by a railway company to which the **Railway Act** applies.

Any group or individual wishing to have a railway station considered for possible designation under the **Heritage Railway Stations Protection Act**, should write to: The Executive Secretary, Historic Sites and Monuments Board of Canada, Ottawa, Ontario, K1A 0H3. (Environment Canada Fact Sheet, thanks to Dennis Peters) ☐

KAMLOOPS STATION DESIGNATED: Kamloops' last remaining CN railway station was declared a heritage site on August 11, 1992.

This station is located off the mainline 2.9 miles south of the CN Okanagan Sub. (which is a branchline through the City of Kamloops to Kelowna, B.C.). It was built in 1927 and was larger than the Canadian Northern depot - built at the divisional point north of the city in 1915. The two storey station has a stone and concrete foundation and brick walls.

The 1915 Canadian Northern station in Kamloops was renamed "**Kamloops Junction**" about 1926 and retained this name until 1972 when it reverted to "**Kamloops**". It was torn down in April 1985.

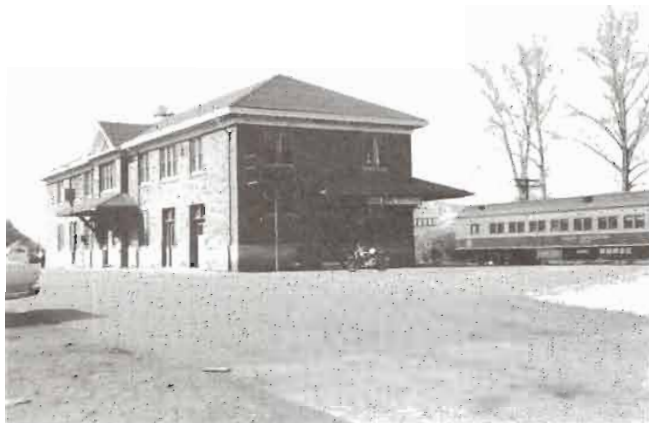
CN had intended the new depot to be the main station in Kamloops, with passenger trains backing into town to reach it by turning on the junction wye. However, competition with CPR resulted in faster trains and time had to be cut. The three-mile run into Kamloops and back was eliminated. The large Kamloops station continued to serve as a branchline depot but it was only a transfer point for mainline traffic to and from the older Canadian Northern station. Gas jitney cars were introduced to transfer CN employees and passengers by rail between the two stations until 1950 when they were replaced by a bus for employees.

The branchline train from Kamloops to Kelowna was replaced by a Budd RDC in the mid-1950s. RDC service ended in 1962. Bus service between Kamloops' stations ended soon after. Passengers had to find their own transportation to the Kamloops Junction station.

The 1927 Kamloops station now had no public to serve. CN

moved in its engineering staff who used it as a local headquarters during the late-1970s and early-1980s. By 1990 CN had moved out and the station was boarded up in late 1991.

The "**Rocky Mountaineer**" began passenger service in 1988 and for the last five summers has used the platform in front of the station to transfer passengers to and from the train by bus to Kamloops hotels. The train stays over night at the station. (David Meridew)



Kamloops Station as it appeared in 1965. Photo by David Meridew.

* * *

Down by the Shop by Philip Jago

"Techno Days"

The National Museum of Science and Technology (NMST) in Ottawa celebrated its 25th anniversary and the 125th anniversary of Confederation with an impressive display of operating artifacts on the weekend of August 29 and 30.

Dubbed "Techno Days" - the chance to see technological artifacts in action, the event drew a huge crowd to the Museum grounds and provided a host of opportunities for the technologically curious to satisfy their inbred curiosities.

The Bytown Railway Society Inc. played a significant role in the weekend festivities. Bytown personnel assisted in the operation of a variety of steam-powered artifacts (none related to railways unfortunately) as well as hosting visitors to BRS' restored CP Official Car No. 27 and restored CP Caboose 436436. The only operating example of flange-wheeled equipment was Bytown's two-person gasoline speeder which rolled back and forth on approximately 400 feet of trackage located to the west of "Museum Station".

A highlight of the weekend had to be the "whistle chorus". Two-steam locomotive whistles - mounted on the roof of the Bytown box car competed for honours with the "O Canada" whistle which adorned the Centennial Train in 1967.

"Techno Days" provided the opportunity to showcase some excellent and rarely-seen or used examples of Canada's technological heritage. Let's hope that the powers-that-be at the NMST don't wait for another 25 years before considering a similar event. From the comments of those who attended, "Techno Days" has all the makings of an annual event. ☐

Memories Revived The Brockville and Westport Forty Years Deceased

By PHILIP B. JAGO

One of the privileges of belonging to the editorial staff of publications such as **Branchline** is the infrequent opportunity to indulge readers in one's favourite subject.

It is a privilege not to be taken indiscriminately. Indeed, judging from the complaints which appear in the larger "main line" publications, an over-indulgence in an editor's pet area can quickly raise a storm of protest, if not threats to cancel subscriptions. Hence to ride one's own hobby horse or to engage too frequently in one's pet area, is to provoke all manner of dire punishment.

Nevertheless, in a world where "perks" are almost unmentionable and where one quickly becomes an addict to caffeine and all its woes, it is possible from time-to-time to exercise editorial license and to share one's enthusiasms with, hopefully, an appreciative audience.

In this issue, I beg your indulgence while we journey down memory lane and pay tribute to the Brockville, Westport and Sault Ste. Marie Railway (AKA Canadian National's Westport Subdivision), now 40 years deceased as of the last official run on August 30, 1952. The demise of the B&W predates me by two years but the abandoned right-of-way was very much in evidence during my formative years in the Glen Buell (Forthton) area.

Note the reference to "official last run". As the accompanying account will testify, revenue cars were set out on the inbound trip to Brockville, indicating at least one "clean-up" trip and who knows whether scrap trains were operated during the removal of the rails and ties, a process that was carried out in stages until everything was removed sometime in the summer of 1953.

The centennial of the Brockville and Westport was marked by yours truly in the September 1988 issue of **Branchline** ("Curtain Call for the B&W"). The article was prompted by the removal of some of the last of the original B&W trackage (AKA Canadian National's Brockville Spur) during the previous spring.

The March 1989 issue of **Branchline** provided for a subsequent clarification of several points in the earlier article but certainly the file was left open for further discussion.

For the benefit of those who have become **Branchline** readers in more recent years I offer the following background history. The 45-mile Brockville, Westport and Sault Ste. Marie Railway was constructed during the late 1880s with the grand intention of linking the eastern Ontario community of Brockville with Sault Ste. Marie. Aside from giving the farmers and merchants of the rear of Leeds County better access to markets "along the front" and elsewhere, the promoters of the B&W stressed its advantages as a convenient land bridge. It was intended to provide a short cut for traffic bound from Lake Superior to the east coasts of Canada and the United States.

International connections at Brockville and Sault Ste. Marie formed part of the B&W vision. Indeed, such was the level of expectation that contemporary advertising went so far as to label the B&W the "Canadian Soo Line".

As was so often the case with railway development during those early years, the B&W scheme proved to be too ambitious. For a variety of reasons, the line never made it past the community of Westport, situated at the head of the Rideau Lakes, some 45 miles north west of Brockville.

Over the years, the B&W had a checkered corporate existence, eventually falling into the possession of the Canadian Northern Railway whose main Montreal-Ottawa-Toronto line crossed it at Forfar, 9.5 miles south east of Westport on CN's now abandoned Smiths Falls Subdivision.

Following the collapse of the Canadian Northern and the subsequent formation of Canadian National Railways, the B&W carried on as CN's Westport Subdivision between Lyn Junction (approximately 4.5 miles west of Brockville on CN's Kingston Subdivision (née Gananoque Subdivision)). The Lyn Junction to

Brockville section of the B&W, with the exception of the Brockville Spur, was abandoned in 1921 but not dismantled until 1925.

On August 30, 1952, official operations came to a halt when CN Mogul No. 86 made the last official run between Westport and Brockville.

What follows is an account of that last run as seen through the eyes of one Austin Cross, a reporter with the **Ottawa Citizen**. Cross was an avid rail enthusiast and combined his journalistic talents with his love of railways to entertain readers with countless tales of railroading in the first half of the 20th century when people still understood the difference between "local" and "limited." What I find especially ironic about the account is the fact that I know some of the last riders - one being a teacher in one of the primary schools which I attended - but was unaware of their participation in the moment until now, some 40 years later. Would that I had known much earlier!

Although Cross' account appears to have some inconsistencies, dare we say questionable points of accuracy, it is an interesting and colourful account of the death of an institution.

As an added treat, we also include photos taken in April 1951 by the late Omer Lavallée during one of his many railfan jaunts through eastern Ontario and northern New York State with well-known Ottawa Valley rail enthusiast Aubrey Mattingly - himself deceased several years ago.

The photos illustrate the train on the wye at Forfar (see the caption for details on this one); north of Delta, Ontario and near Athens, Ontario. Note the variations in consist and take a moment to reflect on the bucolic wonders of true branch line railroading.

As a "national" magazine, we must provide balanced coverage to our readers. Every so often, however, the opportunity arises for some personal indulgence. Hurry now, we're about to leave Westport for a trip down memory lane.

Brockville to Westport Railway Winds up ... Had Everything but Cash by AUSTIN F. CROSS

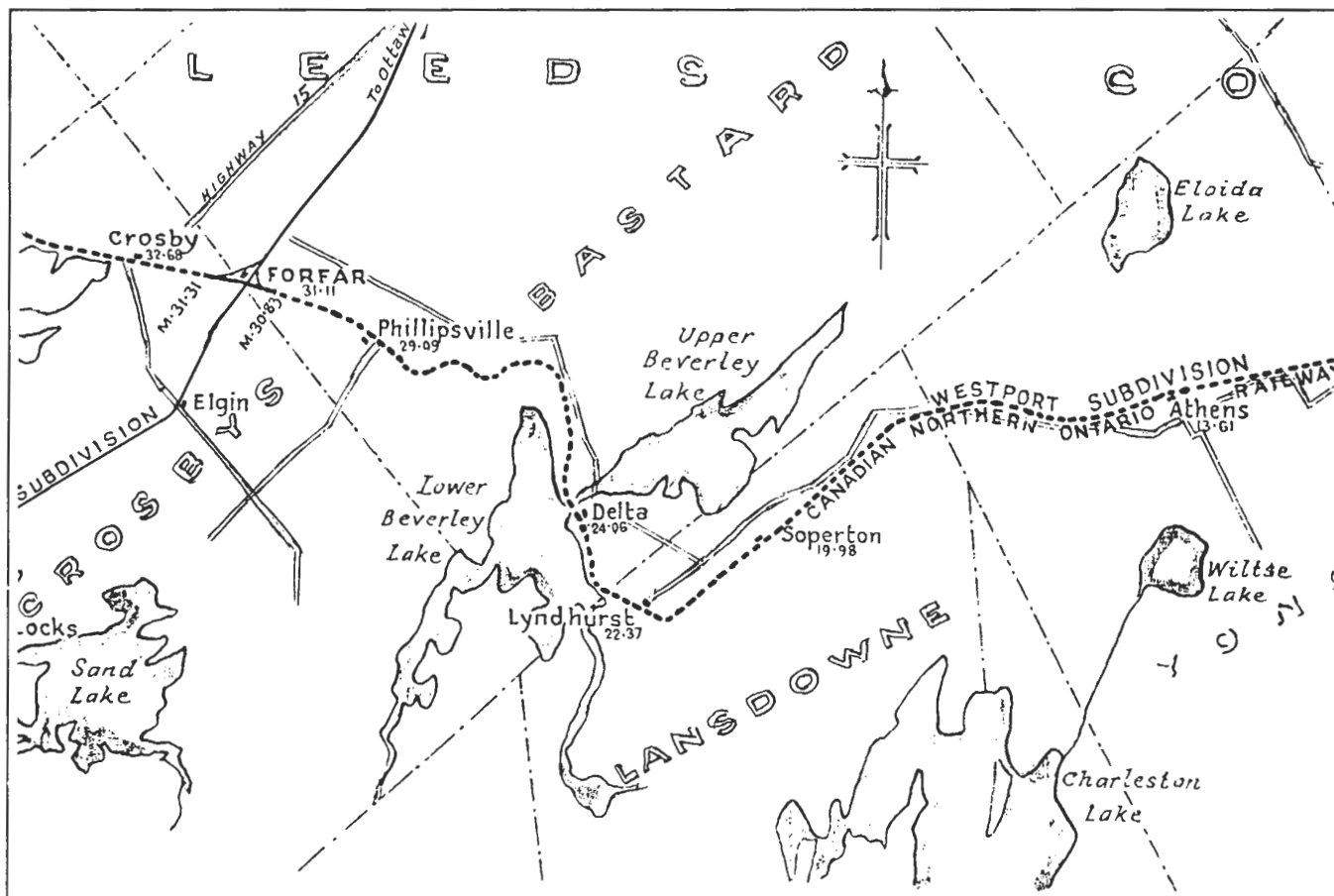
[The following appeared in the September 2, 1952 edition of **The Ottawa Citizen**]

Leeds County said goodbye to the historic Brockville and Westport Railway Saturday afternoon. When old engine No. 86 wheezed to a stop in Brockville, one hour late, it marked the end of the run - forever. For the line, which started off so bravely back in 1888 to beat the Canadian Pacific, with the imaginative name of Brockville, Westport and Sault Ste. Marie, ended up a bad debt at Brockville station.

All along the line people came down to observe the obsequies of the old B. & W. When the engine blew that highball before she left the station at Westport, it sounded more like a funeral wail.

It Had To Go

But the old line had to go. As a railway it was a rail fan's delight, but as a business, it was a bookkeeper's headache. Rich in history, wealthy in scenery, loaded down with sentiment, she seemed to have everything - except money. Frowny-browed men at 360 McGill Street, Montreal, decided they would wipe out this picturesque bookkeeping item. Next week, the wreckers move in.



The Brockville and Westport reputedly has cost the CNR about \$400,000 just to keep alive. It was sad its passenger figures ran to little more than \$100 take in a whole year.

Once the line boasted of six trains a day, of 10,000 passengers in a single sunup to sundown. But it has lived on in its memories, a legend while still alive. Bus and truck have dug the grave of the railway, and the Canadian National accountants have buried it.

Postcard Country

The Brockville and Westport ran for the most part through picture post card scenery redolent with deep forests and golden meadows, and bespangled with shimmering lakes. Its tracks cross streams of game fish, and Saturday afternoon many a tourist or fisherman paused and looked up to see the old mixed local go by.

It was fitting enough that a bed of flowers waved a wan goodbye from the trackside at Delta - they were forget-me-nots.

Interesting too was the race the rabbit gave old 86. For quite a distance its pacing paralleled the train. But in the fable, the tortoise beat the hare. On Saturday afternoon, the rabbit beat the tortoise-speed of the dying old train.

When Mixed Train No. 340, to give the formal, legal title, steamed into Westport Station, there was exactly one person on the platform. He stood leaning on his cane, in the respectful attitude a man would at the bier of an old friend. He was W.J. Begley. The cane he leaned on connoted the fact that old Bill Begley had brought the first train into Westport away back on March 4, 1888. "B.&W. 1887-1926" was the inscription. He had begun railroading the year before he had brought the first train into Westport.

A Diamond Stacker

"I brought the train in that day for the first time," recalled Old Bill, sadly. "She was a diamond-stacked wood burner, Old No.

3. Then I got coal burners and I held the run 'til I retired in 1926. I never thought I would see the last train on the line."

Stepping off the train was C.E. Hull, Newboro, who had drawn the cord wood for Old No. 3 back in 1888 at Athens.

"I just had to make this last trip," said Mr. Hull.

Down to see the last train, and arriving at the depot later on were Wesley Brown of Ottawa, well known in football and service club circles. Others included Mrs. Brown and Mr. and Mrs. Eddie Friel.

To get the train "Y-ed" around was the work of a minute. Conductor Clem Moore, 63, of Brockville, wore his uniform for the first time.

"A lot of people hardly knew me dressed up," he smiled.

The crew were taking their last run glumly. For though the quick stepping "con", Mr. Moore was grinning, you felt that back of the grin was a grimace.

Clue to the way some felt was that of Cleon Price, the regular brakeman. He didn't make the historic last trip. In his place the less emotional R.W. Morris was hustled down from Belleville to fill in the spot.

Up ahead were Dan Moran, Brockville, the veteran engineer and Harry Hutt, Belleville, fireman. In the baggage car was Irvine Gregson.

The Westport Station was a-bustle with activity. Stationmaster A.M. St. John was getting out his papers. Symbolic of the last day was the empty ticket rack. The station had run out of tickets and when Leo Burkholder, Ottawa, sought to buy a ticket, from Westport to Crosby, there were no tickets. One had to be bought on the train.

A Busman's Holiday

Taking a busman's holiday was S.J. Sully, ex-station master, who on retirement was giving a convincing display of perpetual motion as he helped load express. There were parcels for



CN 4-6-0 No. 1238 (née CNOR 1238, Kingston, 1907) backs Train No. 338 through the wye at Forfar, Ontario, having arrived from Yarker. In the background is the Westport Subdivision while the photographer stands on the Smiths Falls Subdivision. In a few minutes, No. 338 will become No. 339 and hustle off to Westport for a 12:45 arrival. After a 65 minute layover, including wyeing and switching, numbers will be changed and the 1238 will be carded as No. 340, final destination - Brockville.

The great spate of activity was explained to me several years ago by the late Omer Lavallée. In order to save money, Canadian National borrowed a Canadian Northern idea and combined service on the Westport and Smiths Falls Subdivisions. To make a long story short, outbound trains from Brockville would go through to Westport, turn and head back to Forfar before tying up for the night

at Yarker which is on the Smiths Falls Subdivision, approximately 36 miles to the west of Forfar. The return cycle, the following day would see a repeat performance running Yarker to Forfar, up to Westport and back to Brockville.

The operation was not totally tri-weekly, however, as the Yarker detour only happened outbound on Tuesday and Friday and inbound on Wednesday and Saturday. On Thursdays, it was a pure Brockville to Westport and return run. All-in-all a tremendously confusing schedule.

The end of the B&W has been blamed on the truck, the automobile and the railway strike of 1950. One wonders if the timetable was not the chief culprit! (Omer Lavallée Photo, April 1951.)

Shamokin and Jersey Shores in Pennsylvania; for Akron, for other far places. The old Westport station was winding up in a flourish.

Finally the clock hand slid around toward the vital minute. Conductor Moore, as was his wont, checked his watch against the station clock, then he went out and waved All Aboard.

When No. 86 blew the highball whistle, it was like a dirge to the town.

"I hate to hear that whistle blow," said Mrs. J.C. Stinson, daughter of former station master Sully. "I worked here with dad for seven years, and that old train has been part of my life."

Slowly, inexorably, the train started to pull out. This was no gala affair. Sad faced watched the four freight cars and the old oil-lit combination No. 7154 crawl out. Between grassy covering on the right-of-way, only the little thin old Sheffield rails were visible. Gradually the train picked up speed. It rounded the bend and the town was out of sight. Railroading in Westport was history.

MP On Board

On the train was George Fulford, MP for Leeds, who with his son made the last run. Leo Burkholder of Ottawa travelled the first eight miles to Crosby. Then he motored to Brockville and watched the train come in there.

On and off got passengers, taking that last sentimental ride. Perhaps the most interesting passengers were Bruce and Bob Tedford of Soperton. For the boys, it was their first railway ride. They had chosen the last trip of the old Brockville and Westport to make their first train trip. Accompanying them was George Harrington.

First stop was Newboro, where rails and ties for the old railway had been shipped in by boat to this point on the Rideau Canal in 1888. Down near Crosby, W.C. Baker, now of Westport, and taking the last ride pointed to posts where he had dug the original post holes with his father back in '88.

At Delta, fishermen paused to take a last look at the old train. Here the combined resources of engineer and fireman were needed to push the broken water spout back up where it belonged.

Here too, the railway picked up a car of maple syrup billed to Fort William. There was business to the dying gasp, along the old line.

It was at Delta that the forget-me-not beside the engine waved their blue-petalled farewell to the old mogul engine.

At Lyndhurst the train had acquired an oil tank car. Other business up and down the line included setting out a car of feed from Fort William for Athens; dropping a car of flour from Fort William also to Athens. All the way the train had a car billed to Schumacher, Northern Ontario, from Westport.

William Freeman, agent at Lyndhurst for 33 years, came down to the train. CFJR Brockville had a trackside broadcast. Finally induced to break silence was Conductor Moore who exclaimed, as he was hailed to the mike:

"Many's the wonderful I have had along here; many's the great time I have had with the Leeds County people; if I told it all I could fill a book."

Earlier Westport outbound passengers had been dropped. Mary and Donnie, children of Dr. F.R. Goodfellow, Newboro and the three Hagen children, Jean, Isabel, and Carmel had gone; also Mrs. J. Orville Forrester, who got off at Newboro. Gone too were Mrs. S.J. Sully, wife of the ex-stationmaster at Westport and Mrs. W.C. Baker whose husband had dug the railway post holes back in 1888.

Athens gave the last big turnout as hundreds saw the train switch cars and incidentally lose some of her scheduled time. But the crew were in no hurry. They seemed to want to make the final trip last.

Here at Athens it was recalled that one time, 10,000 passengers had passed through the town on the Brockville Westport (sic). It was a far cry to the last years when the old half-coach had run empty, more days than not. Athens prompted further reminiscence from Conductor Moore who remembered he fired old No. 3 before this century, getting slivers in his hand from the cordwood. His day's take-home was \$1.25 each and every day. A day merely meant 24 hours.

Just as the conductor had his books straight and his envelopes all sealed, there was a flag at Fortthton for more passengers.



No. 340 has just rounded a curve near Delta, Ontario, and passed a Canadian Northern feature, a water syphon on a short trestle bridge at mileage 24.10. With its shaky finances, the CNoR frequently opted for syphons as an alternative to the more expensive water tank and pump house. Note how the consist has swelled by one car. Also interesting is the poorly ballasted track, not to mention the untreated ties! (Omer Lavallée Photo, April 1951)



On a final note, M340 is near Athens. The consist has changed. At either Delta or Lyndhurst, the 40' steel boxcar has been exchanged in favour of an older outside framed type and a third car has been added to further separate the ancient combine from the 1238. Austin Cross talks about the B&W going out fighting in terms of foreign traffic. Note the Erie diamond on the rear box car. In the foreground is a dry-stone culvert - a further example of the B&W's laid-back approach to engineering. (Omer Lavallée Photo, April 1951)

WESTPORT SUBDIVISION

NORTHWARD TRAINS		Symbols	Miles from Lyn Jct.	Station Number	Time Table No. 62	Train Order or Phone	Car Capacity		SOUTHWARD TRAINS
SECOND CLASS					Effective Sept. 30th, 1946		THIRD CLASS		
839	835				STATIONS		Siding	Other Tracks	886
Mixed Wed. and Sat.	Mixed Tue., Thur. and Fri.					Mixed Tues. and Fri.	Mixed Wed., Thur. and Sat.		
	AM						PM		
	L 8.40	R	0.00	4500	LYN JCT.	P	A 4.05		
	S 8.50		1.13	3732	LYN	12	S 3.55		
	F 9.15		8.85	3730	FORTHTON	9	F 3.35		
	S 9.50		13.61	3727	ATHENS	T	S 3.20		
	S 10.35		22.37	3725	LYNDHURST	T	S 2.55		
	S 10.50	W*	24.06	3724	DELTA		S 2.35		
	F 11.05		29.09	3723	PHILLIPPSVILLE		F 2.20		
PM	A 11.15	YR	31.11	3716	FORFAR	T	A 1.35		
L 12.15	I 11.30		32.68	3722	CROSSBY	S5	F 1.30		
F 12.20	F 11.40		35.93	3721	NEWBORO	N3	S 1.20		
S 12.30	S 11.50		40.51	3720	WESTPORT	T	L 1.05		
A 12.45	A 12.05	YR				Yard	L 1.40		
PM	PM						PM		
Wed. and Sat.	Tue., Thur. and Fri.				40.51 miles		Tues. and Fri.		
839	835				Rule 37 (Par. 7) applicable. Rule 42 applicable.		886		
							840		

Mrs. Talmage Grey, of Brockville said to a friend: "I guess we are all sentimentalists at heart." Also on at Forthton were Cecil Marshall and Gerald May. Other youngsters now on board were Eleanor and Donald Greenham in charge of their mother, Mrs. Ray Greenham of Athens.

Final passengers picked up were H. Fennel and son. The train raced now for Lyn and the junction with the main line. A slow, methodical piece of railroading saw three switches thrown, and finally old 86 got on the main line. Here on the rock ballast, heavy steel, double track, the ancient engine suddenly acted as an old mare does when she begins to feel good. She got whooping it up and she roared down the high iron like the limited.

Then she dropped her freight cars in Brockville's improbably named Manitoba Yard. She came back and coupled on. The one combination coach was all that was left of the last run.

Even now she could not finish here day. A couple of slick smooth diesels whined across the tracks and No. 86 had to wait. Then with a final triumphant blast she rattled her way down to Brockville station.

The conductor shook hands with George Fulford, his MP; the young brakeman had a date in Belleville that night and hoped he'd make it on No. 15, due soon. Sadly Engineer Moran took his 1910 vintage engine down to the roundhouse. That was the end.

Post Script

The B&W is gone but not forgotten. Indeed, physical evidence remains with the west and south legs of the Brockville wye as well as several hundred feet of track heading west from the west wye switch. This existence, however, is tenuous to say the least. The trackage saw its last regular use during the "wee hours" of January 18, 1989, as VIA FPA-4 No. 6780 officiated at the demise of VIA Trains 48 and 49 between Ottawa and Brockville.

The wye is connected to CP Rail's Brockville "Loop Line" which is complete but for several rail lengths which have been removed at the point where it once connected with CP Rail's

Brockville Subdivision, just east of Brockville Station. The switch is also gone.

The severing of the "Loop" notwithstanding, its entrance is still guarded by a hand-operated two position semaphore. Ironically, this is now set at "Stop" and remains lit at night, even to this very day! For what reason, no one can fathom but such is the irony of railroad bureaucracy.

Large portions of the B&W right-of-way are easily found and a goodly number of station buildings have managed to survive the passage of time. To devote further space, however, would be to tread on your good graces ... perhaps on another occasion.

Thank you for this indulgence.

Acknowledgements

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Paul Shepherd, Brockville, Ontario (update on status of "Loop Line")
Douglas N.W. Smith, Co-Editor, Canadian Rail (primary research on Brockville and Westport) ©

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.

A Retrospective History of Montreal Streetcars A Centennial

By TOM GRUMLEY

The year 1992 marks the 500th anniversary of the discovery of America by Columbus, the 350th anniversary of Montreal, the 125th birthday of Canada, and, most importantly, the centennial anniversary of the introduction of electric streetcar operation in Montreal, Canada's largest metropolis in 1892.

The following provides a retrospective history of one of the more interesting electric street railway operations in North America. Electric operations began on Wednesday, September 21, 1892, and continued until August 30, 1959.

Electric Power Replaces Horse Power

The advent of electric technology, coupled with Montreal's severe winters, contributed to the decision to electrify the city's transportation operation which, since May 1861, had been solely provided by "horse power" on the approximately 30 mile system, using about 300 passenger vehicles and 1,000 horses.

In early 1892 a decision was made by the then Montreal Street Railway Company (MSR) to commence electrification. A five-mile one-way loop bounded by Bleury, Park Avenue, Mount Royal, St. Laurent, Rachel, Amherst and Craig (now St. Antoine) was ready by mid-September 1892.

The system was designed to operate on 550 volts D.C. using a trolley pole to collect the positive current. The MSR signed an agreement with The Royal Electric Company of Montreal to supply electricity to the system and to equip several cars with traction motors.

Among the 25 single truck cars available for the first day of electric service was No. 350 - "The Rocket", built by the Brownell Car Company of St. Louis, Missouri, which was selected to be the initial car to provide electric service in Montreal. ["The Rocket" was subsequently set aside by the MSR and was restored by the Montreal Transportation Commission in 1956. It today resides at the Canadian Railway Museum (CRM) at St-Constant, Quebec].

After a less than ideal trip on that first day ["The Rocket" derailed at each curve due to the sharpness of the curves and its long wheelbase], the MSR and its successors provided almost 67 years of faithful service to Montrealers.

Amalgamation

From its meagre beginning, the system expanded to approximately 12.5 miles of electrified track by the end of 1892 and to 64 miles by the end of 1893. By October 1894 the horsecar operation had ceased and the entire MSR system, comprising some 75 miles of track in the city core, was operated with electric cars.

To complement the MSR operations, the Montreal Park & Island Railway (MP&IR) operated suburban service in the Cartierville and Back River areas, and to Lachine, with operation over MSR tracks to provide suburbanites run-through service to the city core.

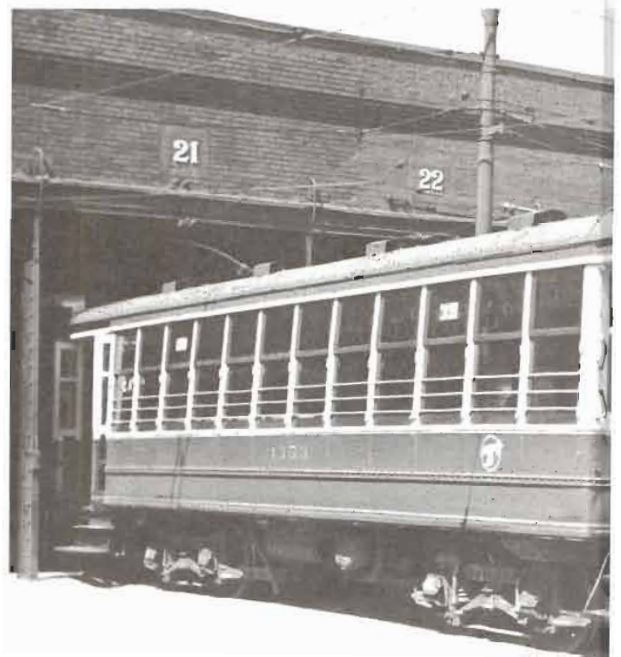
Similarly in 1896 the Montreal Island Belt Line Railway Company commenced operation at the eastern end of the island of Montreal and later to the northeastern part of Montreal.

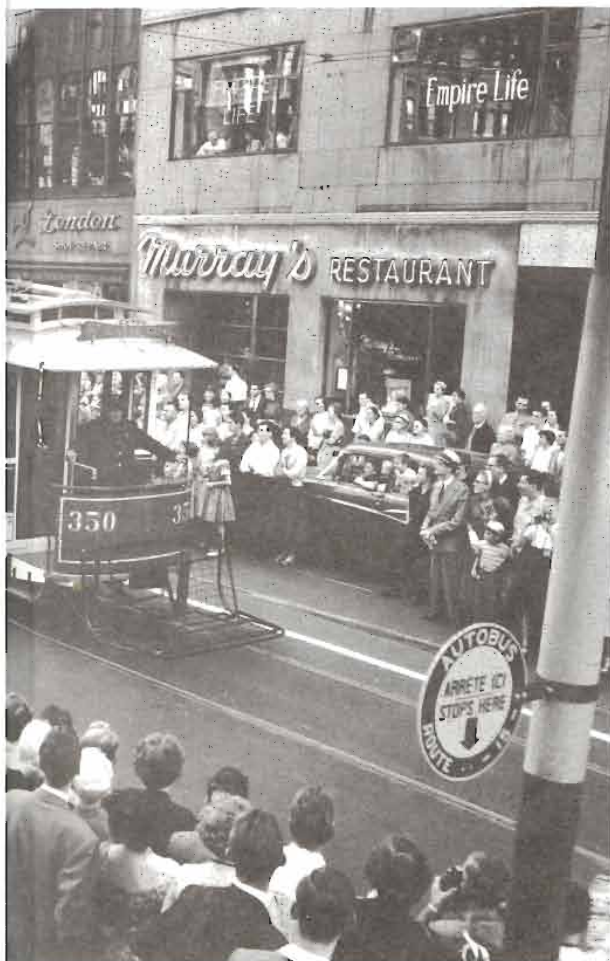
The MP&I was absorbed by the MSR in 1901; the Montreal Island Belt Line Company, renamed the Montreal Terminal Railway about 1900, was acquired by the MSR in 1907. The two absorbed companies, however, operated as separate companies until 1911 when all three companies were consolidated to form the Montreal Tramways Company (MTC).

The MTC was to last until 1951 when the company was expropriated by the City of Montreal which continued to operate the streetcar system under the auspices of the Montreal Transportation Commission until the end of streetcar service in 1959.

A Most Progressive System

During the beginning of the 20th century, Montreal had one of the more progressive street railway systems in Canada and, for that matter, in North America. For example, MSR car 890 was the first streetcar in the world designed for Pay-as-you-Enter (PAYE) fare collection that was successful. This was accomplished in 1905 by lengthening the conductor's platform, installing dividing rails and two doors instead of the usual one in the rear.





Four double truck open observation cars were built locally (two in 1905; two in 1924) for use in touring around Mount Royal, a mountain located in the centre of the city. Other street railway jurisdictions in Canada such as Vancouver, Quebec City and Calgary looked to the Montreal cars in the design of their respective open observation cars. The "Golden Chariots", as they were affectionately known, operated each summer from 1905 to 1958 with the exception of the summers of 1943 and 1944. All four exist today in museums.

Major Streetcar Purchases

The formation of the MTC in 1911 resulted in a total of 232 track miles in the system and an assortment of ageing streetcars. The new management almost immediately purchased new rolling stock consisting of 125 two-man cars numbered 1200 to 1324 built by Canadian Car & Foundry and Ottawa Car Manufacturing Company between December 1911 and June 1913. In 1913, a further 200 cars were ordered from the same manufacturers - the Ottawa cars were numbered 1325-1424 while the CC&F group comprised numbers 1425-1524. The 200 cars went into service over the period 1913-1917.

Montreal's progressiveness in updating equipment and the use of all steel cars continued unabated with the acquisition in 1914 of 25 two-car trains. The cars, built by J.G. Brill Co. of Philadelphia, included 25 motor units (1525-1549) and 25 non-powered trailers (1600-1624). These cars were initially deployed on the much used Ste. Catherine St. line. In 1917 additional orders were placed with Brill for 50 motor units (1550-1599) and 50 matching trailers (1625-1674), with the trailers equipped with a pair of motors on the lead truck for added traction. The success of the two-car operation resulted in the delivery of motor cars 1800-1824 and powered trailers 1675-1699 from CC&F in 1924.

While the MTC was very progressive in the development and use of new transit technology, it was nevertheless slow to incorporate the use of one-man car operation. After experiments using Birney cars, the company was convinced that one-man operation would be practical and an order was placed with CC&F in 1925 for 50 cars (1900-1949), followed by orders for 15 (1950-1964) in 1928 and another 40 (1965-2004) in 1929. Included in the 1929 order were six double-ended versions (2600-2605) primarily for service on the Bordeaux and Montreal North lines.

Thus Montreal had both one-man and two-man car operations. Montrealers throughout the years could distinguish what type of car was approaching by noting the car paint scheme. The one-man car with front entrance was painted in cream with red trim while the two-man car with rear entrance was painted in green with cream trim.

With an increase in revenue and traffic in the 1920s, the MTC decided to further increase its rolling stock and retire some of its older cars. After much deliberation, company officials decided to proceed with the extensive use of both one-man and two-man cars as opposed to additional two-car operation. The 2100 series of two-man cars built by CC&F was introduced in 1927. These cars were smooth riding and very popular with the public. During 1928 and 1929 additional two-man cars were purchased, bringing the 2100 series to a total of 140 cars (2100-2239).

Twenty-five two-man car multiple unit cars (2650-2674 and 2850-2874) were delivered by CC&F in 1930. As well, two two-man, three-truck articulated cars were built by CC&F in 1928 for service on the busy St. Catherine Street, however, they spent most of the service life on the Wellington route.

These additions rounded out major car purchases for some time. Of note, the MTC retrofitted most of its streetcars with unique "dash lights" at the front of the cars. The dual purpose of the lights was to increase visibility for pedestrians and automobiles at night and to enhance advertisements that were appropriately placed at the front. Cars that operated in the suburbs, such as the Cartierville and Lachine lines, sported headlamps.

TOP: No. 350 - "The Rocket" proceeds west on Ste. Catherine Street as part of the parade to bid farewell to street cars on Ste. Catherine Street on September 2, 1956. "The Rocket" was the first electric street car to operate in revenue service in Montreal - 64 years before her appearance in the parade. (Montreal Gazette photo, author's collection)

LEFT: Ottawa-built two-man car 1353 poses at St. Denis Shops in August 1953. Beside No. 1353 is one of 105 trolley buses utilized on four routes in the north-east section of Montreal. (Author's collection)

Miscellaneous Equipment

Like other major street railway systems in North America, Montreal had many specially designed cars to facilitate the operation of its system. They ranged from the previously mentioned observation cars, to prison, funeral, band, pay, training, official, freight, stores, crane and other specialty cars, not to mention the various equipment that comprised the snow fighting equipment fleet.

The MTC also had two electric locomotives (Nos. 1 and 2, later 5001 and 5002) that shunted freight cars from local industries to both of Canada's major railways. This function was mainly performed overnight with minimal interference from streetcars and automobile traffic. These locomotives operated until the end of service in Montreal. Both left the roster in 1963 - No. 5001 was acquired by the Canadian Railway Museum and No. 5002 went to the Branford Electric Railway Association in Connecticut.

Montreal was a unique city in that it was the only Canadian city with two prison cars. The specially built reinforced steel cars were owned by the Quebec government but operated by the MTC between 1915 and 1925. They transported prisoners between the old courthouse in downtown Montreal (near today's St. Antoine and St. Laurent Streets) and the Ahuntsic wye near Bordeaux jail on Gouin Blvd.

On the lighter side, Montrealers could view a Band car plying the streets with the MTC employees' band merrily playing the crowd's favorite tunes. It was officially retired in 1928.

Montreal also operated two funeral cars between 1910 and 1927 to transport the deceased to Hawthorn-dale Cemetery located at the east end of the island. During the height of the influenza epidemic of 1918 it was not unusual for the funeral cars to transport up to ten coffins per trip.

Up until the 1940s Tramway employees were paid every two weeks by cash. The unnumbered Pay car would visit each car barn to allow employees to pick up their wages. A second pay car, No. 3011, was used to transport fareboxes to and from head office on Craig Street (now St. Antoine). When the company started paying employees by cheque in 1948 the cars were subsequently retired and scrapped.

Montreal had two training cars - No. 1054 which operated until 1949 and No. 1177 which operated thereafter. In addition to classroom instruction, these cars were used to instruct prospective motormen and conductors. Car 1177 was donated to the Seashore Trolley Museum at Kennebunkport, Maine, in 1963 and was recently scrapped with many parts salvaged for use in the restoration of other cars.

Prior to the heyday of the automobile it was convenient for tramway company officials to use car 1024 to undertake inspection tours or to show visiting officials from other transit properties Montreal's system. The car was used up to 1927.

In addition to the aforementioned specialty cars, Montreal also had freight cars to transport bulk materials, cranes, welders, rail grinding, tool, tower and stores cars. This equipment was used in the daily upkeep of the vast streetcar system in Montreal. Given the severity of Montreal's winters, the MTC had an array of equipment such as sweepers, rotary plows, salt and sand cars to combat the elements.

Peak and Decline

After the major acquisitions of streetcars between 1911 and 1930, the onslaught of the depression necessitated implementation of stringent economic measures. No more large acquisitions would occur. It was at the height of the depression when the MTC system reached its peak of almost 320 track miles with approximately 1,000 passenger cars on the roster. During the period of 1917-1918 the system had reached its peak in passenger cars with over 1,200 on the roster.

During the latter part of the 1930s a few of the outlying streetcar lines in Montreal were replaced by buses, and it was thought that this trend would continue.

The PCC car was designed and constructed in the mid-1930s, however, the MTC had no need for these new and modern cars because of the acquisition of some 300 new cars between 1926 and 1930. The high cost of the PCCs and advances in bus technology were also contributing factors not to purchase the PCCs.

The advent of World War II, however, resulted in very heavy use of public transportation, brought on by restrictions on



Ah - winter in Montreal! A 2100-series car pauses on Windsor Street at St. Antoine, beside Canadian Pacific's Windsor Station, on February 1, 1951. (Montreal Gazette photo, author's collection)



PCC 3507 travels west on Craig Street and will turn south onto McGill Street in this 1950s photo. No. 3507 was one of 18 PCCs acquired in 1944 to help meet heavy wartime travel demand, and spent the majority of their active years operating on Outremont - Route 29. (Author's collection)

the use of gasoline, diesel oil, etc. To meet demand, 50 second hand streetcars were acquired by the MTC in 1941-1942, including 39 from the Springfield (Massachusetts) Street Railway Company, 6 from the Schenectady (New York) Railway, and 5 from the Alabama Power Company in Tuscaloosa, Alabama.

Because of war restrictions, only 100 of the St. Louis Car Company's PCC production was allotted to Canada. Of this allotment, 25 PCCs were to be purchased by Montreal. This was subsequently reduced to 18 and in March 1944 cars 3500-3517 were introduced on the Outremont #29 line. The purchase of these cars was to be the last order for streetcars for Montreal. Within 15 years of the arrival of the PCCs, the public transportation system in Montreal would be totally operated by buses.

The City Takes Over

Because of the rapidly expanding suburbs and the need to serve these areas, coupled with the requirement to overhaul existing equipment, the city of Montreal created the Montreal Transportation Commission. On June 16, 1951, the Commission assumed responsibility for public transportation. At the time Montreal had some 260 miles of track and over 900 active streetcars. The Commission's main mandate was to develop a master plan for rapid transit in the city. By 1953, the Commission submitted a plan to the city which consisted of a proposal for a subway system. Initially it was viewed that an all-bus system in Montreal would suffice for the short term. The objective was to replace streetcars with buses as soon as possible. Rather than

completing the task in ten years as originally envisaged the work was completed in under seven years.

Epilogue

Two major parades marked the end of streetcar service in Montreal. The first occurred on Labour Day, September 3, 1956, to mark the introduction of bus service on Ste. Catherine Street the previous day. A parade of historical trolleys (most now reside at the Canadian Railway Museum) proceeded from Harbour Street in the east to Atwater in the west. The parade was viewed by an estimated 200,000 people.

Just short of three years later the streetcar to bus conversion program had been completed. On August 30, 1959, a parade similar to that held on Ste. Catherine Street took place in the east end of Montreal. Included in the parade on that rainy afternoon was No. 350 - "Rocket", and PCC 3517, Montreal's newest streetcar. No. 3517 was the last car to enter the ceremonial gate at the Mount Royal car barn before the gates were closed, bringing to a close 67 years of faithful streetcar service to Montrealers.

After the cessation of service, most cars were systematically destroyed, however, the MTC did set aside representatives of various classes of cars and work equipment for museum use, and the 13 PCCs were held for a period for possible sale. Today, 21 pieces of MTC street railway equipment are preserved at the Canadian Railway Museum near Montreal, and another 14 Montreal veterans are at museums in Maine and Connecticut - reminders of street railway equipment utilized in Montreal. ☐

UP THE GATINEAU - Part II

Are you ready for this? I thought I'd finished with Canadian Pacific's Maniwaki Subdivision with my December 1990 Tid Bit, but apparently not! A "pilgrimage" to two locations on the remains of the old pike was made by yours truly and the Society's membership chairman John Frayne and our wives in August 1992, and once more a flood of memories surfaced.

We revisited the Maniwaki station, engine house, bunk house and yard areas, only to see wide open bulldozed space where these facilities had once stood. I found it difficult to determine the exact geographic location for any of the buildings as almost all reference points have been obliterated.

Two references are still there: "Nault's Hotel (I don't know whether that is its present name) which was located almost directly behind the old station, and the street crossing the tracks north of the station platform. The hotel looks no worse for wear and the dirt road street crossing has since been paved, complete with concrete curbs! From these meagre references, and the snowmobile/ATV trail which used to be the main line, John and I stood on, or very nearly on, the site of the old bunk house, ash pit and ancient bucket loading coaling facility.

Memories of frying a steak and boiling potatoes at 3 AM on a cold winter night in the old bunk house after just arriving in Maniwaki from Ottawa with empty "log gons" (empty gondola cars for log loading), came to mind. These extra freight jobs were fairly common during the winter months as logs by the millions went south on the Maniwaki Sub. in gondola cars. Some nights we'd only get four or five hours of "shut-eye" before heading out into a bleak winter morning to man-handle an open cab 4-6-0 southbound. In those times the now empty space was a railway yard full of "gons" being loaded with logs by specially equipped tractors. The place was a beehive of activity. On some mornings the southbound way freight (No. 80) would run in two, three, and on one occasion I remember, four sections to handle the log traffic. The sections were all the previous evening and night's northbound extras!

I was also reminded of getting into Maniwaki at a more reasonable hour (7:40 PM) on a passenger local (train 535) with its congenial engineer, Wilson Creighton. After putting the equipment "to bed" Wilson and I would go over to Nault's for a beer before we "cooked up" our supper in the bunk house. This was very pleasant on a warm summer's evening. The hotel had two "drinking" rooms. One was, as Wilson used to describe it, "a rams pasture". It had a minimum of furniture so the drunks couldn't bust the place up too badly. The other room, the smaller of the two, was "furnished" and it was in this more or less civilized atmosphere that we enjoyed our beer.

Man and his Dog

This memory of Wilson Creighton soon brought back yet another memory of this same pleasant engineman in a totally different area. As John and I and our wives left Maniwaki we drove south to Blue Sea Lake. We drove completely around this jewel of a lake but, of course, our main interest was in the former location of the railway along the shoreline on its east side, and especially the "rock cut". The rock cut, located immediately at mile 67.7, has been a favourite location for railfans and photographers in more recent times but it was a location just around the curve, north of the rock cut, that brought back a most pleasant memory. At mile 68.5 stood Ellard station, a "phone booth" size shelter really, located on the west side of the track and almost straight across from a little cottage owned by a retired CP hostler named Dick Handyside who lived there with his faithful dog. This memory brings me back to the days of steam, branchlines, wooden coaches, and friendly people.

Each weekday evening as Wilson Creighton brought light Pacific 2601 (or 4-4-4 2927) over to Ottawa Union Station from



It's a cold winter day as CP's G1 light Pacific 2228 rolls along the Maniwaki Sub. at Ellard, Quebec, with the passenger local. Warm memories were made here for this Tid Bit author, so who cares about a little snow! The 2228 was almost identical to G2 light Pacific 2601 mentioned in the story, except for 2228's Elesco boiler feedwater pump and 75 inch drivers compared to 69 inch drivers on the 2601. (Collection of N.B. Ballantyne)

the Ottawa West shop to get train 535's consist, he'd perform a little ritual which still makes me feel good. He'd get off the engine, go into the station and buy an evening newspaper at the newsstand. He would then roll the paper up tightly and bind it with string which he always carried for the purpose. The newspaper then got placed on his seat against the side of the cab. As we wound our way up the pike, with as many as 37 stops and starts, it would be nearly three hours before we'd pass along the shore of Blue Sea Lake, past the new Lismore station, through the rock cut, and onto the short straight stretch of track before the right hand curve at Ellard. On the short straight section Wilson would leave the bell ringing, sound a "highball" on the whistle, and grab the rolled up newspaper. As we leaned into the curve Dick Handyside's dog would come running down the path from the cottage to the trackside fence and with practised dexterity catch the newspaper, well thrown by Wilson, before it hit the ground. The obedient dog would then run back up the path and "hand" his master the paper. Dick would give us a friendly wave from his veranda and we would wave back. Wilson would then blow another "highball" on the whistle as we rolled out of sight around the curve.

The memory of Wilson Creighton's kindness and this memento of branchline railroading has never left me. Who cares about a picturesque rock cut when one has memories like this of railroading in a less hurried, less frantic time? It was a time when people rode in wooden coaches pulled by a coal burning, hand fired, light Pacific on a well maintained branchline.

Do I want to go back to those days? Not on your life! But I'm awfully glad I was part of it, that I experienced it, and that I knew people like Wilson and Dick.

It was an odd experience on that warm August 1992 day as John and I stood on the gravel that was once the Maniwaki Sub. at Ellard. I was facing south and I could almost see and hear the 2601 coming along with train 535. Dick's cottage is still there, as are several other of his storage buildings. The little creek still runs through the property and it all looks serene, but it's not the same. The 2601 and the shiny tuscan red cars are long gone, the tracks are gone, and the two gentlemen (and the dog) in my memory are gone. But I do have a very pleasant memory!

Will I now stop writing Tid Bits about railroading "Up the Gatineau"? You never know. ☎

Letters to the Editor

NOT A CASUAL SIGHT: One CP Rail unit that is not a casual sight in Red Deer, Alberta, is the 9000-series SD40-2F. Invariably when an article is written which makes reference to this unit, the reader is left with the impression that perhaps because it is unique, there is only one place to see them. This is the case in the July-August article by Bruce Blackadder and in other rail publications. By stating they are assigned west out of Calgary it would lead one to conclude that they cannot be seen at any other location, or if they were it would be a very rare occurrence. That fortunately is not the case because rather than being a rare sight, several pass through Red Deer from Calgary to Edmonton, and a few times out to Hardisty and then return to Calgary. Red Deer is probably one of the few places on the prairies where both CN and CP F units can be seen working in the same area. [signed ... Michael Thomson]



CP Rail SD40-2F 9014 pauses at Red Deer, Alberta, on March 24, 1992. Photo by Michael Thomson.

OOPS: As I read the description of the cover picture of the September 1992 Branchline, I noted an error. Although it is stated that the photograph dates from 1948 at Montreal West Station it also says that CP 4-6-2 2455 was built in 1955!

According to Omer Lavallée's **Canadian Pacific Steam Locomotives**, No. 2455 was built in March 1945 and scrapped in September 1956 - not a long life-span, but more than some CP models - in particular the controversial 2-10-4 8000! That was a one-of-a-kind creation, realized at great expense! [signed ... Eric Rumsby]

Ed note: Not only did your editor's finger slip, his mind had a lapse as well - No. 2455 was built by Canadian Locomotive Company (not Works). Too many late nights!

INCREASED CLEARANCES FOR DOUBLE STACKS: Both CP Rail and CN have finished raising tunnel clearances on Kamloops Lake for double stack trains.

Original construction of the six CPR Onderdonk contract tunnels on Kamloops Lake began in May 1884. Track was laid through these tunnels in June 1885. The tunnels had ample clearance in the days when main line power was small 4-4-0s, but modern double stack trains (to run in 1993) called for up to three feet of rock to be removed from the tunnel roofs. Blasting started on CP's Tranquille Tunnel (mile 9.0 Thompson Sub.) in March 1992 and was completed at the five Cherry Bluff tunnels (mile 12.5, 12.8, 13.4, 13.5 and 13.8) in August. CP has commenced work on increasing the clearances on the Mountain Subdivision.

CN's three tunnels on Kamloops Lake (Tranquille at mile 9.1, Battle Bluff at mile 10.2, and Copper Creek tunnel at mile

20.3 of the Ashcroft Sub.) were completed by the Canadian Northern Railway at the outbreak of World War I. They were higher than CP's tunnels as they were built 30 years later at a time when locomotives were increasingly bigger. The tunnels had sufficient clearance for the operation of double stacked smaller containers, but insufficient clearance for double stacking the larger (2.88 meter) containers. CN was able to achieve the required clearance with minimal blasting and by cutting two notches in each tunnel roof where container corners come close. CN completed its clearance project on Kamloops Lake in August 1992.

CN held a banner-breaking ceremony at Kamloops on September 2 utilizing SD60F 5560 to power the first double stacked 2.88 meter high container train to the Pacific coast. CN has spent \$5 million in 1992 to enlarge a total of 22 tunnels and rocksheds between Kamloops and Hope to accommodate the larger double-stacked containers. [signed ... David Meridew] ♦

Archivist Immortalized Canadian Pacific Pays Tribute to Omer Lavallée

Canadian Pacific has honoured the late Omer Lavallée, corporate historian and archivist, by dedicating the reading room of its refurbished archives to his memory.

On 22 June, Barry Scott, chairman and chief executive officer of CP Rail System, unveiled a memorial brass plaque and photographic portrait of Omer during a brief ceremony. The portrait bears the inscription:

"This room is dedicated to the memory of Omer Lavallée, C.M. (1925-1992), Corporate Archivist and Historian Emeritus, in recognition of his lifelong devotion to the study and dissemination of the history of transportation and Canadian Pacific."

Lavallée was responsible for the establishment of the archives in 1973 and, under his dynamic leadership, it rapidly gained a reputation for the excellent service it provided to serious transportation historians as well as for the preservation of numerous CP files that might, for all intents and purposes, have perished at the hands of those not having the vision to realize their foresight.

Dedicating the reading room to Lavallée's memory was a carefully made decision according to Barry Scott.

"It is a special place where we welcome people who have an interest in CP's history, whether they be employees of CP, teachers, students, scholars, architects, journalists, or people who come purely out of curiosity and a love of learning. In dedicating this room to Omer, we are, by extension, dedicating it to his friends and colleagues and all people who share his love of history," said Scott.

The reading room is located on the first floor of Windsor Station and is wheelchair accessible. (Philip B. Jago, adapted from *Windsor World*, July/August 1992, courtesy of CP Rail System) ♦

FROM THE PAST

40 Years Ago - 1952: There was further evidence of progress in the [Revelstoke] CPR yards with a change to diesel locomotive power. Instead of [2-10-0] 5777 and 5778, yard shunting was taken over by diesel switchers 7110 and 7111. (Revelstoke Review, 07/08/92, thanks to David Meridew)

CN SD40u 6000



David Stremes photo

CN SD40u 6000, believed to be the first unit painted in the new paint scheme for CN North America, is shown in Ottawa, Ontario on August 26, 1992. It had been on display that afternoon for various officials.

The only change in the paint scheme from what CN North America was using in its advertising is the size and shape of the map of North America. The new logo is a flattened rendering of North America, including Alaska (which CN serves with a barge operation from Prince Rupert, B.C.), and Mexico (which CN serves through a recently announced partnership with BN and FNM). The original logo that has been used in the print media was a white-on-black depiction of most of North America, that did not include all of Alaska or Mexico.

No. 6000 was formerly SD40 5037, rebuilt to Dash-2 specifications at CN's Atelier de Montréal - Montreal Facility (AMF), the former Point St. Charles shops. Major changes include:

- longer nose to allow for a larger washroom, and sand capacity, providing the crew with better protection
- addition of dynamic brakes
- ditch lights and pilot on the long hood end, for long hood forward operation (although the unit is not equipped with dual control stands)
- larger fuel tank (3400 gallons)
- computerized locomotive diagnostic system

This unit is the first of ten SD40 units to be rebuilt to Dash 2 specifications. They were originally to be numbered in the 8000 series, but this was changed earlier this summer - (after the **Canadian Trackside Guide** went to press!). The SD40u units are classified GF-630a, and have been equipped with a remanufactured 645E3B engine. A new electrical cabinet with the latest style of contactors was installed. A microprocessor, QES 1000, manufactured by Q-Tron in Calgary, Alberta, controls the excitation, the wheel slip, the extended range dynamic brakes (which the 5037 did not originally have) and other fuel

conservation features. The diagnostic features reduce downtime, thus improving the reliability of the units. The cab was modified and completely refurbished with insulating material to maintain noise levels below 83 DBA under full operating conditions. That, and heated windows and overlap doors, will help to keep crews comfortable in the harsh Canadian weather.

Other enhancements include an AAR control stand, new seats on a roller bearing sliding mechanism, and an upper console containing the radio, EOT, speed indicator and various light controls. The remanufactured locomotive's life expectancy is 20 years, and comes with a warranty from AMF comparable to that on new locomotives.

The AMF is a separate commercial division of Canadian National (the corporate company, not the railway), whose mission is "To be the #1 multinational company in remanufacturing and overhauling equipment, by meeting our customers' needs and providing added value with competitive products and quality service, in a challenging and safe work environment, profitably."

The AMF is located at the site of CN's former Point St. Charles shops, and continues to perform work under contract to CN. In addition to the SD40u program, AMF is also continuing to rebuild GP9 units for CN, and perform #1 repairs on other units, in addition to contract work for a number of U.S. companies including rebuilding two GP40s for commuter service in North Carolina. One of these units (No. 1792), along with CN GP9u 7071, a rebuilt VIA Park car ("Yoho Park"), and a cab mockup of a rebuilt unit, were on display at the Railway Supply Association show in Chicago in mid-September.

It is understood that the map may undergo some 'fine tuning' - i.e. repositioning the map and/or altering the shade of grey.

The second unit, 6001 (the former 5002, originally equipped with dynamic brakes), is expected out of AMF early in October, to be followed by the 6002 (the former 5118). ☐

Along the Right of Way



DERAILMENT: On August 19, 16 of Train 338's 101 cars derailed at Les-Cedres, Quebec. The derailment included five loaded propane tankers, with a leak in one tanker forcing the temporary evacuation of some 30 families.

VIA passenger service between Montreal and Ottawa was provided by buses for three days, and all Toronto-Montreal VIA trains were short turned at Cornwall with passengers bussed between Cornwall and Montreal.

During the cleanup, 61 CN freights were rerouted over CP Rail lines, stretching available crew to the limit. Trains to Toronto and beyond were turned over to CP Rail at Parsley (interchange between CN's Taschereau Yard and CP's St. Luc Yard) and travelled the Vaudreuil, Winchester and Belleville Subdivisions, regaining CN tracks at Brighton, Ontario. Eastward trains followed the same routing.

CN freights to/from the west operated over CP's Lachute Subdivision and through Ottawa Station to access Walkley Yard in Ottawa. (Ray Farand and David Stremes)

TORCHED: The vacant depot at Stoney Point, Ontario, burned to the ground on July 23. It had been the target of several arson attempts in recent years. (The Newletter, 08/92)

OPERATIONS SPECIAL: In late-August, GP40-2L(W) 9411 powered an operations special from Winnipeg to Chicago and then to Toronto. Included were Company-Service Car "Coureur des Bois", Sleepers "La Verendrye" and "David Thompson", and Track Inspection Car "Sandford Fleming".

AIRCRAFT BLOCKS RAIL LINE: A small air plane crash-landed at Neuville, Québec, on August 20, landing on Canadian National's main line between Montréal and Québec City. The line was blocked for several hours. The plane had been spraying nearby corn fields with herbicide before it ran into trouble. (Montreal Gazette, 21/08/92)

FUEL SAVER: The BC North and Alberta districts have been experimenting with the use of dynamic rather than power braking. The result - up to 4,163 litres of fuel saved on a single 354 km trip!. Expect to see more locomotives with dynamic brakes. (CN West)

NEW CROWN CORPORATION: Effective September 5, the Okanagan and Lumby Subdivisions in British Columbia were spun off into a separate crown corporation. Crew headquarters for the "Okanagan Division" have been set up in Vernon.

MORE WASHOUTS: Trains were detoured via Thunder Bay for several days commencing September 9 after a sink hole was discovered on the Redditt and the Allanwater Subdivisions.

VIA Rail's "Canadian" was detoured over CP Rail between Sudbury and Thunder Bay. (David Stremes)

IN THE DRINK: On September 12, M-420(W)s 3527 and 3536 derailed at St-Joachim, Quebec, on the Murray Bay Subdivision, with both units landing in the St. Lawrence River. The head-end crew escaped uninjured. (Pierre Alain Patenaude)

RTC STANDBY CHANNELS CHANGED: CN has changed a number of standby channels. On the St. Lawrence Region, the standby channel for the Beachburg and Smiths Falls Subdivisions has been changed to channel 8. On the Great Lakes Region, the following changes have been made: the RTC for the Bala Subdivision (mileage 0.0 to 5.0) is reached on channel 2. The RTC for the Beachburg Subdivision from Brent to Kilrush is reached on channel 4, and from Kilrush to Nipissing channel 3 is used. On the Newmarket Subdivision, from Gravenhurst to Falkenburg, and from Deans to Capreol, channel 3 is used; between Falkenburg and Deans channel 4 is used. (David Stremes)

ARNPRIOR-NEPEAN RAILWAY COMPANY BILL GETS APPROVAL: The Arnprior-Nepean Railway Company Inc. Act, 1992 was passed by the Ontario Legislature in June of this year. This railway is intended to take over the portion of CN's Renfrew

Subdivision from Nepean to Arnprior in order to provide rail service to the BASF plant in Arnprior, Ontario. In conjunction with this, CN operated a special passenger train on the Renfrew Subdivision on September 10, consisting of GP9u 7059, Track Observation Car "Sandford Fleming", and accompanying crew dormitory "Coureur des Bois". Passengers (mostly from the BASF organization) were taken from Galetta into Arnprior, where they toured the plant, before returning to the "Sandford Fleming" for a light buffet lunch.

The Arnprior-Nepean Railway Company is now in the process of preparing an application to the Ontario Municipal Board for operating authority. (David Stremes)

CN TO SPIN OFF TWO BRANCH LINES IN QUEBEC: CN wants to sell two of its branch lines in the Quebec City area as part of its plan to create a leaner main line. CN wants to sell the 92-mile Murray Bay Subdivision from Quebec City to Clermont, and the 36-mile St-Raymond Subdivision from Quebec City to St-Raymond-de-Portneuf. (Financial Post, 17/08/92)

CP Rail

CENTENNIAL CELEBRATION: A three-car GO Transit train operated in shuttle service between Peterborough and Havelock, Ontario, on July 5 to celebrate Havelock's 100th anniversary. The consist included F59PH 550, two coaches and cab car 235. Also present were CP Rail business cars "Assiniboine", "Mount Royal" and "Lacombe" plus RDC-2 91 (nee 9108). (Bruce Chapman)

LINE TRANSFER: The NTA ordered CP to abandon the operation of the segments of the Carman Subdivision in Manitoba from mile 0.0 to mile 10.35, and from mile 12.53 to mile 15.0, effective August 31. On that date, CN took over the CP track and service at Carman, Manitoba (mile 10.35 to 12.53).

The last CP train to Carman operated on August 31, powered by GP38AC 3016 and GP38-2 3056. (Bruce Chapman)



IMPROVEMENTS UNDERWAY AT MONTREAL CENTRAL STATION: Work started late in August on improvements to the vestibule of tracks 13-14 in Central Station. The \$1 million project will see vestibules 13-14 through 19-20 get a complete facelift by next spring. Plans call for automatic sliding doors, new flooring, stylish glass-block enclosures for the first concrete column on each platform, new lighting and installation of wheelchair elevators at each stairwell. The first stairwell should be completed by the end of October, just in time for the start of the winter-spring schedules. (VIA Latest News)

OTTAWA STATION TO GET IMPROVED ENERGY-CONSCIOUS LIGHTING: Work should start soon on a major retro-fit to Ottawa Station's high-ceiling lighting system. The current system, installed in the mid-60s, has become costly to maintain and is relatively high in energy consumption for the amount and quality of illumination provided. New fixtures, along with reflectors to provide better ceiling illumination, will be integrated into the station's existing overhead light holders. The project will maintain the station's architectural integrity, significantly increase the amount and quality of light, and lower the level of energy use. The savings and investment payback period are enhanced by an \$88,000 rebate from Ontario Hydro.

MISCELLANEOUS

EXECUTIVE TRAIN: A joint Amtrak-Burlington Northern inspection trip operated from Seattle, Washington to Vancouver, B.C. on August 9. After the some 50 passengers, made up of BN executives, Amtrak officials and US Representatives and Senators,

detained and flew home the train was wye'd and deadheaded to Seattle. There is speculation that the visit related to the proposed revival of Amtrak's "Pacific International".

The train was powered by F9A BN-1 and F9B BN-2, followed by "Jefferson Pass", "Stampede Pass", "Deschutes River", "Mississippi River", Diner "Lake Superior" (in BN's old green and white livery), and "Glacier View." (John Cowan)

INSPECTION TRAIN: On August 26 and 27, CSXT operated an inspection train in southern Ontario for the AVP - Transportation. The train entered Canada at Windsor and operated to Chatham, tying up there overnight. The next day the train proceeded to Sarnia for a morning tour and then returned to Michigan via CN's Sarnia/Port Huron tunnel.

The train was powered by GP38 2008 (still in B&O colours) and included baggage car 362, cars 315-"Indiana", 317-"Baltimore", 319-"Greenbrier" and 363-"Kentucky", and Track Observation Car 318 (not necessarily in that order).

TRIVIA: For the numerologists and trivologists, on July 25 CP Rail SD40 5555 was in South Edmonton at the same time that CN SD60F 5555 was across the river in Calder Yard in Edmonton. These are the only identical 4-digit numbered locomotives in Canada. (Geoffrey Peters)

RESTORATION AWARD: The 1992 Outstanding Achievement Award for restoration, bestowed by the Heritage Society of British Columbia, has been given to the Nelson Electric Tramway Society. The honour recognizes the restoration of streetcar service in Nelson, including streetcar No. 23, two kilometres of track and a caboose museum. (WCRA News, 09/92)

ANNIVERSARY HERALD: Essex Terminal Railway equipment is sporting a multi-coloured herald to commemorate the railway's 90th anniversary. The yellow herald includes the current green herald and the original white on green diamond, all outlined in black. (The Newsletter, 08/92)

LRT EXTENSION: In August, Edmonton Transit opened its LRT extension to the University of Alberta over the Dudley Menzies Bridge. (Mark Walton)

TRANSPORTATION DISPLAY: In mid-September a transportation display was mounted at the Old Port in Montreal. The 'consist' included CN Dash 8-40CM 2417, CP Safety Instruction Car 51; CP Display Cars 81 and 80, STCUM gallery commuter coach 922, CN display box car 404306, CN Track Inspection Car 15050-"Sandford Fleming", VIA Dome-Observation "Glacier Park", and CN Hi-Rail Crane 130891. (David Stremes)✻

A SELECTION OF PASSENGER CONSISTS

August 1, 1992
VIA #92 - "Hudson Bay"
at Winnipeg, Manitoba

FP9Au 6300
FP9Au 6301
SGU 15477
Baggage 9637
Coach 5648
Cafe Lounge 762
Sleeper "Enfield"
Sleeper "Emperor"

August 5, 1992
BC Rail #2
at Lillooet, B.C.

RDC-3 BC-31
RDC-1 BC-22
RDC-2 BC-23
RDC-3 BC-30
RDC-1 BC-14
RDC-1 BC-15

August 6, 1992
BC Rail #2
at Lillooet, B.C.

RDC-3 BC-31
RDC-1 BC-22
RDC-1 BC-21
RDC-2 BC-23
RDC-3 BC-33
RDC-1 BC-11
RDC-1 BC-10
RDC-1 BC-11

September 8, 1992
via #185 at Sudbury

RDC-2 6205
RDC-2 6215

August 2, 1992
GCRC (eastbound)
at Vancouver, B.C.

B36-7 7488
B36-7 7498
Baggage-Dormitory 9488
Dayniter 5713
Dayniter 5702
Dayniter 5718
Dayniter 5716
Dayniter 5724
Dayniter 5715
Dayniter 5749
Dayniter 5720
Dayniter 5704
Dayniter 5703

August 6, 1992
VIA #2 - "Canadian"
at Vancouver, B.C.

F40PH-2 6405
F40PH-2 6452
Baggage 8602
Coach 8104
Coach 8129
Skyline 8510
Coach 8118 *
Skyline 8512 *
Slpr. "Chateau Rigaud" *
Slpr. "Hunter Manor"
Slpr. "Mackenzie Manor"
Slpr. "Burton Manor"
Diner "Princess"
Slpr. "Bayfield Manor"
Slpr. "Drummond Manor"
Slpr. "Carleton Manor"
Dome-Obs.
"Strathcona Park"

* Vancouver-Jasper-Prince
Rupert

July 15, 1992
STCUM #20
at Montreal, Quebec

FP7A 1301
Coach 836
Gallery Coach 924
Gallery Coach 925
Gallery Coach 922
Gallery Coach 921
FP7A 1306

July 15, 1992
STCUM #10
at Montreal, Quebec

FP7A 1304
Coach 827
Gallery Coach 920
Gallery Coach 926
Gallery Coach 923
Gallery Cab Coach 900

August 13, 1992
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6405
F40PH-2 6404
Skyline 8516 (deadhead)
Baggage 8602
Coach 8129
Coach 8104
Skyline 8510
Sleeper "Hunter Manor"
Sleeper "Mackenzie Manor"
Sleeper "Burton Manor"
Diner "Princess"
Sleeper "Bayfield Manor"
Sleeper "Drummond Manor"
Sleeper "Carleton Manor"
Dome-Obs.
"Strathcona Park"

August 9, 1992
VIA #12 - "Atlantic"
at McAdam, N.B.

F40PH-2 6432
FP9Au 6307
Baggage 9632
Coach 5500
Coach 5532
Cafe Coach 3216
Coach 5440
Cafe Lounge 758
Dayniter 5746
Dayniter 5731
Diner "Acadian"
Sleeper "Enterprise"
Sleeper "Elmsdale"
Sleeper "Euclid"
Sleeper "Chateau Cadillac"
Dome-Obs. "Algonquin Park"

August 21, 1992
VIA #93 - "Hudson Bay"
at Wabowden, Manitoba

FP9Au 6300
FP9Au 6304
SGU 15484
Baggage 9668
Coach 5650
Cafe Lounge 765
Sleeper "Enfield"
Sleeper "Emperor"

July 29, 1992
VIA #134 at Fitzpatrick

FP9Au 6308
Baggage 9616
Coach 5581
Coach 5444
Coach Cafe-Lounge 3033
Sleeper "Elmira"

September 4, 1992
VIA #81 - "International"
at London, Ontario

F40PH-2 6445
Amtrak Coach 44552
LRC-1 Coach 3508
LRC-1 Cafe-Coach 3512
LRC-1 Coach 3506
LRC-1 Coach 3504
LRC-1 Coach 3503

September 1, 1992
VIA #137 at Senneterre

FP9Au 6314
Baggage 9639
Coach 5537
Coach Cafe-Lounge 3032
Sleeper "Edenwald"

August 28, 1992
VIA #17 - "Chaleur"
at St-Hyacinthe, Quebec

F40PH-2 6439
Baggage 8608
Coach 8115
Coach 8113
Diner "Annapolis"
Sleeper "Chateau Lasalle"
Sleeper "Chateau Lemoyne"

July 29, 1992
VIA #132 at Joliette, Quebec

FP9Au 6313
Coach 5500
Cafe-Coach 3224
Baggage 9639

(Thanks to Douglas Bardeau, Martin Berubé, Benjamin English, Jr., Geoffrey Peters, Alan Proctor, Wilf & Rosemary Schellenberg, Elbert Simon and Morgan Turney)

The pool of cars assigned to Winnipeg for the "Hudson Bay" includes SGUs 15457, 15474, 15477 and 15484; Baggage Cars 9637, 9649, 9665 and 9668; Coaches 5617, 5648, 5649, 5650 and 5653; Cafe-Lounges 756, 762 and 765; and Sleepers "Edwardsville", "Emperor", "Enfield", "Erickson", "Evelyn" and "Eldorado". Stored are SGUs 15451, 15475 and 15486. (Thanks to Elbert Simon)

THE REGISTER BOOK

TOTTENHAM, ONTARIO: On September 6, for the first time in 30 years, an Ontario railway pulled scheduled passenger trains with a steam locomotive. The South Simcoe Railway will operate former CP 4-4-0 No. 136 every Sunday until October 11, every hour from 11:00 to 15:00 between Tottenham and Beeton, Ontario. Adults \$5.00; Seniors and students age 12 to 18 \$4.00; children 3 to 11 \$2.50; Family of up to two adults and three children \$14.00. Take Highway 400 north to Highway 9, then 18 km west to County Road 10, then 5 km north to the second road north of the traffic lights in downtown Tottenham. Turn left onto Lorne Street to the end.

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

OTTAWA, ONTARIO - RAILFAIR '92: The 15th Model Railway Exhibit will be held on October 17 (11:30 to 17:30) and October 18 (10:00 to 17:00) at Algonquin College, Building D, at Woodroffe and Baseline, Ottawa. Featuring 15 operating layouts in various gauges; electric and live steam operation; displays; clinics; commercial outlets. Adults \$5.00; Seniors and Teens \$3.00; Children 5-12 \$1.00; Under 5 free. Free Parking. Sponsored by Ottawa Valley Associated Railroads (OVAR) and British Railway Modellers of North America (BRMNA).

ABERFOYLE, ONTARIO - The 1,500 square foot 'O' Scale Aberfoyle Junction Display Model Railway will be open from 10:00 to 17:00 on October 17, 18, 24, 25, 31 and November 1. Aberfoyle Junction is located at the southern limit of Aberfoyle, on old Highway 6 (Brock Road). The model railway is in an arched steel building on the east side of the road, 1.5 km north of Highway 401, exit 299. Adults \$4.00; Seniors and students \$2.00; children \$1.00.

EDMONTON, ALBERTA - HOBBY MECCA 1992: Hobby Mecca 1992, featuring over 50,000 square feet of model railroads, car planes, ships, doll houses and much more. October 17 and 18, Edmonton Convention Centre, 9797 Jasper Avenue, Edmonton; Adults, \$5.00; Children 12 and under, \$3.00; 3 and under, free. Family Pass, \$12.00. Proceeds to the Capital Care Foundation. Contact Nancy Shorter, Capital Care Foundation, #500, 9925-109 Street, Edmonton, Alberta, T5K 2J8, (403) 448-2414.

SAULT STE. MARIE, ONTARIO - AGAWA CANYON TOURS: 1992 tour dates until October 12 inclusive. Fares for the 228-mile round trip from Sault Ste. Marie are: adults \$42.75; children 5 and over \$16.25 (June to August) and \$21.40 (September and October); children under 5 \$7.55.

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

SCARBOROUGH, ONTARIO - MODEL TRAIN SHOW: The Scarborough Model Railroaders presents its annual Model Train Show on November 22 and 29 at 17 Jeavons Avenue, Danforth Road and Birchmount Road from 11:00 to 17:00. HO and N scales, with authentic railway sound. Adults, \$4.00; Seniors and children under 4'6" free.

STATION DATA SOUGHT

Over the past 11 years, an army of sustaining correspondents, friends and members of the Society have helped make the **Canadian Trackside Guide** what it is today.

We have received many inquiries regarding stations. As a result, the Society is embarking on a project to document existing Canadian railway stations, be they still in use by the railway or sold for other purposes. We are soliciting the help of **Branchline** readers to forward data on stations, as well as freight or baggage sheds used in conjunction with a station.

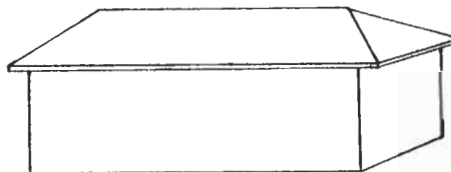
Our proposed listings will include the following headings:

LOCATION - the community in which, or near which, the station is now located, along with the station's original location or name (if applicable) plus the name of the railway company that last owned it.

DIRECTIONS - the street/road/highway names or numbers near the station and any further data to assist in locating the structure (eg. "behind a barn").

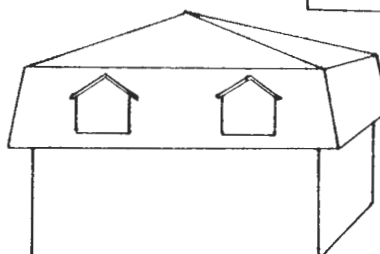
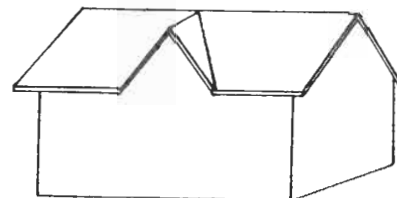
DESCRIPTION - the type of roof, number of storeys, colour and/or siding type (eg. brick), whether the station included a waiting room(s)/agent's office/baggage room and any other identifying detail (particularly where alterations may make the building hard to recognize as having been a station, eg. addition of verandah or sunroom). To assist in describing the roof type, the outlines of the more common roof types appear below.

USE - many stations have become private dwellings, community or seniors' centres, museums or utilized for storage. Those in their original location will be identified "in situ".



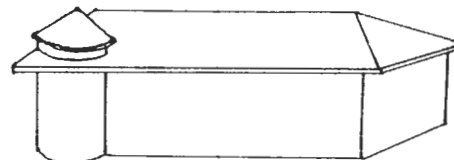
Hip Roof

Roof with front and end gables



Mansard roof with dormers

Hip roof with tower



The followings are examples of the proposed listings:

Locations: Venosta, Quebec (CPR)

Directions: Station Road, 100 yards west of Highway 105.

Description: Two storey, front and end gables, waiting room, agent's room, red "insul-brick".

Use: Private dwelling "in situ".

Location: Embrun, Ontario (NYC), originally at Berwick, Ontario.

Directions: Main Street, north side, along abandoned NYC right-of-way.

Description: Hip roof, one storey, waiting room, agent's room baggage room, NYC light grey with green trim.

Use: Museum.

Kindly forward information to: Bruce Ballantyne, 77 Stetland Way, Kanata, Ontario, K2M 1S7. Thank you in advance for your help.

The Motive Power Scene including equipment items

Many thanks to Douglas Bardeau, Bruce Chapman, Bill Coe, Wally Mossop, Randy Noseworthy, Jean-Louis Ozorak, Jeff Parker and Robert Wanner.

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



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

NEW NO.	OLD NO.	SERIAL	ASSIGNED TO	RELEASED
7070	4412	A655	Montreal	August 25
7071	4537	A1012	Montreal	See note

Note: No. 7071 was 'released' from Atelier Montreal Facility for display at the RSA Exposition in Chicago in mid-September and will return to AMF for final inspection.

REMANUFACTURED SD40: (p1-19, 1-32) Remanufactured SD40u 6000 (ex-5037) was unofficially released from AMF in late-August. During the rebuild, extended range dynamic brakes and a Q-Tron microprocessor were added. Previous plans were to number the remanufactured SD40 units in the 8000-series.

The 6000 was displayed at Montreal Central Station, followed by a quick trip to Ottawa for inspection by various officials on August 26. It then returned to AMF for some fine tuning and had not been released at press time.

RETIRED: C-630Ms 2013 and 2025 on August 12.

RETURNED TO SERVICE: M-636 2335.

STORED SERVICEABLE RECAP: (* added since last issue): M-636s 2305, 2308, 2313-2316, 2320, 2323, 2324, 2327-2329 and 2338*; GP40-2(W)s 9657 and 9665 (to be returned September 30 after a long-term lease to the AAR Test Center, Pueblo, Colorado).

STORED UNSERVICEABLE RECAP (* added since last issue): GP9 4267; GP38-2(W)s 4766 and 4770; SD40s 5134* and 5159* (both destined to the 6000-series rebuild programme); SD40-2(W) 5278* and GP40-2L(W) 9588* (both lost in a July 19 washout at Exton, Ontario - both units, along with retired C-630Ms 2005 and 2007, will be abandoned where they landed).

RELOCATED: Heavyweight commuter coaches 4954 and 4991 were moved from Montreal to Capreol on August 27 for carry maintenance of way crews between Capreol and Armstrong, Ontario.



CONTRACT WORK: During August, Helm-owned former Maine Central GP38s 256, 258 and 263 were released for service on the Dakota, Minnesota & Eastern.

Also released was North Carolina commuter GP40u 1792 - "Pride of Charleston" (ex-CSXT 6803). The unit has received 108-mph gearing and HEP. Its first public appearance was at the RSA Exhibition in Chicago in mid-September. [Keeping the 1792 company at the exhibition was CN GP9u 7071 (see above) and VIA Dome-Observation "Yoho Park", all AMF rebuilds]

Arriving at AMF in September were Helm-owned former CSXT SD45-2 8959 (lettered Seaboard Coast Line), and former AT&SF SD45-2 5710 for replacement of their 20-cylinder blocks with 16-cylinder blocks (sisters 5712 and 5713 arrived in August).

CP Rail

SOLD (on August 31): (p1-48) GP38AC 3018 to the Soo Line.

RETIRED (on August 25): (p1-51) M-636s 4701, 4717, 4720, 4728 and 4741.

STORED SERVICEABLE (* added since last issue): GP9u's 1558*, 1573* and 1633*; C-630Ms 4500, 4501 and 4503; M-630s 4508, 4511, 4550, 4551, 4555-4557, 4559, 4572 and 4573; M-636s 4721, 4733-4736, 4738 and 4739; SW8 6701; SW900s 6713* and 6719; RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044; SW1200RS's 8110* and 8129*.

STORED UNSERVICEABLE RECAP (* added since last issue): GP7u 1500; GP9u 1517; M-636m 4711*; SD40s 5402, 5407, 5411 and 5501; RS-23s 8018, 8020, 8030, 8036 and 8039.

TRANSFERRED: RS-23 8032 from Montreal to Saint John (to replace failed 8036).

PURCHASED: Former Kansas City Southern SD40-2s 670-676, on lease from Helm Financial, will be purchased effective December 5, 1992. Present road numbers will be retained and "CP Rail" red reflective decals will be applied on the white carbody.

BACK HOME: SD40-2s 5672, 5679, 5682, 5684 and 5692 returned from lease to the Delaware & Hudson during August. [SD40-2s 5670, 5677, 5678, 5689, 5690, 5697 and 5698 remain leased to the D&H, along with RS-18s 1805, 1810, 1811, 1828, 1829 and 1830, and SW1200RS 8159].

RETURNED TO SERVICE: SD40-2F 9021 returned to service on September 2 after repairs related to a July 18 collision at Greely, B.C.

NOT YET: GP7u 1682 was reported in the last issue as having joined the D&H fleet. While the unit recently received FRA glazing and other modifications, it was assigned to Windsor, Ontario, at press time.

HISTORICAL COLLECTION BROKEN UP: In August, the four units stored for several years in Quebec City for historical purposes were moved to St. Luc Yard in Montreal. FA-2 4090 and FB-2 4469, and possibly H16-44 8554, are destined to the Cranbrook Railway Museum in Cranbrook, B.C.; S-2 7010 is destined to an as yet undisclosed location in Toronto. [At press time, the three units to go west were scheduled to leave Montreal on September 19 as part of a 'hospital train' which would also include 2-8-2 5468 enroute to Revelstoke, B.C. -see below]

Baldwin DRS4-4-1000 No. 8000 remains the sole diesel unit held by CP Rail for historical purposes.

CABOOSE CHANGES: Nos. 434918, 434919, 434921, 434925, 434928, 434931, 434952, 434954, 434956 and 434957, all leased to the Soo Line, were returned at the end of July; No. 434343 has been assigned to the Revelstoke auxiliary, replacing 434418 which has returned to the mainline pool.



RELOCATED: Retired RDC-1s 6106, 6112, 6139, 6141, 6142 and 6145 were moved from the Halifax Maintenance Centre to the Toronto Maintenance Centre in late-August.

The move freed up space in Halifax for 11 former U.S.-owned Budd-built coaches from Montreal that will undergo stripping prior to entering Phase II of the HEP rebuild program (see July-August Branchline, Page 5). Moved to Halifax were 136 (ex-Amtrak 3816), 144 (ex-Amtrak 4412), 145 (ex-Amtrak 4414), 151 (ex-Amtrak 5803), 153 (ex-Amtrak 5805), 155 (lettered Southern 825), 156 (lettered C&O 1600), 159 (lettered Central of Georgia 106), 172 (ex-Amtrak 3851), 174 (ex-Amtrak 3853) and 181 (ex-Amtrak 5422).

BILINGUAL: Club Car "York Club" has emerged from the paint shop with "Club York" on the right hand side, and "York Club" on the left hand side.

SOLD: (p1-80) C-425 803 (nee Erie Lackawanna 2453) has been sold to the Mohawk Adirondack & Northern in upstate New York and moved east in early-September. No. 803 joins sisters 804, 805 and 806 sold to the MA&N in 1991. No. 803's departure leaves only two C-425s on BC Rail's roster - Nos. 802 and 811.

MISCELLANEOUS

FOR OVERHAUL: During August/September, Burlington Northern B30-7A Nos. 4002, 4010, 4015, 4041, 4060, 4063, 4065, 4074, 4077, 4101 and 4102 were delivered to General Electric's Montreal facility for overhaul. Sisters 4003, 4013, 4047, 4071, 4079, 4115 and 4118 were released from overhaul during August/September.

TO MEXICO: In August, five former BC Rail M-630s moved from General Electric in Montreal to Mexico. Included were M-630s 707, 710 and 719, and M-630(W)s 723 and 726.

PASSING THROUGH: Helm-owned GP40 665, rebuilt from former CSXT 6838 at Atelier Montreal Facility and painted in a scheme reminiscent of the older Amtrak scheme, moved to the Chicago area in May 1992. Not required by Amtrak, the unit was stored. In late-August it returned to AMF prior to movement to Port Jervis, New York, for service on New Jersey Transit.

ON THE INDUSTRIAL SCENE

TO THE SCRAPPER: (p2-1) Former Western Canada Steel MLW S-3 switchers 6574 and 6583, acquired by Ipsco in 1991 and stored at CP Rail's Coquitlam Yard, moved to Ipsco's plant in Regina, Saskatchewan, in late-July, apparently for scrapping. Western Canada Steel acquired the units from CP Rail in 1972 and 1986 respectively.

AILING: (p2-10) In August, Abitibi-Price SW8 7158 from the Pine Falls (Manitoba) plant was moved to CN's Transcona Shops for work. Filling in during its absence was CN GMD1m 1171.

(p2-23) Also in August, Abitibi-Price SW1200RS 1336 from the Jonquière (Quebec) plant moved to AMF for engine work. Retired CN SW900 7920 was provided by Canac as a replacement.

(p2-22) Stelco SW8 No. 73 has returned to service at Contrecoeur, Quebec. During its absence, retired CN SW900 7909 was provided by Canac.

ON THE PRESERVED SCENE

IN CLASSIC COLOURS: CN commuter coach 5068, freshly painted in the CN gold/green/black scheme, is now preserved at the "Railway Tavern" in Mildmay, Ontario. No. 5068 was built by CC&F in 1937 as CN 5207 and was transferred to VIA in 1978. No. 5207 was one of eleven 'Canadian Flyer' coaches reacquired by CN in 1983 and modified for service on the Montreal-Deux Montagnes line, numbered 5060 to 5070.

[Coaches 5061 and 5067 have been acquired by the Adirondack Railroad in upstate New York, while 5062-5065 and 5070 remain in commuter service. Might any of our readers know the whereabouts of 5060, 5066 and 5069?]

RELOCATED: (p3-55) Privately-owned former CP Rail business car No. 24, resident at Port Stanley for some eight years, has been moved to Goderich, Ontario.

ON THE WAY: Former CP 2-8-2 5468, resident at the Canadian Railway Museum in St-Constant, Quebec, since 1963, was moved to CP Rail's St. Luc Yard on September 4. The modern 'Mikado' (built in 1948) is destined to a new railway museum being constructed in Revelstoke, B.C.

ADDED TO DISPLAYS: (p3-82) Terra Transport NF-210 934 has been moved from Corner Brook and added to the display train at Port aux Basques, Newfoundland; Terra Transport snowplow 3462 has been added to the display at Lewisporte, Newfoundland.

DEAL OFF: In the June issue, it was reported that former VIA FPA-4s 6769 and 6782, sold to Century Locomotive Parts in 1991, were destined to Packerton Jct., Pennsylvania.

Alas, plans by the Reading and Northern Railroad in New Hamburg, Pennsylvania, to acquire these units, and a matching FPB-4, have apparently fallen through and the units have not moved. ☐

Sixth Annual Branchline B&W Photo Contest

Deadline - November 15, 1992

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

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

RULES: Submit up to three (3) previously unpublished 8" x 10" black and white glossy photographs for each of the following categories:

- 1) "Around Ottawa"
- 2) "Desert, tundra, prairies, emphasis on flatness";
- 3) Tourist railway operations, including BRS steam and diesel excursions;
- 4) Artistic;
- 5) Historic.

Be sure to include caption information to describe the train, route, date, and other pertinent data.

Contest results, including the publishing of the winning photographs, will be in the January 1993 *Branchline*.

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

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

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

B.R.S. Annual Dinner

October 30, 1992
Nepean Sportsplex, Nepean, Ontario
Cash Bar 18:00; Dinner 19:00

Guest Speaker - James A. Brown

Tickets at \$20 available from the Society or from Hobby House outlets



NEW FROM ELECTRO-MOTIVE: GM Locomotive Group recently introduced its 70 Series Six Axle Locomotives, Nos. 7000 and 7001. With an emphasis on overall reliability, the 70 Series locomotive features a 16-cylinder 710G3B engine rated at 4000 tractive horsepower, HTCR radial trucks and the latest in locomotive microcomputer technology. The SD70M will be on display at the 1992 RSA Expo in Chicago between September 20 and 23. After in-plant testing, three SD70Ms will be tested at the AAR's Transportation Test Centre (TTC) in Pueblo, Colorado. At the conclusion of the TTC tests, the three SD70Ms will be available for demonstration in revenue service. (Photo courtesy of Electro-Motive)

Bytown Railway Society

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